



## 2023 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.

**Rules may be amended or changed by written notice from WORCS Racing officials at any time. The amendment/change is also effective upon the date of publication.**

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## **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, 2023 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:**

### **GENERAL RULES**

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. If there is a disagreement regarding the meaning or application of the WORCS Racing rules, the interpretation and application by the PP officials and/or race director at the event shall prevail. This decision is final and may not be appealed.
5. 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.
6. Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations.
7. 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.
8. 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).
9. PP reserves the right to refuse and/or deny any entry application.



10. 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.
11. Safety equipment and machine eligibility are the sole responsibility of the driver.
12. SXS driver must be 6 years old or older as of 1<sup>st</sup> day of the current event.
13. PP reserves the right to uphold all policies and rules written or otherwise.
14. All PP Policies will be at the discretion of the promoter, whether written or not.
15. All refunds must be requested through PP officials within **7** days of the scheduled event. Once a vehicle enters the race course, whether in practice or competition, a refund can no longer be issued.
16. Penalties for violation of PP rules are determined by the severity of the violations and the effect on fairness of competition, the orderly conduct of the event, and the interests of off-road racing. Penalties may include, but are not limited to: disqualification, probation, fines, or loss of points.
17. All special assist drivers (e.g., paraplegic, deaf, etc.) should obtain from Podium Promotions a WORCS radio to communicate with PP officials if they have an issue.
  - a. Medical sticker will need to be placed on both sides of the front roll cage; so that any PP official and/or track staff can better assist the driver.
18. 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.
  - a. Racer must present birth certificate as proof of date of birth at the time of age waiver request.
  - b. There will be no waivers granted for any Pro based classes.
  - c. 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.



## DEFINITIONS

1. 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.
2. Mechanical – When a 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.

## FLAG DEFINITIONS

1. **Green Flag (Start/Restart)** - All race vehicles must remain in appropriate positions until the race is started by the green flag being raised by the PP official starter.
2. **Yellow Flag (Caution)** – Race vehicle must immediately slow to 5 miles per hour or other speed indicated by PP officials. No passing is allowed under a yellow flag.
  - a. Waving yellow flag indicates a caution only in the area where the flag is being displayed. Vehicles must immediately slow until safely past the incident.
  - b. Penalties may be imposed for vehicles not abiding by the yellow flag.
  - c. Only PP officials will attend to race vehicles and drivers involved in caution incidents. PP officials may request assistance from trained crew members as needed, otherwise, crew members may not enter the race track to assist vehicles.
3. **Red Flag (Race Stop)** – Race vehicle must stop in a safe manner immediately. Failure to obey the red flag will result in penalties up to and including disqualification.
4. **Black Flag (DSQ)** – Race vehicle must exit race course immediately. This flag will be displayed at the finish line only. The black flag may be displayed for rough driving, an unsafe vehicle, failure to acknowledge other flags, failure to adhere to PP rules or directives, and other offenses at the discretion of PP officials.



5. **White Flag (One Lap to Go)** – Display of the white flag at the finish line means the leader has started their last lap.
6. **Checkered Flag (End of Race)** – display of the checkered flag at the finish line means the race is completed. All vehicles must exit race course at the designated finish area.
  - a. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be awarded according to most laps completed in the allocated amount of time.

## ENTRANTS AND RACERS

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 a 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. 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/UTV. 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/driving backwards on any part of the course is grounds for immediate disciplinary action up to and including disqualification.
4. A vehicle may be pulled from competition at any time if a PP official feels it is a hazard to others.
5. If a vehicle gets off the designated race course, speed must be reduced significantly, and the vehicle must merge back onto the race course safely without gaining time or position(s) and without harming any other driver.



## PITS

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

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

ANYONE FOUND PLAY RIDING IN THE PITS  
WILL BE DISQUALIFIED WHITHOUT 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.
  - a. Any pit crew members disregarding these rules will subject their Driver to disciplinary action up to and including disqualification.
2. All pitting must be done in the designated pit area.
3. No racer is allowed to carry gasoline except inside his/her machine's gas tank.
4. 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.
5. 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.
6. All pits must have the equivalent of a UL approved 5-lb. ABC fire extinguisher present at all times.
7. All young children and pets must be kept out of the pit area.



