



## **2021 SXS RULE BOOK**

### **THE ONLINE VERSION IS THE OFFICIAL RULE BOOK**

The rule book found online at WORCSRacing.com is the official up to date version. All revisions to rulebook are posted at WORCSRacing.com and all revision made are the responsibility of the racer.

This rule book, if printed, should be used as a quick reference only.

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**[BACK TO TOP](#)**

# **CONTENTS**

INTRODUCTION .....	4
GENERAL RULES AND DEFINITIONS .....	4
ENTRANTS AND RIDERS .....	6
EVENT COURSE .....	7
PROTESTS .....	9
RULE INFRACTIONS / PENALTIES.....	10
TECHNICAL INSPECTION.....	14
ANNUAL MEMBERSHIP .....	15
POINTS, DROPS & CHAMPIONSHIP REQUIREMENTS.....	16
Dropped Rounds .....	16
End Of The Year Championship Requirements.....	17
Bumped Riders / Class Transfers.....	18
POINTS TABLE .....	18
COMPETITION.....	19
STAGING PROCEDURES.....	19
Roll Over Procedure / Recover and Assist / Safety Zone: .....	19
RIDER’S MEETINGS AND OTHER SPECIALTY RULES.....	20
VECHILE REQUIREMENTS, SAFTEY, AND SUPPLEMENTARY RULES....	21
Race Vehicle Numbers.....	21
Personal Safety Gear Requirements: .....	22
Fire Extinguishers:.....	22
Required Vehicle Components: .....	22
Additional / Supplementary Rules.....	23
ABILITY CLASSIFICATION .....	23
SOUND REQUIREMENT .....	26
RADIO COMMUNICATIONS .....	26
SXS SPECIFIC CLASS RULES.....	27
PRO CLASSES.....	27
AMATEUR CLASSES .....	27
YOUTH CLASSES .....	28

SXS Youth 800 Production:.....	29
SXS Youth 650 Production:.....	29
SXS Youth 600 Stock:.....	30
SXS Youth 250 Limited Stock: .....	30
SXS Youth 250 Stock:.....	31
SXS CLASSES AND CLASSIFICATIONS .....	33
ADULT SXS CLASSES .....	33
BEGINNER SPORTSMAN CLASS.....	34
YOUTH SXS CLASSES AND CLASSIFICATIONS.....	35
YOUTH SXS CLASSES.....	35
RACE CLASSES AND PLATE COLOR COMBINATIONS.....	36



## **INTRODUCTION**

PODIUM PROMOTIONS LLC. (referred to as PP hereinafter) is the licensed promoter of WORLD OFF ROAD CHAMPIONSHIP SERIES (referred to as WORCS hereinafter).

Rules and/or regulations set forth herein are designed to establish minimum acceptable requirements and to provide for the orderly conduct of racing events.

Effective January 1, 2021 these rules and regulations will govern all PP/WORCS events. All PP members and racers willingly participating in these events are deemed to have read and agree to comply with these rules and regulations.

No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. These rules and/or regulations are in no way a guarantee against injury or death to participants, spectators, or any person or persons. They are intended as guide for the conduct of the sport only.

## **GENERAL RULES AND DEFINITIONS**

1: Off-road racing is a hazardous sport, and with participation being voluntary, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, PP, its officers, agents or directors arising from damage to any vehicle, personal injury or death, monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conduct under these rules waive any claim they may have against promoter, track operator, PP, its officers, agents or directors.

2: The promoter or track operator may run any type of approved PP event.

- 3: The director shall have the authority to penalize, disqualify and/or suspend any entrant or crewmember for the violation of these rules including special rulings.
- 4: PP may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance.
- 5: Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations.
- 6: PP assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.
- 7: PP members are not employees of PP. PP members assume all responsibility for all charges; premiums and taxes payable on any funds they may receive as a result of their participation in any PP sponsored event(s).
- 8: PP reserves the right to refuse and/or deny any entry application.
- 9: By racing with Podium Promotions or participating in any Podium Promotions events, races or as a spectator inside the boundaries of said events, you agree and assign permissions to use and publish, in any media now or hereafter known, your name, likeness and voice as captured at any Podium Promotions LLC event, for purposes of promotion, art and commerce and furthermore acknowledge that my email/postal information will be used for email/mail marketing purposes through Podium Promotions contracted sponsors. You may opt out at any time in the future by contacting Podium Promotions.
- 10: Displacement modifications are legal by boring and stroking a motor to increase displacement within the displacement guidelines per class. Boring down to decrease displacement is strictly prohibited.
- 11: No Driver is permitted to carry gasoline except for within the machine's fuel tank.
- 12: Safety equipment and machine eligibility are the sole responsibility of the Driver

13: SXS Driver must be 6 years old or older as of 1<sup>st</sup> day of the current event.

14: DNF Definition - Racer must start race and make one lap thru the scoring. Youth Classes that race a “youth mini course” and not the full adult course and the Youth SXS 250 classes will not receive a DNF so long as they compete one lap.

15: No paddle tires allowed.

16: PP reserves the right to uphold all policies and rules written or otherwise.

17: All PP Policies will be at the discretion of the promoter, whether written or not.

## **ENTRANTS AND RIDERS**

1: Any entrant who fails to fully fill out and sign required entry forms, waivers and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms, waivers and releases must be signed in person, in front of PP entry personnel. Identification may be required.

2: No entrant may enter racing areas until they have signed all releases and/or entry forms. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification may be required (i.e., picture ID).

3: The entry applications of persons under the age of 18 must have a parent or legal guardian sign the release form. If a parent is sending their child with a legal guardian, they must use an PP minor release form. Must be notarized to be valid. Minor release available at: [WORCSRacing.com](http://WORCSRacing.com) click on REGISTRATION > MINOR RELEASE FORM.

4: Any entrant who competes on a vehicle that he/she is not registered to ride or permits such action, shall forfeit any and all prize money, points and contingencies won in that particular event. Such action may result in vehicle disqualification.

