**2019 KCORRA UTV Rules**

The following rules will apply the UTV divisions. All rules are intended to meet the safety requirements to afford a safe, competitive, and fun event. It is understood that many UTVs feature modifications that fall outside the KCORRA rules. It is the responsibility of the driver to contact KCORRA prior to competition for approval.

**Safety Equipment**

**Helmet-**Full face helmet required. SA2010 or better required for events at Lucas Oil Speedway.

**Eye Protection-**Shatter proof goggles or full face shield required.

**Clothing-**One-piece fire suits and gloves with a minimum rating of 3.2A/5 are required. Motocross type race gear will **NOT** be allowed as it is extremely flammable. Full coverage footwear required.

**Head and Neck Restraint-**Neck collar is required for all KCORRA events, but a head and neck restraint, such as D-Cell, R3 Hans, Hybrid or other restraint certified to SFI 38.1, is highly recommended. Head and neck restraints will be required for events at Lucas Oil Speedway.

**Fire Extinguisher-** Each pit area must have a portable UL approved 5+ lb. ABC-class dry chemical type or equivalent fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible. This is in addition to race vehicle mounted extinguishers.

**No passengers allowed**

**Radios**

All driver will be required to have an onboard radio capable of monitoring the KCORRA channel. This will be used by KCORRA officials to communicate with drivers on the track. Radios do not need to be able to transmit and drivers should not transmit on the channel. We will have radios available to rent at the track for $10 per event or for sale at $25. These will be preprogrammed with the KCORRA channel. Raceceiver is the preferred receiver. They are designed specifically for this purpose and can be purchased new for $100. There are several lower priced alternatives such as the Baofeng UV-5R which can be found for under $30. Nascar style scanners that can be programmed to one frequency will also work.

KCORRA main driver channel 454.0000 and must be monitored by all driver’s while in staging or on track. Backup channel will be 460.0000. Spotters may also monitor KCORRA channels and communicate to their driver.

**General Machine Rules**

**Tech inspections**-Inspections are mandatory before you are allowed to race or practice. Machines may be tested by officials any time prior to, during or after the event. Machine eligibility is the responsibility of the driver. Driver will have fire suit and helmet available at tech inspection.

**Roll cages-**Aftermarket 6-point roll cages made for racing are highly recommended. OEM roll cages will be allowed but must be straight and undamaged. Aftermarket 6-point cage will be required for all Lucas Oil Speedway events. 170 classes may use 1.25 x .095 minimum tubing for main roll cage. 570 classes may use 1.50 x .095 minimum tubing for main roll cage. All other classes to use a minimum of 1.75 x .095 tubing for main cage. Top of roll cage above driver’s head must have either an “X” or a front to back center bar.

**Doors-**No factory door nets allowed, you must run doors. 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. (Heavy duty zip ties or hose clamps will meet this requirement)

**Window nets and Roof-**Window nets and full coverage roof are required. Driver must be protected during a roll over in such a manner that prevents him/her from extending any part of their body outside the frame of the vehicle. Roof must be a solid panel.

**Windshield Area Rock Guard-**Recommended forUTVs with the exception of the RZR 170 class. Rock guard fabricated with a minimum 1/8 inch rod and a maximum 1.5 inch square opening welded at each intersection.

**Harnesses-**5-point harness required. Harness must be in new or perfect condition and mounted properly. All harnesses must show the manufacturer’s name, the date of manufacture, and must not be used beyond two years from this date. No portion of the harness may be altered in any fashion from the manufacturer’s standard design.

**Wheel Spacers-**No wheel spacers allowed.

**Mirror-**A rear view mirror is recommended on all vehicles. Mirrors should have at least 6 square inches of mirror surface. Mirror should have a reasonably unobstructed view of area behind vehicle

**Fire Extinguisher-**Each vehicle must carry a portable UL approved 2.5+ lb. ABC-class dry chemical type or equivalent fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible. The mounting must be in such a manner as to prevent damage to fire extinguisher during rollover and must be marked in such a manner as to allow persons not familiar with vehicle to easily find fire extinguisher. On-board fire suppression systems are highly recommended in addition to the portable fire extinguisher.

**Kill switch-**Each vehicle must have a positive action on/off switch in good working order. The switch should be labeled on/off and be located within easy reach of the driver and from the outside of vehicle. The OEM key is acceptable.

**Exhaust-**Fully functional exhaust system required. Aftermarket exhaust allowed.

**Lights-**Rear tail/brake lights must remain on at all times. High beams/off road front lighting is not allowed, with the exception for any woods course event.

**Fuel Tanks-**Fuel can only be carried inside the machine's fuel tank. No modifications of the stock fuel tank/filler/lines/cap/etc. will be allowed. Keep it stock.

**Numbers-**Race numbers will be a minimum of 8 inches tall and be readable from sides and back of each car. Rear number plates are recommended to be mounted above the motor/bed with the intent to keep the clear of mud/damage.

**Brakes-**Brakes must be in a safe working condition and be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition during the entire event. If brake system problems do occur during the event they must be repaired before continuing in competition.