- a. Pets must be kept on a leash at all times when at any PP sanctioned event.
  - b. All campfires must be kept out of immediate pit area. Campfires may not be permitted due to local federal and state regulations.
8. All entrants are responsible for cleaning the pit areas they use during the event.
  9. "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.
  10. If deemed necessary by race officials each racer will be given 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.
  11. 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.

## **SCORING AND 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 a 2 position penalty and/or including disqualification.
  - a. 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.
2. Destruction of the scoring chute will result in time penalty, monetary fine and or disqualification.
3. All decisions made by PP officials involving race procedures or penalties are final – subject only to review if one or more officials determine that a review is required. If a review determines that action is required, officials reserve the right to revise race results, impose penalties, and/or award or subtract points.



4. All decisions of the designated PP official scorer for an event are final unless a recheck has been requested by a driver or a PP official.
5. Transponders must be mounted as specified, if transponder isn't on the car at start of race, racer will be subject to penalties up to and including disqualification.
6. It is the sole responsibility of racer and pit crew to put the correct transponder on correct vehicle. If transponders are switched or placed on incorrect vehicle, racer is subject to penalties. If racer is racing multiple vehicles and or classes within a weekend event it is the drivers responsibly to make sure transponder is switched before the start of each race.
7. All pro racers must be present for Pro podium or they forfeit any contingency from WORCS Racing and will result in a DSQ.

## **BUMPED RACERS/ CLASS TRANSFERS**

1. Bumped riders will carry 50% of their earned points prior to getting bumped.
2. 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)
3. If a Driver believes he/she is not capable of competing as a higher class racer, he or 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.
4. Drivers who move forward or back a class without permission will be subject to suspension or other disciplinary action.
5. 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.



## PROTEST

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 50% of the fee.
  - a. 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:
    - The protester or their designated representative.
    - The protested competitor or their designated representative.
    - PP Officials.
3. A complaint filed for improper riding or rule infarction 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.
4. 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.)



## RULE INFRACTIONS AND PENALTIES

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 a PP sponsored event.

1. Race vehicle traveling on the racecourse in the reverse direction of the race, at any time disciplinary action up to and including disqualification.
2. Pit support vehicles traveling on the racecourse at any time disciplinary action up to and including disqualification.
3. Abusive (verbal or physical) conduct toward a race official: Disqualification, suspension, five hundred dollar (\$500) fine or any combination of the three.
  - a. Any race entrant or their support personnel who subject any PP official, any 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 racer and the offending support personnel for said offenses.
  - b. Acts of physical abuse may be reported to the proper authorities and may lead to legal action.
4. Short coursing disciplinary action up to and including disqualification.
5. 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 (See Personal Safety Gear Section) for ALL practice sessions. No exceptions.
6. 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.
  - a. 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.



- b. Situations involving safety are at the discretion of PP officials and/or the race director.
7. All racers must start in the same vehicle that they finish in, a racer may not change vehicle at any point during a race: Violation of this rule is a DSQ penalty.
8. All Pro racers must race the same vehicle they are racing during parade lap. Racer is not permitted to switch vehicle after parade lap: Violation of this rule is a DSQ penalty.
9. Drinking intoxicating beverages in designated racecourse Amateur and Pro pits, on the race course or in the immediate 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.
10. 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.
11. 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.
12. 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).
13. 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.
14. Deliberate vehicle contact will result in penalty, disqualification and/or suspension at the direction of the Director. Intentional contact that is maintained will result in a penalty, up to and including disqualification.
  - a. If a racer makes more than one consecutive defensive move, or forces another race vehicle outside of, or off the race course, is subject to penalties up to and including disqualification.



15. 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. If a racer is DSQed for a displacement violation, all points for that class will be forfeited for the entire season.
16. 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, riding or driving 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", their 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.
17. Drivers must be on time to staging prior to events as scheduled. Any driver or vehicle that is not ready to compete at the designated race time may be sent to the back of the field at the discretion of PP officials.
18. Not reducing speed when a spin, crash or any other incident is happening in front of racer, when a yellow flag is out, or medics and/or PP officials are helping another racer, is subject to penalties up to and including disqualification.
19. If more than one warning for the same offense is given during the race to the same race vehicle, is subject to penalties up to and including disqualification.