5: Only entrants that are listed on official WORCS/PP entry form may ride the vehicle for which they are registered. No entrant may ride any vehicle for which they are not registered.

6: PP reserves the right to change race vehicle numbers and/or background color designations.

7: The Driver must sign all entry forms, waivers and releases in person during the registration period to be eligible for points, contingencies, purse, etc. during that event. Identification may be required.

## **EVENT COURSE**

1: A marked course is the official route designated by and marked with official PP markings. All vehicles must follow this route during the event. No vehicle may deviate from the marked course at any time. Passing is only permitted where there is no vegetation on the side of the course. Short coursing is not permitted and will result in a penalty up to a disqualification. Short coursing is defined as any deviation from the marked course resulting in either a time or position advantage. PP is not responsible for markings that are damaged or removed. All vehicles must proceed only in the correct direction of the course route or trail. Riding backwards on the race course at any time is prohibited. Riding backwards on the course is grounds for penalties of up to and including disqualification.

2: Course may include trails, footpaths, roads, hills, motocross tracks, or any type of terrain, which can be negotiated by a SXS. The course will be open to inspection on Friday after the course is clear from practice and unclassified. Participants are permitted to walk or bicycle the course **only**. If a racer leaves the course for any reason, he/she must re-enter the course where he/she left, failure to do so will result in a penalty up to a DSQ. Racers must remain on the marked course. Any time double arrows are posted on both sides of the trail, racers must stay between the arrows. Markers may also include any device placed along the trail to help guide racers, including: ribbons, signs, stakes, hay bales, etc. If the original marking devices are knocked down, the driver must stay on the original marked course.

3: Riding backwards on the course is grounds for immediate disciplinary action up to and including disqualification.

## Scoring Chute:

1. There is no passing/touching in the scoring chute; unless directed by a PP official. Passing in the chute will result in disciplinary action up to and including disqualification. Destruction of the scoring chute will result in time penalty, monetary fine and or disqualification.

## Pits:

### **ABSOLUTELY NO PIT RIDING - KIDS & ADULTS!!**

You may ride your vehicle/ pit bike to and from the track at first gear IDLE ONLY for your race ONLY. Racer must wear a helmet AT ALL TIMES. Riders must register for the race before riding their machine anywhere.

**ANYONE FOUND PLAY RIDING IN THE PITS WILL BE DISQUALIFIED WITHOUT A REFUND. NO EXCEPTIONS.**

1: At all times, the Driver assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their organization. All pitting must be done in the designated pit area. No racer is allowed to carry gasoline except inside his/her machine's gas tank.

2: No vehicle shall be towed, pushed, pulled or transported by a non-race entered vehicle on the official course while an event is still in progress. Another race entered vehicle or an official PP vehicle may push, pull or tow the race-entered vehicle up to the nearest pit stop checkpoint. Only the vehicle occupant at the time of breakdown may push the vehicle through the finish line. No other person or persons will be permitted to assist in pushing, pulling or towing the vehicle. PP officials may assist the vehicle occupants if it is deemed necessary for the protection of the entrants.

3: Any pit support vehicle running on or near the racecourse will result in the entrant being disqualified. Any pit vehicle running backwards on the racecourse will cause race vehicle to be disqualified.

4: All pits must have the equivalent of a UL approved 5-lb. ABC fire extinguisher present at all times.



5: All young children and pets must be kept out of the pit area. Pets must be kept on a leash. All campfires must be kept out of immediate pit area. Campfires may not be permitted due to local federal and state regulations.

6: All entrants are responsible for cleaning the pit areas they use during the event.

7: "Hot Pits" for the pro main. A hot pit area may be established. Either a chalk line or a row of hay bales or both will define a safe zone for race vehicle servicing. The safe zone will be between the chalk line/hay bales and the recognized row of support vehicles/crew. Any full stop servicing or pit crew personnel beyond the safe zone during servicing will be penalized a minimum of a 2-minute penalty and/or up to disqualification against the entrant being serviced.

8: Any pit crew members disregarding these rules will subject their Driver to disciplinary action up to and including disqualification.

9. PITS: If deemed necessary by race officials each racer will be give 3 pits pass bands at the time of registration. Only those 3 pit personnel displaying the proper wrist bands will be allowed in the pit area. No children or pets will be allowed.

10. No chase/pit vehicles will be allowed to remain in amateur pit area once race has started. You may use a chase/pit vehicle for drop off and pick up, but it must leave pit area upon race start.

## **PROTESTS**

1: The director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any rules or regulations.

2: Another entrant within the same race event may make technical protests on another entrant within the same class, racers unless considered a minor are the only person aloud to protest another racer, in such said class. A \$700.00 cash fee for SXS, must accompany protests. For each additional item protested will be an additional \$300 cash fee per item protested. The protest must be in writing along with the fee and be delivered to the director no later

than 30 minutes after event results are posted. The decision of the director will be final. Winner of protest will get 80% of the fee.

3: Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows:

- A. The protester or their designated representative.
- B. The protested competitor or their designated representative.
- C. PP Officials.

4: A complaint filed for improper riding or conduct requires a \$25.00 cash fee. The complaint filed in writing with the director no later than 30 minutes after events results posted. A complaint may be verbally filed with any radio equipped PP official if entrant filing the complaint is broken down on the track. The official will notify the director of the protest.

5: Rider may appeal referee's decision to the Competition Committee. The Competition Committee will meet and rule on all appeals within 7 days. All competition committee decisions will be considered final.

A: Rider protests may be heard by the Competition committee at the referee's request.

B: Appeals will not be accepted related to matters for which no remedy is available. (For example: If the remedy would be to re-run an event.)

6: Personal video photography is intended for personal use ONLY. Personal videos will not be used in any matter regarding penalties assessed during a PP event. PP has videographers and live streaming videos that may be utilized to aid in the accuracy of events that may have occurred, but no other source of evidence shall be considered except that of PP.