**Classes**

**170-**Drivers must be at least 8 years or older. Modifications should be focused towards safety and durability. Performance modifications should be kept to a minimum. Must maintain OEM motor/frame combination. Dual A-arm front conversions are allowed. Aftermarket rear swingarms allowed. One shock allowed per wheel. Maximum width of 53.5” and maximum wheelbase of 68.5”.

These items will go into effect for the 2020 race season-Must use stock carb or throttle body. Aftermarket ECUs not allowed. Stock clutch, Dr. Pulley, or NCY clutch are allowed, but must be used as delivered from the manufacturer.

These items are being considered for the 2021 race season-Engines and all internal parts must remain completely stock. No internal engine modifications.

**570-**Drivers must be at least 10 years or older. Modifications should be focused towards safety and durability. Performance modifications should be kept to a minimum. Must maintain OEM motor/frame combination. Engines and all internal parts must remain completely stock. No internal engine modifications. Must use stock throttle body. No aftermarket ECUs. Must use stock transmission and gear ratios. Must use stock clutch, however commonly available aftermarket springs, weights, and helix may be used. All a arm and shock locations must be in the stock location. One shock allowed per wheel. Replacement a arms are allowed but must remain be a direct replacement and retain all stock pivot point locations. Maximum width of TBD. Minimum ride height of 9” with driver.

**Sportsman-**This is intended to be a low cost, entry level class designed to provide the racing experience to a newer, less experienced driver. All brands/models/displacement UTVs are allowed as long as the machine meets all safety rules.

**Unlimited NA (Natural Aspirated)-** All modifications allowed with the following exceptions. No turbo/superchargers/nitrous.

**Unlimited-**All modification alloweds. Any UTV that does not meet the limits of the above rules/classes be required to compete in the Unlimited UTV class.

**With the vast variety of machines and modifications available, KCORRA officials may move a driver/vehicle to a different class more appropriate to their performance.**

**Order of events**

There will be one open practice session. Practice time will be posted at sign in. Practice is open to all classes. Track officials will control track entry, number of machines on track, and possibly lap count to ensure safety and track access for all competitors.

There will be a mandatory driver’s meeting between practice and the start of heat races. This usually takes place at sign-in and times will be posted.

For most events, we will be using a two heat races format. Competitors will draw a starting number at sign-in. This number determines your starting order for your first heat race. The starting order for your second heat race will the invert of your first heats starting position. Your results from both heat races will be averaged and determine your starting position for the main event. The higher you finish in your heat races, the better your starting position for the main. In the event that two racers have identical heat results, the tie will be broken based upon the starting number drawn at sign in. Heat races will be separated per class. Number of heat races and lap count will be determined by number of entries. Starting order, heat race time, lap count, and class order will be posted at track entry. It is the driver’s responsibility to be on time for their race.

Starting order for the main event will be posted once all heat races have been completed. Classes may be combined for main event, but will be scored within their respective classes. Starting order, race time, lap count, and class order will be posted at track entry. It is the driver’s responsibility to on time for their race.

Driver must compete in a safe manner and vehicles must maintain a safe, operable condition. Driver’s may be asked to withdraw from an event an official determines that there is a risk to their safety, another racer’s safety, or the safety of a spectator.

Some event may require a change to order of events, race format, or starting format. In these event, the changes will be explained in driver’s meeting.

A minimum of five entries/participants are required per class. In the event of less than 5 entries, those driver’s may be moved to the next most appropriate class. Based upon the discretion of KCORRA officials, classes may be combined or further subdivided.

KCORRA seeks to grow off-road racing in the Kansas City area and f you have any other type of vehicle and would like to participate in our event(s), please contact us at KCORRA@usa.com or on our Facebook page. Be sure to contact us prior to the event, as not all our locations can accommodate all types of vehicles.

**Entry Costs/Payouts**

**KCORRA License-**All competitors will be required to purchase a KCORRA license. Costs are $50 for the entire season or $25 per event.

**170 UTV-** $30 per event entry fee. There is no payout for this class. Trophies and points are awarded and there will be a season champion.

**570, Sportsman, Unlimited NA, and Unlimited classes-**$50 per event entry fee. Payout will vary dependent upon number of entries per class.

**1-3 entries 1st $50**

**3-6 entries 1st $100 2nd $50**

**7-10 entries 1st $200 2nd $100 3rd $50**

**11-14 entries 1st $300 2nd $150 3rd $75**

**15+entries 1st $500 2nd $200 3rd $100**

**Season Points**

Season points are assigned to the driver based upon their finishing position in the feature race. A driver may compete in multiply classes provided their vehicle meets the requirements of both classes. A driver must complete in a minimum of 75% off all races for the season to be eligible for yearend awards/prizes.

**1st 25 points 4th 17 points 7th 13 points**

**2nd 22 points 5th 15 points 8th 12 points**

**3rd 19 points 6th 14 points 9th 11 points**

All finishes past 9th will receive 10 points. Any driver who starts and completes a min of 1 lap in the main event will receive the points for their final finishing position, regardless of how many additional laps they complete. Any driver who enters the event, but fails to start or qualify for the A main will receive 5 points.