## TECHNICAL INSPECTION

### IT IS THE ENTRANTS', RIDERS', OWNERS' AND SPONSORS' FULL RESPONSIBILITY TO MEET ALL PP RULES AND REGULATIONS.

1. 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.
2. No paddle tires allowed.
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 will result in an extra tech fee of \$30 per car, to be paid in cash to tech director.** Non-compliance will result in an ineligibility to race. All tech times will be posted on race weekend schedule and at event registration trailer.
  - a. 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.
  - b. Once a vehicle goes through technical inspection, it is treated as if it has already raced.
  - c. 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.
8. PP has the right to seal or impound race vehicles or parts for inspection purposes. PP assumes no responsibility for those parts or vehicles.
9. Engines may be replaced during a PP event only after the PP tech director and/or race director has been notified. Vehicle will need to be tech'd again prior to entering a PP event and/or the race course. If vehicle isn't properly tech'd after engine replacement has occurred driver will be subject to disqualification.

## **STAGING PROCEDURE**

1. Entrants must make all reasonable effort to arrive at staging a minimum of 20 minutes prior to start of race.
  - a. Failure to appear at scheduled staging time will result in driver being bumped back to next available slot once driver has arrived.
2. Pro classes at Round 1 will be staged based on previous year end series points.
  - a. All future rounds after Round 1 will be staged by current year series points.
3. All amateur SXS classes will be staged by previous year's points at Round 1 and from the series points there forward.
4. WORCS starting line crew will place a row of numbered markers away from the starting area for drivers to self-stage. Once the time set in the drivers meeting or weekend schedule is met, the start line stager will bring drivers in, in the order they are to 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.
  - a. 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 (Please refer to **Yellow Flag (Caution)** on page 8).
  - a. The max speed in the caution area is 5mph.
  - b. Racers cannot gain on or improve position on other racers in this area.
  - c. 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. (Please refer to being towed off mechanical on page 18.)
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.

## DRIVER'S MEETING

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 mandatory drivers meeting will result in a time penalty of 5 minutes. There will be absolutely no refunds given to racers acquiring a 5 minute penalty due to missing the mandatory drivers meeting.**

### **If driver is unable to attend:**

- a. 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.
- b. They may send a member of their pit crew to stand in for them.



## VEHICLE REQUIREMENTS, SAFETY 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 on the 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 need to be a minimum of eight (8) inches tall with the specific color designation for the class in which you're racing. Number must 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. One-piece driver suits are required. The suits must cover from the neck to the ankles and to the wrists. All suits must be fire retardant and have the SFI label attached.

2. Helmets must be of approved by one of the following with the appropriate approval decal attached; Snell SA2010 or SAH2010 / SA2015. Straps must have D-ring fasteners only. No snaps or Velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). Open face helmets are permitted. SA2005 rated helmets are not permitted.

3. Gloves, goggles and racing shoes. Drivers must wear gloves and driving shoes that meet SFI specification. Gloves may not be modified or have any holes in them. If at any time any PP official notices a driver missing a glove or having a glove with holes or fingers cut out the driver will be subject to penalties.

4. Drivers must wear full length socks which are fire-retardant material at all times.

5. If your hair exceeds the length of your helmet, you must have all hair covered by whatever means possible. Must be fire-retardant material.

6. Head and neck restraints are mandatory in all classes any time the vehicle is on the track, head restraints must be certified by SFI or FIA. PP Recommends the HANS system, but a donut roll will also be accepted.

a. The head and neck restraint, when connected, must be mounted, configured, maintained, and used in accordance with the manufacturer's instructions.

b. It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.

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.



## **SUPPLEMENTARY RULES**

### **FIRE EXTINGUISHERS**

1. 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 and passenger side nets or hand restraints are required.
  - a. The window net must fill the entire window opening of the race vehicle to allow no more than 3 inches access to the drivers.
  - b. All window net mounts must be welded to the roll cage. The window net, when in closed position must fit tight and be secured with a safety belt type of latch. Push button latches are not allowed.
  - c. The window net latch must be located at the front top of the window opening.
  - d. No brackets protruding towards the driver.
  - e. Spring type mounting of nets on the top or bottom is not permitted.
  - f. All RS1 vehicles are required to have nerf bars and window nets on both sides of vehicle to race.
3. Safety harness with 5 point or higher attachment is required.
  - a. Safety harness with SFI certification must not be used after 2 years (24 months) after the manufacturing date, or in the event that they have an expiration date must not be used after the expiration date.
  - b. Safety harness with FIA certification must not be used after 5 years (60 months) after the manufacturing date.