## **RULE INFRACTIONS / PENALTIES**

1: The following legend of infraction penalties is a guideline used by PP in assessing penalties. These guidelines are not meant to

infer that these are the only possible infractions or penalties that may be assessed against any entrant participating in an PP sponsored event.

A. Race vehicle traveling on the racecourse in the reverse direction of the race, at any time: disciplinary action up to and including disqualification.

B. Pit support vehicles traveling on the racecourse at any time: disciplinary action up to and including disqualification.

C. Abusive (verbal or physical) conduct toward a race official: Disqualification, suspension, five hundred dollar (\$500) fine or any combination of the three.

D. Short coursing: disciplinary action up to and including disqualification.

E. Unclassified practice is to be used at the racer's discretion; each racer must begin their designated unclassified practice on the starting line and NOT at any other location on the course. Each racer must complete unclassified and go through the scoring chute. Any violation of this rule and the racer will be disqualified from the weekend's events. Transponder must be on vehicle to participate in the unclassified practice sessions. Driver must be in full race gear for ALL practice sessions.

F. Passing in the scoring chute; unsafely or to gain an advantage: 2 positions. If there are other conditions that arise in the chute, (i.e. stopped, flipped, broken vehicle) a PP official may direct riders safely around without receiving a penalty.

G. DSQ's may not be dropped and will count towards national championships.

H. DSQ's for a machine cc infraction will mean loss of all points from said class for race season.

I. Outside assistance is permitted in designated pit area or in the general parking lot **only**: Any assistance given in any

other location can have disciplinary action up to and including disqualification.

J. All riders must start on the same vehicle that they finish on, a rider may not change vehicle at any point during a race: Violation of this rule is a DSQ penalty.

K. All Pro riders must race the same vehicle they are racing during parade lap. Rider is not permitted to switch vehicle after parade lap: Violation of this rule is a DSQ penalty.

L. Drinking intoxicating beverages in designated pits, on the race course or in the surrounding areas by any person is strictly forbidden. The use of narcotics, (amphetamines or any other stimulants, barbiturates or other depressants) is forbidden. Any entrant or crew member in an event that shows evidence whatsoever of being under the influence of any of the aforementioned shall be subject to suspensions from all future PP sponsored events. Violator must leave the premises immediately at the direction of the race director.

M. Any entrant who makes false statement on a contingency or entry form shall be disqualified and shall forfeit all prize money, points and all contingencies won in the race. Entrant may also be suspended from future events for a period of one year.

N. Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event. Entrant may also be suspended from future events for a period of one year.

O. Any entrant disqualified from any event for a reason whatsoever forfeits any and all rights to prize money, points and contingencies Entrant will not be entitled to a refund of all or any portion of his/her entry fee(s).

P. Any entrant, respective pit crews or support crews seen or reported traveling on the course in other than race-registered vehicles participating in the event before the end of the official race time limit may subject entrant to penalties of disqualification and/or suspension.

Q. There is no outside assistance permitted on the course or near the course during the event except for those PP designated areas for pits and/or gas stops. PP retains the right to assess each situation and respond accordingly. (Situations involving safety are at the discretion of the race director.)

R. Any race entrant or their support personnel who subject any PP official, other race entrants or their support personnel to verbal threats and/or physical abuse will be brought before the director. The director will make the decision of disqualification and/or suspension of the rider and the offending support personnel for said offenses. Acts of physical abuse may be reported to the proper authorities and may lead to legal action.

S. Deliberate vehicle contact will result in penalty, disqualification and/or suspension at the direction of the director.

T. Racing in a class with higher displacement than the legal limit for said class will be penalized. Penalty will mean a total loss of points for entire race season and racer will be placed on probation.

U. If a racer is DSQed for a displacement violation, all points for that class will be forfeited for the entire season.

V. DSQ's are non-droppable and will count towards championship points.

W. In the event a vehicle breaks down on the course the following options are approved. Any deviation from these options may result in entrant being disqualified.

A) Rider who is with vehicle at time of breakdown may walk to and from the nearest official PP designated pit stop only, (General Parking is an extension of the pits as it pertains to this rule) in order to retrieve equipment or parts necessary to repair vehicle. Anyone other than the vehicle occupant that delivers equipment or parts will subject that vehicle to disqualification.

B) Another race entered vehicle may pick up equipment or parts (GAS NOT ALLOWED) at the PP designated pit stop (General Parking is an extension of the pits as it pertains to this rule), and then deliver that equipment or parts to the broken-down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backwards on the course will subject both entrants to disqualification. Any pit support vehicle or other than race entered vehicles delivering parts to a broken-down vehicle will subject entrant to disqualification.

C) If vehicle is towed off course by a PP official and called out "Mechanical", the race is officially over and racer may not go back on course. If a racer goes back on course after being towed off and called out mechanical, laps done after being towed off track will be taken away.

## **TECHNICAL INSPECTION**

1: IT IS THE ENTRANTS', RIDERS', OWNERS' AND SPONSORS' FULL RESONSIBILITY TO MEET ALL PP RULES AND REGULATIONS.

2: Entrants must make all reasonable effort to arrive at staging a minimum of 30 minutes prior to start of race.

3: PP reserves the right to subject any vehicle to a technical inspection at the direction of the technical inspector or race director. In the event of a mechanical inspection, the rider will be responsible for removing or repairing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle and may result in suspension from future PP sponsored events.

4: It is the sole responsibility of the racer to have their race vehicle undergo technical inspection during the posted designated tech times. Failure to do so may result in an extra tech fee to be paid in

cash. Non-compliance will result in an ineligibility to race. All tech times will be posted on race weekend schedule and at event registration trailer.