- c. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality grade 8 or better bolts, not less than  $\frac{3}{8}$ ". Clip in style belts must be cotter pinned or safety wired. Cam-lock type belts are allowed.
  - d. Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required.
  - e. All crotch straps and shoulder belts must connect at the lap belt with a quick release mechanism. Latch or cam-lock style quick release mechanisms are required. No push button mechanisms are allowed.
  - f. Safety harnesses may be rejected by PP officials if dirty, frayed, oily, greasy, or otherwise considered unsafe by tech director.
4. Aftermarket well-built roll cages made for racing are mandatory. No factory stock roll cages will be allowed.
    - a. Material for all roll cage construction cannot be titanium or exotic materials.
    - b. Must be constructed from mild steel, DOM or chrome ally ONLY.
  5. Metal roof panels are required.
  6. All SXS must have full body plastics on vehicle.
  7. No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together. A safe front and rear bumper is required on all vehicles. Design of front and rear bumpers may be specified in some restricted classes.

## ADDITIONAL RULES

1. Superchargers AND Turbos are ONLY allowed in the Pro Production, Production 1000 Turbo and Women's Class.
2. Nitrous or any other pressurization and/or injection type system will not be allowed in any class.



## **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.**

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 racecourse at any time, including unclassified practice.

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.

## **SUSPENSION**

**PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength.
2. Upper front end shock mounts may be moved locations no more than 2 inches.
3. Lower shock mounts must retain the OEM location.

**PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. Aftermarket stock length replacement arms and links may be used.
2. All aftermarket suspension pieces must be direct replacement in ALL fitments (this includes length, pivot locations, and shock mounting leverage ratio).
3. Mono balls or heim joints may be used in place of ball joints.
4. Sway bar manufacturer and mount location is open.
5. Limit straps are allowed.
6. A-arm bushings may be replaced by mono balls or heims.





7. Aftermarket wheel studs are allowed but must be the same diameter as OEM or larger.
8. Upper front end shock mounts may be moved locations no more than 2 inches.
9. Lower shock mounts must retain the OEM location.

#### **YOUTH 250 PROD:**

1. Aftermarket front arms up to 3" wider than stock are allowed.
2. Any length aftermarket rear swing arm is allowed.
3. Any width aftermarket rear axle is allowed.
4. Upper front end shock mounts may be moved locations no more than 2 inches.
5. Lower shock mounts must retain the OEM location.

#### **YOUTH 1000 STOCK:**

1. All suspension components open to modifications but must remain in factory locations.
2. Upper front end shock mounts may be moved locations no more than 2 inches.
3. Lower shock mounts must retain the OEM location.

## **STEERING**

- All steering components must be in good condition and proper working order. Tie rod ends must be secured with a cotter pin.
- Officials must consider steering reasonably safe before the vehicle is permitted to compete.
- Aftermarket steering wheels are allowed.

#### **PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. Aftermarket steering rack and tie rods are allowed.

#### **PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. Aftermarket replacement steering rack and tie rods are allowed.
2. Aftermarket steering rack must bolt in without chassis modifications.
3. Aftermarket tie rods may use heim joints in place of factory ball joints.
4. Steering components and mounts may be reinforced.



### **YOUTH 250 PROD:**

1. Aftermarket steering quickener/knuckle may be used.
2. Aftermarket replacement steering rack and tie rods are allowed.
3. Aftermarket tie rods may use heim joints in place of factory ball joints.
4. Steering components and mounts may be reinforced.

### **YOUTH 1000 STOCK:**

1. All steering components are open to modifications.

## **SHOCKS**

- There must be at least one and only one shock absorber per wheel in working condition at the start of the race.

### **PRO STOCK, 1000 STOCK, 600 STOCK:**

1. Upper front end shock mounts may be moved locations no more than 2 inches.
2. Shock manufacturer is open.
3. Springs and spring rates are open.
4. Max shock length not to exceed 10 inches of shaft travel.

### **PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. Upper front end shock mounts may be moved locations no more than 2 inches.
2. Lower shock mounts must retain the OEM location.
3. No bolt on extensions.
4. No external bypass shocks.
5. Shock manufacturer is open.
6. Springs and spring rates are open but must be made of steel.