1. All vehicles must pass technical inspection prior to going to starting line. Failure to do so will result in loss of gate pick, or eligibility to participate in event and racer will not be eligible for a refund.
2. Once a vehicle goes thru technical inspection it is treated as if it has already raced.
3. Failing technical inspection for displacement or the stock class definition will result in DSQ. The DSQ is for all races prior to that date for the current racing season. Furthermore, all race pro purses/contingencies paid at the DSQ'd events to said violator must be paid back to Podium Promotions LLC within 10 days.

5: Each vehicle must pass a technical inspection prior to their race Each vehicle may be subject to a technical inspection prior to race starting or after race has completed, even if vehicle has already passed tech.

6: The racer who is entered and the registered race vehicle must be present during technical inspection. If racer is a minor, the parent or legal guardian must be present with racer during technical inspection.

7. Consecutive events of non- compliance will result in a penalty doubling with each event, if violation is not corrected racer is subject to DSQ until violation is corrected and passes tech.

## **ANNUAL MEMBERSHIP**

WORCS points for year-end trophies and all WORCS generated "payback" will only be awarded to WORCS members. All membership must be done online at [WORCSRacing.com](http://WORCSRacing.com)

<b>Membership</b>	<b>Cost</b>
Amateur Adult (Big Bike Classes)	\$50.00
Amateur Youth (Small Bike Classes)	\$50.00
Pro Licenses	\$50.00

Platinum Amateur Adult (Big Bike Classes)	\$180.00
Platinum Youth (Small Bike Classes)	\$180.00
Platinum Pro Licenses	\$180.00
Membership benefits are subject to change. Please visit website for up to date WORCS member benefits.	

Weekend race pass available for \$10.00 and \$10.00 transponder rental fee.

Note: Transponders will be available to rent for \$10.00 with a \$300.00 deposit for all members and non-members. You may purchase a transponder at <http://www.mxtransponder.com/>.

If you have forgotten to return your transponder after an event, please see the "How to return a transponder" page on the website. <https://worcsracing.com/2016/10/12/transponder-returns/>

## **POINTS, DROPS & CHAMPIONSHIP REQUIREMENTS**

WORCS points for year-end trophies and all WORCS generated "pay back" will only be awarded to WORCS members.

<b>SCALE</b>	<b>CLASSES</b>
25 Point Scale	All classes

### **Dropped Rounds**

Note: Rider must complete one half the number of laps as first place finisher in class to receive finish.

WORCS Amateur Championships are a "best of" series with two mandatory dropped rounds at the end of the year. E.g. in an eleven round series, the best nine results will count towards the final point



standings. In a ten round series, the best eight results count, etc. If the racer were to compete in only seven of an eleven race series, all seven results will count toward rider's year-end points total as two of the dropped rounds would be races where the rider did not show up. Five (5) appearance points will be given for the dropped results, so long as participant entered and earned a minimum of a DNF. (Please see DNF rule on page 4.) **DSQ's are non-droppable.**

Pro Championships have no drops so all round count toward championship.

### **End Of The Year Championship Requirements**

Must be a WORCS member to be eligible for an end of the year trophy.

Rider must complete the following number of rounds (as listed in table below) to qualify for an end of the year championship trophy. If a rider does not complete required number of rounds, his/her points and position will still be scored in the points standings but not eligible for an award. Example: A rider who earned 3rd place but completed less than the required of the rounds will not be eligible for an end of the year trophy but will still be scored in third place in the standings. Furthermore, the rider in fourth place will not be bumped into third even if they have completed the required or more than the required of the rounds

<b>NUMBER OF ROUNDS IN SERIES</b>	<b>NUMBER OF ROUNDS RACER NEEDS TO ATTEND TO QUALIFY FOR END OF THE YEAR TROPY</b>
7	5
8	5
9	6
10	6
11	7
12	7
13	8

Ties for class championships will be broken by the most first place finishes first, then by most second place finishes, third place, fourth place, fifth place and so on until the tie is broken.

## Bumped Riders / Class Transfers

Bumped riders will carry 50% of their earned points prior to getting bumped.

Riders who move themselves up must ask in writing to have their points moved. Please send an email to [heather@podiumpromotionsllc.com](mailto:heather@podiumpromotionsllc.com)

## POINTS TABLE

POSITION	POINTS
1st	25
2nd	22
3rd	20
4th	18
5th	16
6th	15
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1

## **COMPETITION**

The regulations herein apply to all classes unless otherwise noted in supplementary or specific class regulations. Modifications or optional equipment is not permitted unless the class requirements or safety regulations specifically state that it will be permitted. PP's intent when prescribing specifications for safety equipment for vehicles that will compete under PP rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. PP encourages all entrants to give full attention to safety requirements. Entrants must wear approved helmet, protective clothing, eye protection and safety equipment when operating a vehicle on the race course at any time, including unclassified practice.

## **STAGING PROCEDURES**

1. Pro classes at Round 1 will be staged based on qualifying time. This qualifying time will take place during a timed qualifying session. All future rounds after Round 1 drivers will be staged by points. Failure to appear at scheduled staging time will mean driver is bumped back to next available slot.
2. All amateur SXS classes will be staged by previous year's points at Round 1 and from the series points there forward. WORCS starting line crew will place a row of numbered markers away from the starting area for them to self-stage. Once the time set in the drivers meeting or weekend schedule is met, the Start Line Stager will bring them in the order they are self-staged. The success of this will solely depend on the drivers working together.

### **Roll Over Procedure / Recover and Assist / Safety Zone:**

1. If a vehicle is flipped, it is as the discretion of the driver to remove his or herself from the vehicle and assist PP official in rolling the vehicle over. If a driver does not exit the vehicle there will not be a penalty assessed. Any variance to this will be discussed at the drivers meeting.
2. During any process where PP staff are on the race course to recover or assist another race vehicle the 100 feet before and 50 feet after are

considered a safe zone. The max speed in this area is 5mph. Racers cannot gain on or improve position on other racers in this same area. Any violation of this safety zone will mean automatic penalty and or disqualification of the racer.