### **YOUTH 250 PROD:**

1. Air shocks are permitted.
2. Upper front end shock mounts may be moved locations no more than 2 inches.
3. Lower shock mounts must retain the OEM leverage ratio.
4. No bolt on extensions.
5. No external bypass shocks.



6. Shock manufacturer is open.
7. Springs and spring rates are open.

#### **YOUTH 1000 STOCK:**

1. Shocks are open to modification.
2. Upper front end shock mounts may be moved locations no more than 2 inches.

#### **BUMP STOPS**

- Suspension bump stops must be of the solid type.

#### **WHEEL SPACERS**

- Wheel spacers are permitted.

#### **BRAKES**

- Brakes must be in safe working condition and be able to apply adequate force to lock up all four tires.
- Brakes must remain in safe working condition during the entire event.
- Turning or cutting brakes are not permitted.

#### **PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. Aftermarket brakes (calipers, brake pads, brake lines, master cylinders and brake rotors) are allowed.
2. Aftermarket brake rotors open to modification.
3. Brake components are allowed, but must be available for purchase by ANY competitor, and be reasonably priced.
4. Caliper adapters are allowed provided they are bolt-on using the OEM mounting holes.
5. Aftermarket direct replacement hubs are allowed.
6. Replacement steel wheel bearings are allowed.



**PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. Brake components are open but must be commercially available at reasonable prices.

**YOUTH 250 PROD:**

1. Aftermarket hubs are allowed.
2. No ceramic wheel bearings.
3. Replacement steel wheel bearings are allowed.

**YOUTH 1000 STOCK:**

1. All brake components are open to modification.

## **ENGINE SEALS**

**PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. PP will utilize a sealed engine program for all stock classes. Vehicles must have 2 valve cover bolts, drilled with a .125" hole so that the engine can be sealed with a cable tag. Seal will be installed only by an approved engine builder.
2. Tampering with, removing, or altering an engine seal or being in possession of an un-sealed or tampered with sealed engine will result in disqualification as well as a loss of championship points accrued with said engine.
3. All engine builders are required to register with the series to become an approved engine builder. If at any time during the season an engine is found to be illegal, the builder will be removed from the approved engine builder list for the remainder of the season and will be ineligible to build new engines.
4. At no time will an engine be allowed to enter competition at an event without a sealed engine and correctly tagged valve cover.

**PRO PROD:**

1. Headstud is the only modification allowed.
2. PP will utilize a sealed engine program for the Pro Prod class. Vehicles must have 2 valve cover bolts, drilled with a .125" hole so that the engine can be sealed with a cable tag. Seal will be installed only by an approved engine builder.



3. Tampering with, removing, or altering an engine seal or being in possession of an un-sealed or tampered with sealed engine will result in disqualification as well as a loss of championship points accrued with said engine.
4. All engine builders are required to register with the series to become an approved engine builder. If at any time during the season an engine is found to be illegal, the builder will be removed from the approved engine builder list for the remainder of the season and will be ineligible to build new engines.
5. At no time will an engine be allowed to enter competition at an event without a sealed engine and correctly tagged valve cover.

## **APPROVED ENGINE BUILDERS**

### **MARK QUEEN**

QUEEN RACING - LAKE HAVASU CITY, AZ  
928-302-0986

### **CURTIS SPARKS**

SPARKS RACING - BAKERSFIELD, CA  
661-872-4343

### **JOHNNY CROSS**

CROSS MOTORSPORTS - RIVERSIDE, CA  
951-333-5084

### **CHRIS HAWK**

BENCHMARK PERFORMANCE - TOMONA, CA  
760-484-0986

## **SUPERCHARGERS & TURBOCHARGERS**

- No superchargers are allowed.

### **PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, YOUTH 250 PROD:**

1. Only installed turbochargers are allowed. No modifications are allowed. Dealer installed or aftermarket turbochargers are not allowed.
2. Any aftermarket intake and filter system is allowed. Intake must bolt to the factory turbo inlet. The aftermarket intakes only allowable function is to filter air. All OEM sensors must bolt on and function like the OEM system. Intake systems may not extend past the roll cage.
3. Aftermarket blow-off valves are allowed on all brands.