3. If race vehicle needs to be towed, it is the racers responsibility to make sure tow hook is in place and in working condition. During a tow or assistance, PP is not responsible for any damage to vehicle. If you are towed off the track, your race is finished and you are unable to return to the race course.
4. Racer may refuse PP assistance in towing or flipping vehicle if vehicle is located safely off the race course and is not in the way to affect current race. If racer refuses PP assistance racer must exit vehicle and track in a safe manner and leave vehicle until event is completed and course is cleared, racer may then recover their vehicle.

## **RIDER'S MEETINGS AND OTHER SPECIALTY RULES**

1. All SXS Racers must attend and sign in at the mandatory drivers meeting on Saturday at posted scheduled times at registration trailer. Failure to attend will mean loss of staging position. If unable to attend, it is the responsibility of the racer to seek the race director and review what was discussed in meeting. Failure to do so may result in penalty.
2. All special assist drivers (e.g. paraplegic, deaf, etc.) should obtain from Podium Promotions a WORCS radio to communicate with if they have an issue and medical sticker to be placed on both sides of the front roll cage; so that any PP and or track staff can better assist the driver.
3. Under age drivers: Age waivers may be given at the discretion of the Race Director for up to 2 years from the minimum age requirements. These same waivers can be withdrawn by the Race Director at any time it be deemed necessary. Racer must present birth certificate as proof of date of birth at the time of age waiver request. There will be no waivers granted for any Pro based classes. All drivers who are waived in must have the letter "W" on their vehicle next to the race number as to easily identify an under-age driver on the course.

# **VECHILE REQUIREMENTS, SAFTEY, AND SUPPLEMENTARY RULES.**

These rules will apply to ALL SXS classes unless stated otherwise.

## **Race Vehicle Numbers**

All vehicles in competition must be identified with the correct class background color and correct vehicle numbers and be displayed in the proper locations as described herein.

**NOTE:** Racing with incorrect background color or incorrect numbers will result in a penalty and/or up to disqualification. (Background color reference chart located under [Race Classes](#).)

Pro Main Event Racers must have worcsracing.com 1.5" tall on front number plate either top or bottom.

**NOTE:** PP assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the racer's responsibility to have proper class colored backgrounds and numbers and for keeping numbers recognizable.

All backgrounds must be solid color no outlines or fading. No other colors besides specified for the class may be used on number plates.

Note: Only temporary numbers issued at WORCS registration may be of a different size or color.

- Blue = Pantone DS 192-1C
- Yellow = Pantone Process yellow CVC
- Red = Pantone
- Black
- White

Race Numbers: will be a minimum of eight (8) inches tall with the specific color designation for the class. Number shall be readable from sides and rear facing of each car. Minimum four (4) inch number facing the front of the car above driver's front window. Extra-large roof top panel numbers are beneficial. Side Door Numbers are NOT allowed. The vehicle MUST

have side “fin” numbers. (Behind the roll cage just above the rear fenders on both sides.)

### **Personal Safety Gear Requirements:**

Full personal safety gear must be worn to include:

1. Fire retardant suits must be worn that cover from neck to ankles.
2. Helmets, gloves, goggles and racing shoes or boots.
3. Certified head restraint system certified by SFI or FIA should be used for all classes. PP Recommends the HANS system, but a donut roll will also be accepted.
4. Personal safety gear **MUST** be worn during practice and/or unclassifieds. No exceptions.

Motorcycle type race gear will **NOT** be allowed as it is extremely flammable.

### **Fire Extinguishers:**

2. All vehicles must have a fire extinguisher and or automatic fire extinguishing systems with two nozzles one facing the driver and one facing the engine. Must be readily accessible to the driver. Must be mounted with a quick release type mechanism.

### **Required Vehicle Components:**

1. Lockable side protection doors must be mounted in a way as to not be able to pop open during racing. Factory doors with secondary locking mechanism are approved.
2. Driver & Passenger side nets or hand restraints are required.
3. All RS1 vehicles are required to have nerf bars and window nets on both side to race.
4. 2” wide, 5 (five) point restraint system for both driver and occupant are required. The 5 (five) point system must include an antisubmarine belt that is at least 2” wide.
5. Aftermarket well-built roll cages made for racing are recommended. No factory stock roll cages will be allowed. Factory cages will only be allowed if modified/reinforced and tied into rear bumper/frame at two points. Gusseting of the factory cage is highly encouraged.
6. Metal roof panels are required.
7. All SXS must have full body plastics on vehicle.

8. All SXS must have front and rear fixed loop (minimum 2 inch) towing access points. Wrapping around front or rear bumper as well as suspension is not an applicable towing point.

**Additional / Supplementary Rules**

1. All factory suspension a-arm, trailing arm pivot points must remain in stock location.
2. Superchargers AND Turbos are ONLY allowed in the SXS Pro Production and SXS Production 1000 Turbo and Women’s Class.
3. Nitrous or any other pressurization/injection type system will not be allowed in any class.

**ABILITY CLASSIFICATION**

CLASS	DESCRIPTION
PRO	<p><b>WORCS SXS PRO</b></p> <p>1. Prior to first Pro race, Driver must receive permission from "PP LLC" to race the Pro class. Racer must contact PP with written letter requesting to race in a Pro class. Racer must provide reason(s) as to why they are qualified to race Pro. Racer must also list all previous racing experience in the SXS discipline and any title or championships earned. It will be at the discretion of race director to grant or deny pro approval. Note that all pro racers from the 2018-2019 season will be grandfathered into this rule.</p> <p>2. Driver must be at least 16 on race day.</p>