4. Aftermarket intercooler piping between the turbo and throttle body is allowed.
5. All vehicles may use air to air, or air to water style intercoolers. Vehicles that have a heat exchanger inside the intake manifold may remove it, and it can be replaced by a single plate that bolts to the intake manifold using all the factory bolt holes.
6. Aftermarket intercoolers are allowed but may not be mounted in a position that makes them extend out past the roll cage.

## **AUXILIARY EQUIPMENT**

- All vehicles must start race with a functional generator or alternator, fan, water pump (water-cooled vehicles), and a complete functional electrical system.

## **IGNITION**

### **PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. Open to modifications.

### **PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. Stock ignition switch is allowed.
2. Dynojet piggyback controllers are allowed.

### **YOUTH 250 PROD:**

1. Open to modifications.

### **YOUTH 1000 STOCK:**

1. Stock ignition and ECU are required.
2. No modifications to either are allowed.

## **BATTERIES**

- Open to modifications.



## COOLING

- All vehicles can replace rubber hoses with AN braided hose and fittings as long as no modifications are required to the engine to accommodate the conversion to braided hose. If modifications are required to convert to AN fittings, written pre-approval must be obtained.
- Radiator may be relocated to the back behind the cab area. If the radiator is mounted close to the driver, panels are required to keep hot coolant off the driver in the event of a puncture or leak. Radiator must have a rock screen to protect it with a maximum opening size of ½ inch by ½ inch.

### **PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. The OEM intercooler may be relocated.

### **PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12, YOUTH 1000 STOCK, YOUTH 250 PROD:**

1. Open to modifications.

## EXHAUST

### **PRO PROD, PRO STOCK, 1000 STOCK, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD, 600 STOCK, Y 250 STOCK 6-8 & 9-12:**

1. Aftermarket exhaust is allowed.
2. Titanium exhaust is allowed.
3. Must have a functioning approved muffler.
4. Exhaust systems must run unaltered muffler system.

### **YOUTH 250 PROD, Y 250 LIMITED STOCK:**

1. Aftermarket exhaust is allowed.
2. Titanium exhaust is allowed.
3. Must have a functioning approved muffler.



## YOUTH 1000 STOCK:

1. Complete unaltered OEM exhaust system is required.

## STARTER

- All vehicles must be self-starting by use of an onboard electric starter.

## ENGINE REPLACEMENT

- Engines may be replaced during an event only if the competitor has the approval of PP officials. If an engine change is made, the removed engine must be brought to tech before being allowed to re-enter competition with the replacement engine.
- Engine change may result in a starting position change.

## FUEL

- Fuel shall be automotive gasoline, **no methanol allowed**. If your found using methanol you will receive an automatic DSQ and reduction of your season points per race directors discretion.
- Gasoline shall not be blended with alcohols, ethers, and it shall not be blended with aniline or its derivatives, nitrous compounds, or their nitrogen containing compounds.
- Cooling of any type of fuel is not permitted during competition.
- The series has the right to sample a competitor's fuel at any time. All samples will be impounded for observation and/or testing by officials or outside laboratories at series discretion.
- **No nitrous oxide**. If your found using nitrous you will receive an automatic DSQ, and reduction of your season points.
- If officials suspect maskers in the fuel, chemical testing will be conducted at expense to the competitor, including but not limited to a protest fee of \$700 and the expense of having fuel professionally tested.
- Penalties for use of hazardous chemicals will be severe including fine, and/or reduction of points, disqualification and/or suspension.
- No mixing or altering of fuels is permitted.





### ALL CLASSES:

- After market fuel tanks must have approved vent lines from PP tech inspector.

## WEIGHT

Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

**RZR**- Minimum 1600 lbs with driver and all safety equipment.

**Can-Am**- Minimum 1600 lbs with driver and all safety equipment.

**Yamaha & Arcticcat**- Minimum 1550 lbs with driver and all safety equipment.

**Honda & Kawasaki**- Minimum 1600 lbs with driver and all safety equipment.

**Hisun 250**- Minimum 700 lbs with driver and all safety equipment.

**RZR 170/200**- Minimum 575 lbs with driver and all safety equipment.

**RZR 600/650**- Minimum 1100 lbs with driver and all safety equipment.

**RZR 800**- Minimum 1100 lbs with driver and all safety equipment.

**RZR 900**- Minimum 1500 lbs with driver and all safety equipment.

Minimum weight must be within limits at the start and **FINISH** of each race.

## TRANSMISSION

**PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. Open to modifications.

**PRO STOCK, 1000 STOCK, 600 STOCK:**

1. Must use stock transmission as delivered from the manufacturer.
2. Vehicle must use direct chain drive.
3. Bearing & high gear spacer may be changed.
4. XP 1000 conversion to RS1 is allowed but must remain stock from the manufacturer.

**YOUTH 250 PROD, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. 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.



#### **YOUTH 1000 STOCK:**

1. No modifications permitted.

### **CLUTCH**

#### **PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. Open to modifications.
2. XP 1000 conversion to RS1 is allowed but must remain stock from the manufacturer.

#### **PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD:**

1. Open to modifications.

#### **YOUTH 250 PROD:**

1. Open to modifications.

#### **YOUTH 1000 STOCK:**

1. No modifications are permitted

### **WHEELS & TIRES**

- Tires will be visually checked and must be considered reasonably safe by officials prior to competing.
- All bead locks must have recessed bolts only that do not protrude past the face of the ring. Button head bolts may be used if bead lock bolt area cannot be recessed.
- All tires must be approved by series officials.
- No re-capped, re-tread, or other types of re-molded tires.
- Tires may be grooved, siped, and/ or buffed but no material may be added.
- Tires may not be chemically altered at any time.



- A minimum durometer of (To be determined) will be allowed.

**PRO PROD, PROD 1000 TURBO, PROD 1000, WOMEN, 1000 MASTER, 900 PROD, 800 PROD, 650 PROD, PRO STOCK, 1000 STOCK, 600 STOCK:**

1. Open to modifications.

**Y 250 LIMITED STOCK:**

1. Maximum tire size is 21 inches outside diameter.
2. Aftermarket wheels and tires are allowed.

**YOUTH 1000 STOCK:**

1. Maximum tire size is 30 inches outside diameter, with maximum 15-inch rims.

**FASTENERS**

- Open to modifications.

**HOSES**

- Open to modifications.

**MIRRORS**

- Open to modifications.

**EXOTIC MATERIALS**

- No titanium or any other exotic materials may be used anywhere in the vehicle except for the suspension and drive components.

**ENGINE**

- All vehicles must use OEM engine cases and cylinder head castings.

**PROD 1000 TURBO:**

1. Engine displacement not to exceed 1000cc.
2. Commercially available turbochargers are allowed.
3. An aftermarket intake manifold is allowed.
4. Any style of aftermarket intercooler is allowed.



5. Aftermarket commercially available and reasonably priced fuel injectors are allowed.
6. Aftermarket ECU is allowed.
7. Aftermarket wiring harness is allowed.
8. Aftermarket bypass valve is allowed.
9. Aftermarket header is allowed.
10. Aftermarket wastegate is allowed.
11. Aftermarket steel rods, steel crankshaft, rings, and any compression ratio pistons are allowed.
12. Aftermarket fuel rail and fuel pressure regulator are allowed.
13. Aftermarket valvetrain components are allowed but springs must be steel.

#### **PRO PROD, PROD 1000, WOMEN, 1000 MASTER:**

1. Engine displacement not to exceed 1000cc.
2. Aftermarket steel rods, steel crankshaft, rings, and any compression ratio pistons are allowed.
3. Cylinder head porting is open.
4. Aftermarket valvetrain components are allowed but valve springs must be steel.
5. Any size commercially available throttle bodies are allowed.
6. Aftermarket Intake manifold is allowed.
7. Aftermarket ECU is allowed.
8. Aftermarket wiring harness is allowed.
9. Aftermarket commercially available and reasonably priced fuel injectors are allowed.
10. Aftermarket header and muffler are allowed.
11. Aftermarket fuel rail and fuel pressure regulator are allowed. (Fuel pressure is open.)

#### **PRO STOCK, 1000 STOCK, 600 STOCK, Y 250 LIMITED STOCK, Y 250 STOCK 6-8 & 9-12:**

1. No modifications of any kind can be made to the engine.
2. No modifications to throttle bodies can be made.
3. Air intake must remain as issued from manufacturer. **Air box lid may be removed but all other modifications are not allowed.** All components including but not limited to must remain stock with absolutely no modifications, air box, air box housing, intake separator, clamps, air box cover, intake duct, hoses and straps. **Driver orientation open to modifications.**



### **900 PROD, 800 PROD, 650 PROD:**

3. Throttle body open to modifications.
4. Air intake/air cleaner is open.
5. Flywheel must remain stock with no modifications made.
8. Polaris RZR 1000 & RS1 may use RZR 900 cam buckets, lash shims and retainers. OEM rods, pistons and rings are open to modifications.