	<p>3. Driver must be a known Pro racing in a nationally recognized off-road series.</p> <p>4. Driver may request to move to Pro with permission after qualifying and riding in amateur class, getting 3 race wins in the calendar year, or upon completion of 2021 season in the top 3 in the championship, may request to move to Pro.</p> <p>5. Driver may be moved out of Pro Class if deemed a hazard and or not racing at Pro level.</p> <p>6. Driver Must Be a WORCS Member.</p> <p>"PP" always reserves the right to re-classify riders as they see fit in the interest of safety.</p>
<p>AMATEUR YOUTH SPORTSMAN</p>	<p>AMATEUR/YOUTH/SPORTSMAN LEVEL RACERS</p> <ol style="list-style-type: none"> <li>1. "Amateur" Racers must not have raced a Pro class in a like discipline or comparable series within the last two years to be eligible to ride the "A" skill level. Unless permission is given from the PP official.</li> <li>2. If PP official determines racer is above amateur skill level racer will be bumped automatically.</li> <li>3. Contingency payback does not make a class "PRO".</li> <li>4. "Youth" Racers must meet the appropriate age requirements for desired youth class.</li> <li>5. "Sportsman" is an introductory class. A racer may race in sportsman up to 3 times before moving into an Amateur class. No points, trophies or championships are awarded to this class.</li> </ol> <p>"PP" always reserves the right to re-classify riders as they see fit in the interest of safety.</p>



<p>YOUTH 1000 STOCK</p>	<ol style="list-style-type: none"> <li>1. Must be minimum of 12 years old and maximum of 15 years old.</li> <li>2. No underage waiver will be given for this class.</li> <li>3. Racer must have raced in either WORCS Sportsman class for 3 rounds or raced for one full year in a WORCS youth class or in a comparable series.</li> <li>4. If racer has never raced in a SXS before, racer will not be permitted to race in this class.</li> <li>5. A parent or legal guardian will need to sign annual additional class waiver. Failure to sign waiver will result in a DSQ of racer.</li> <li>6. If PP official determines racer is not capable of driving in this class at any time during event or season PP has the right to remove racer from the class.</li> </ol>
<p>COMPARABLE SERIES</p>	<p>Examples of a comparable series are:</p> <ol style="list-style-type: none"> <li>1. LUCAS OIL</li> <li>2. MINT 400</li> <li>3. UTV WORLD CHAMPIONSHIPS</li> <li>4. QUAD CROSS NORTH WEST</li> <li>5. AZOP</li> <li>6. DIRT SERIES</li> </ol> <p>The following race or series are excluded from above:</p> <ol style="list-style-type: none"> <li>1. SCORE</li> <li>2. Any team race</li> <li>3. Any non-comparable discipline or like series.</li> <li>4. MRAN</li> <li>5. BITD</li> </ol>

If a Driver believes he/she is not capable of competing as a higher class racer, he/she may appeal (once per season) to the Competition Committee. Each case will be considered on an individual basis by the Competition Committee. The Committee will notify the Driver of any change in classification.

Drivers who move forward or back a class without permission will be subject to suspension or other disciplinary action.

The Competition Committee reserves the right to move any driver who is unable or deemed to be a hazard to other riders in the class, or incapable of competing at that level.

## **SOUND REQUIREMENT**

All Pro entrants may be required to meet the MIC standard of 96db prior to competing in the event. All amateur entrants will meet 98db. Sound testing will be conducted at the tech inspection booth. All entrants into the pro main event will be required to pass both prior to and after the pro main event. A 2% difference in sound level after the event will be acceptable.

## **RADIO COMMUNICATIONS**

Radio communications are authorized.

Radios for SXS are as follows:

All cars 570cc and up are required to have a "Listen only Radio" in their car. Radios must be on Channel 14; frequency 464.6375 NHZ with a 365 DCS. Youth cars are not currently mandated, but they will be as of Jan 1, 2021. We recommend them in the youth cars at this time but are currently not requiring it.

# **SXS SPECIFIC CLASS RULES**

**The SXS rules are designed to keep racing low cost and ensure that what is raced on Sunday can be purchased on Monday at your local dealer.**

## **PRO CLASSES**

**SXS Pro Production**: All stock suspension mounting points must remain in the stock/OEM location and the stock center cases must remain for the engine. All other changes are allowed. Must meet all vehicle requirements and safety requirements found on pages 20-22.

**SXS Pro Stock**: Along with the following rules all vehicles must meet vehicle and safety requirements found on pages 20-22. **All stock classes must remain stock, unless rules specify substitutions or modifications. If substitutions or modifications are not listed, modification is prohibited and will result in a penalty up to a DSQ.**

1. All stock suspension mounting points must remain in the stock/OEM location.
2. No motor or transmission modifications may be done and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per vin#.
3. Air intake must remain as issued from manufacturer and **MAY NOT BE MODIFIED IN ANY WAY**. All components including but not limited to must remain stock with absolutely no modifications; air box, air box housing, air box lid, intake separator, clamps, air box cover, intake duct, hoses and straps.
4. Driver orientation must remain as delivered by manufacturer.
5. All other changes are allowed.

## **AMATEUR CLASSES**

**SXS 1000 Production, 1000 Master, Women's, 1000 Production Turbo, 900 Production**: All stock suspension mounting points must remain in the stock/OEM location and the stock center cases must remain for the engine. All other changes are allowed. Must meet all vehicle requirements and safety requirements found on pages 20-22.

**SXS 1000 Stock:** Along with the following rules all vehicles must meet vehicle and safety requirements found on pages 20-22. **All stock classes must remain stock, unless rules specify substitutions or modifications. If substitutions or modifications are not listed, modification is prohibited and will result in a penalty up to a DSQ.**

1. All stock suspension mounting points must remain in the stock/OEM location.
2. No motor or transmission modifications may be done and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per vin#.
3. Air intake must remain as issued from manufacturer and **MAY NOT BE MODIFIED IN ANY WAY**. All components including but not limited to must remain stock with absolutely no modifications; air box, air box housing, air box lid, intake separator, clamps, air box cover, intake duct, hoses and straps. Driver orientation must remain as delivered by manufacturer.
4. All other changes are allowed.

## **YOUTH CLASSES**

All of the SXS vehicle modification, safety modifications, safety gear and supplementary rules found on pages 20-22 will be the same for the youth racers as they are for the adults except for:

1. 2-inch seat belts will be allowed. Youth 1000 Stock will require, 2" wide, 5 (five) point restraint system for both driver and occupant are required. The 5 (five) point system must include an antisubmarine belt that is at least 2" wide
2. Certified head restraint system certified by SFI or FIA are recommended to be used for all 800 cc classes.
3. The Youth 1000stock, 800cc and 650cc classes will run full course with adult classes. The 250cc and down will run the moto with a small off-road section so WORCS officials can see the vehicles at all the time.

**SXS Youth 1000 Stock:** **All stock classes must remain stock, unless rules specify substitutions or modifications. If substitutions or modifications are not listed, modification is prohibited and will result in a**

penalty up to a DSQ.

Please see page 25 for eligibility requirements.

1. All stock suspension mounting points must remain in the stock/OEM location.
2. No motor or transmission modifications may be done and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per vin#.
3. Air intake must remain as issued from manufacturer and MAY NOT BE MODIFIED IN ANY WAY. All components including but not limited to must remain stock with absolutely no modifications; air box, air box housing, air box lid, intake separator, clamps, air box cover, intake duct, hoses and straps.
4. No fuel restrictions, but the addition of chemicals additives or octane boosters is strictly forbidden.
5. Driver orientation must remain as delivered by manufacturer.
6. Clutching will not be allowed.
7. Maximum 30" tires, with Maximum 15 inch rims.
8. No exhaust modifications, only OEM replacement filter allowed.
9. No Programmers allowed.
10. No ECU reflash allowed.
11. All other changes are allowed.

**SXS Youth 800 Production:** All stock suspension mounting points must remain in the stock/OEM location and the stock center cases must remain for the engine. All other changes are allowed. Must meet all vehicle requirements and safety requirements found on pages 20-22.

**SXS Youth 650 Production:** All stock suspension mounting points must remain in the stock/OEM location and the stock center cases must

remain for the engine. All other changes are allowed. Must meet all vehicle requirements and safety requirements found on pages 20-22.

**SXS Youth 600 Stock:** All stock classes must remain stock, unless rules specify substitutions or modifications. If substitutions or modifications are not listed, modification is prohibited and will result in a penalty up to a DSQ.

1. All stock suspension mounting points must remain in the stock/ OEM location.
2. No motor or transmission modifications may be done and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per vin#.
3. Aftermarket air intake system allowed in this class.
4. No fuel restrictions, but the addition of chemicals additives or octane boosters is strictly forbidden.
5. Driver orientation must remain as delivered by manufacturer.
6. All other changes are allowed.

**SXS Youth 250 Production:** All stock suspension mounting points must remain in the stock/OEM location and the stock center cases must remain for the engine. All other changes are allowed. Must meet all vehicle requirements and safety requirements found on pages 20-22.

**SXS Youth 250 Stock 6-8 and 9-12:** All stock classes must remain stock, unless rules specify substitutions or modifications. If substitutions or modifications are not listed, modification is prohibited and will result in a penalty up to a DSQ.

1. All stock suspension mounting points must remain in the stock/OEM location.
2. No motor or transmission modifications may be done and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per vin#.
3. Air intake must remain as issued from manufacturer and MAY NOT BE MODIFIED IN ANY WAY. All components

including but not limited to must remain stock with absolutely no modifications; air box, air box housing, air box lid, intake separator, clamps, air box cover, intake duct, hoses and straps.

4. No fuel restrictions, but the addition of chemicals additives or octane boosters is strictly forbidden.
5. Transmission "Cover/Case" including ring and pinion support/gears maybe modified and/or aftermarket transmission "Cover/Case" ONLY are allowed. All other internal parts must remain stock.
6. All other changes are allowed.

### **SXS Youth 250 Limited Stock:**

1. All stock suspension mounting points must remain in the stock/OEM location.
2. Shocks may be modified or aftermarket, but mounting points must remain in the stock/OEM location.
3. No Motor or transmission modifications may be done and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per vin#.
4. All cage mounting points must remain in the stock/OEM location. Aftermarket cages are allowed.
5. Air intake must remain as issued from manufacturer and MAY NOT BE MODIFIED IN ANY WAY. All components including but not limited to must remain stock with absolutely no modifications; air box, air box housing, air box lid, intake separator, clamps, air box cover, intake duct, hoses and straps.
6. Aftermarket/modified exhaust systems are allowed. Exhaust system must remain in OEM location.
7. Front and rear brakes must remain stock/OEM.
8. Steering rack must remain stock/OEM.

9. All OEM plastics, hood, front and rear fascia, interior plastic and dash must remain stock/OEM. They may not be cut or modified in any way to reduce weight. No exotic material may be used.
10. Gas tank and fuel pump must remain stock/OEM.
11. No fuel restrictions, but the addition of chemicals additives or octane boosters is strictly forbidden.
12. Aftermarket or modified clutch parts are allowed.
13. Aftermarket or modified front arms and swing arms are allowed so long as it remain in the stock OEM/location, retain stock geometry and mounting points.
14. Removal of the OEM bed is allowed but not required.
15. Wheel spacers are not allowed.
16. Aluminum hubs are not allowed.
17. Axel may only be plus 6' only.
18. Maximum 21' tires.
19. Aftermarket wheels and tires are allowed.
20. Programmer (Only to be used with supplied program from Dynojet this can may be downloaded from their website.)
21. Transmission "Cover/Case" including ring and pinion support/gears maybe modified and/or aftermarket transmission "Cover/Case" ONLY are allowed. All other internal parts must remain stock.



## **SXS CLASSES AND CLASSIFICATIONS**

There are 8 Adult National Championship Race classes of SXS in WORCS.