### **YOUTH 250 PROD:**

1. Open to modifications but must remain under 250cc.

### **YOUTH 1000 STOCK:**

1. Engine and all internal parts must remain completely stock. No internal modifications.
2. 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.

## **ADULT 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.

## ABILITY CLASSIFICATION

CLASS	DESCRIPTION
PRO	<p><b>WORCS SXS PRO</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Driver must be at least 16 on race day.</li> <li>3. Driver must be a known Pro racing in a nationally recognized off-road series.</li> <li>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.</li> <li>5. Driver may be moved out of Pro Class if deemed a hazard and or not racing at Pro level.</li> <li>6. Driver Must Be a WORCS Member.</li> </ol> <p>"PP" always reserves the right to re-classify riders as they see fit in the interest of safety.</p>

CLASS	DESCRIPTION
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<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>
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<b>CLASS</b>	<b>DESCRIPTION</b>
<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>



## COMPARABLE SERIES

Examples of a comparable series are:

1. MINT 400
2. UTV WORLD CHAMPIONSHIPS
3. DIRT SERIES

The following race or series are excluded from above:

1. SCORE
2. Any team race
3. Any non-comparable discipline or like series.
4. MRAN
5. BITD

## ADULT SXS CLASSES

CLASS	DISPLACEMENT	NOTES
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.

## 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

CLASS	DISPLACEMENT	NOTES
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.

## SOUND REQUIREMENTS

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.



## ANNUAL MEMBERSHIP

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

Membership	Cost
Standard Amateur Adult	\$50.00
Standard Amateur Youth	\$50.00
Standard Pro	\$50.00
Platinum Amateur Adult	\$180.00
Platinum Youth	\$180.00
Platinum Pro	\$180.00
Membership benefits are subject to change. Please visit website for up to date WORCS member benefits.	

**NON WORCS MEMBERS** - Weekend race passes (Day passes) available for \$15.00.

## TRANSPONDERS

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 [MXTransponder.com](http://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.  
[WORCSRacing.com/2016/10/12/transponder-returns](http://WORCSRacing.com/2016/10/12/transponder-returns)

## POINTS, DROPS AND CHAMPIONSHIP REQUIREMENTS

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

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



2. DSQ's for a machine cc infraction will mean loss of all points from said class for race season.
3. Rider must complete one half the number of laps as first place finisher in class to receive finish.

## 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

## DROPPED ROUNDS

1. WORCS Amateur Championships are a “best of” series with one mandatory dropped round at the end of the year.



- a. Example- In an eight round series, the best seven results will count towards the final point standings.
  - b. If the racer were to compete in only seven of an eight race series, all seven results will count toward rider's year-end points total as the one dropped round would be races where the rider did not show up.
  - c. Five (5) appearance points will be given for the dropped result, so long as participant entered and earned a minimum of a DNF.
  - d. **DSQ's are non-droppable.**
2. Pro Championships have no drops so all round count toward championship.

## END OF THE YEAR CHAMPIONSHIP REQUIREMENTS

- 1. Must be a WORCS member to be eligible for an end of the year trophy.
- 2. 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.
  - a. Example- A rider who earned 3rd place but completed less than the required 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

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

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



## RACE CLASSES AND PLATE COLOR COMBINATIONS

PP reserves the right to change race vehicle numbers and/or background color designations. No Variances Allowed!

CLASS DESCRIPTION	PLATE COLOR	NUMBER COLOR	LETTER	SAMPLE
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		22
SXS Pro Stock	Blue	White		22
SXS Production 900	Yellow	Black		22
SXS Production 1000	Red	White		22
SXS 1000 Master	Yellow	Black		22
SXS 1000 Stock	Black	White		22
SXS Production 1000 Turbo	White	Black		22
SXS Women	Red	White		22
SXS Sportsman Beginner	White	Black		22

# 2022 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.

**Rules may be amended or changed by written notice from WORCS Racing officials at any time. The amendment/change is also effective upon the date of publication.**

**WORCS RACING CONTACT INFORMATION**

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