- |                          |                          |
|--------------------------|--------------------------|
| 1. Pro 1000              | Pro Skill Classification |
| 2. Pro Stock 1000        | Pro Skill Classification |
| 3. Production 1000 Turbo | "A" Skill Classification |
| 4. Production 1000       | "A" Skill Classification |
| 5. 1000 Stock            | "A" Skill Classification |
| 6. Production 900        | "A" Skill Classification |
| 7. Women's               | "A" Skill Classification |
| 8. 1000 Master           | "A" Skill Classification |

A. Once a driver chooses to drive a Pro SXS class, they are only eligible to drive "Pro"; unless a PP official determines driver is unable to race at the Pro level.

B. All Production 1000 and down classes will be considered A skill level.

C. Finishing in the top two in points for any Production 1000 National Championship two years in a row will mandate a higher skill level in the following race season.

## **ADULT SXS CLASSES**

<b>CLASS</b>	<b>DISPLACEMENT</b>	<b>NOTES</b>
Pro	Max 1000cc	Minimum 15 years old first day of event. Production based class. Superchargers and Turbos allowed in this class.
Pro Stock	Max 1000cc	Minimum 15 years old first day of event. See Pro Stock rule. No Superchargers or Turbos allowed.

Production 1000 Turbo	Max 1000cc	Minimum 15 years old on first day of event. Open based class. Only safety items required. Superchargers and Turbos allowed in this class.
1000 Production	Max 1000cc	Minimum 15 years old on first day of event. No Superchargers or Turbos allowed. Production based class.
1000 Master	Max 1000cc	Minimum 40 years old. No Superchargers or Turbos allowed. Production based class.
1000 Stock	Max 1000cc	Minimum 15 years old on first day of event. Stock class. No Superchargers or Turbos allowed.
Production 900	Max 900cc	Minimum 14 years old on first day of event. Production based class. No Superchargers or Turbos allowed.
Women's	Max 1000cc	Minimum 15 years old on first day of event. Open based class. Superchargers or Turbos allowed.

8. Sportsman - There is one non-championship, non-point paying class for fun and first-time racers.

## **BEGINNER SPORTSMAN CLASS**

**The following rules only apply to Beginner Sportsman class.**

1. This is not a competition class and will not receive WORCS championship points or trophies.
2. No vehicle may race more than 3 times in the Beginner Sportsman Class without meeting all safety requirements for their race class.

3. No superchargers or nitrous or any other type system will be allowed.
4. Factory Roll cages are allowed but not recommended. Aftermarket well-built roll cages made for racing are recommended. If factory roll cage is used gusseting and supporting the factory cage at two points that go to rear bumper/frame are highly encouraged.

## **YOUTH SXS CLASSES AND CLASSIFICATIONS**

There are 8 (eight) National Championship Race classes of Youth SXS in WORCS:

1. 1000cc 12-15 Years Old Stock
2. 800cc 11-16 Years Old Production
3. 650cc 10-14 Years Old Production
4. 600cc 10-14 Years Old Stock
5. 250cc 6-8 Years Old Stock
6. 250cc 9-12 Years Old Stock
7. 250cc 6-12 Years Old Production
8. 250cc 6-12 Years Old Limited Stock

## **YOUTH SXS CLASSES**

<b>CLASS</b>	<b>DISPLACEMENT</b>	<b>NOTES</b>
Youth 250 Stock 6-8	Max 250cc	Minimum 6 years old first day of event. Maximum 8 years old as of January 1 current season year. Stock Class
Youth 250 Stock 9-12	Max 250cc	Minimum 9 years old first day of event. Maximum 12 years old as of January 1 current season year. Stock Class
Youth Limited Stock	Max 250cc	Minimum 6 years old first day of event. Maximum 12 years old as of January 1 current season year. Stock Class.

Youth 250 Production	Max 250cc	Minimum 6 years old first day of event. Maximum 12 years old as of January 1 current season year. Production based class.
Youth 600 Stock	Max 600cc	Minimum 10 years old first day of event, Maximum 14 years old as of January 1 current season year. Production based class.
Youth 650 Production	Max 650cc	Minimum 10 years old first day of event, Maximum 14 years old as of January 1 current season year. Production based class.
Youth 800 Production	Max 800cc As Originally Produced by the Manufacture	Minimum 11 years old first day of event. Maximum 16 years old as of January 1 current season year. Production based class.
Youth 1000 Stock	Max 1000cc	Minimum 12 years old first day of event. Maximum 15 years old as of January 1 <sup>st</sup> of the current season year. Stock based class.

## **RACE CLASSES AND PLATE COLOR COMBINATIONS.**

No Variances Allowed

<b>CLASS DESCRIPTION</b>	<b>PLATE COLOR</b>	<b>NUMBER COLOR</b>	<b>LETTER</b>	<b>SAMPLE</b>
SXS Youth 250 Stock 6-8	White	Black		22
SXS Youth 250 Stock 9-12	Yellow	Black		22
SXS Youth 250 Limited Stock	Red	White		22
SXS Youth 250 Prod	Black	White		22
SXS Youth 600 Stock	White	Black		22
SXS Youth 650 Production	Yellow	Black		22
SXS Youth 800 Production	Black	White		22

SXS Youth 1000 Stock	White	Black		22
SXS Pro	Blue	Yellow		<b>22</b>
SXS Pro Stock	Blue	White		<b>22</b>
SXS Production 900	Yellow	Black		<b>22</b>
SXS Production 1000	Red	White		<b>22</b>
SXS 1000 Master	Yellow	Black		<b>22</b>
SXS 1000 Stock	Black	White		<b>22</b>
SXS Production 1000 Turbo	White	Black		22
SXS Women	Red	White		<b>22</b>
SXS Sportsman Beginner	White	Black		22



## **2021 SXS RULE BOOK**

### **THE ONLINE VERSION IS THE OFFICIAL RULE BOOK**

The rule book found online at WORCS Racing.com is the official up to date version. All revisions to rulebook are posted at WORCS Racing.com and all revision made are the responsibility of the racer.

This rule book, if printed, should be used as a quick reference only.

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**THE ONLINE VERSION IS THE OFFICIAL RULE BOOK**

[BACK TO TOP](#)