



2024 RULEBOOK (V1.1 - April, 2024)

VEHICLE CLASSES

STOCK CLASS

1. Any and all four-wheeled, four-wheel-drive automotive based production vehicles are eligible for competition, provided at least 1000 units were produced by the manufacturer.
2. Stock frame (frame is considered to be the primary framereils and all permanently factory crossmembers) must be retained.
3. Stock body (body is considered to be the full cab, including all interior and exterior sheetmetal, bed, doors, hood, fenders, grill, etc.) required. Must be complete and unmodified, with the following limitations and exceptions: Holes may be cut in any part of the body for the single and exclusive purpose of allowing rollcage tubes and transmission/transfer case linkage to pass-through the body. Stock doors may be modified to create half-doors and/or may also be replaced with tubular doors.
4. STOCK WINDOWS (GLASS) ARE NOT PERMITTED. ALL WINDOWS (GLASS) MUST BE REMOVED FROM VEHICLE.
5. Front inner fenders must be complete and unmodified, with the following limitations and exceptions: outer fenders (wheel well openings) may be trimmed for the single and exclusive purpose of allowing for tire clearance. Modifications to the outer fenders must preserve the look of the stock wheel wells, as originally manufactured, and must not be trimmed excessively (no more than a 2" gap between any part of the outer fender and the tire at full compression).
6. Front outer fenders may be replaced with OEM-style aftermarket fenders (flared fiberglass fenders are permitted). "Flat Style" fenders are permitted.
7. Rear inner and outer fenders must be complete and unmodified, with the following limitations and exceptions: outer fenders (wheelwell openings) may be trimmed for the single and exclusive purpose of allowing for tire clearance. Modifications to the outer fenders must preserve the look of the stock wheelwells, as originally manufactured, and must not be trimmed excessively (no more than a 2" gap between any part of the outer fender and the tire at full compression).
8. Stock body mounts may be modified or eliminated, with the following limitations and exceptions: The relationship of the body to the frame must remain within 2" of stock configuration, as originally manufactured. Stock body mounts shall not be modified or eliminated for any reason other than to allow any part of the rollcage to pass through the body in order to be securely attached to the chassis.
9. Head/tail lights required, and must be functional.
10. Front and rear bumpers are required. They may be stock, modified stock, aftermarket or custom.
11. Stock engine must be retained, but may be replaced with any available in make/model/year. Any and all modifications are permitted, with the following limitations and exceptions: Stock engine-block must be retained, as originally manufactured (boring, stroking and other internal engine modifications are all permitted). Forced-induction of all types is not permitted, unless factory-equipped. No nitrous, propane or methanol injection allowed.
12. If equipped with a water-cooled engine, the radiator must remain within 6" of the original location, as originally manufactured.

13. Stock transmission must be retained, but may be replaced with any available in make/model/year. Any and all modifications are permitted, with the following limitations and exceptions: Stock transmission case/s must be retained, as originally manufactured. Auxiliary transmissions (e. g. secondary transmissions, under / over-drives, etc.) are not permitted.
14. Any and all transfer-cases are permitted.
15. Any and all driveshafts are permitted.
16. Any and all axles are permitted.
17. Steering components may be modified or eliminated and steering components/linkage may be installed in any location and orientation, with the following limitations and exceptions: All vehicles must retain some type of mechanical steering linkage (e. g. 'full-hydro' steering is not permitted, unless factory-equipped), and said linkage must be capable of controlling the direction of the steering wheels/tires without the benefit of any additional power-steering aids. The steering box (or rack, if so-equipped) must remain within 4" of the stock location. No part of the steering linkage shall be oriented so as to be partially or substantially parallel to the framerails or any part of the suspension linkage, with the exception of the drag-link and track-bar (if so-equipped, and unless otherwise-equipped, as originally manufactured). Rear-steer is not permitted.
18. Wheelbase must remain within 6" of stock, as originally manufactured.
19. Suspension configuration must remain stock, as originally manufactured (meaning that leafsprings must remain leafsprings, coilsprings must remain as coilsprings, torsion-bars must remain as torsion-bars, etc.).
20. Leafsprings may be replaced with any leafsprings and may be installed in any location and orientation, with the following limitations and exceptions: Leafsprings must be connected directly to the axle assembly, unless otherwise factory-equipped. Links/linkage may be installed, but the leafsprings must be capable of locating the axle assembly relative to the chassis in any direction without the use of any such links/linkage. As such, quarter-elliptical springs, transverse leafsprings, and the use of double- shackles (at the forward and rear leafspring mounting points at the chassis) are not permitted, unless factory-equipped.
21. Coil-springs and related suspension linkage may be modified or eliminated and replaced with any coil- springs and linkage, and may be installed in any location and orientation, with the following limitations and exceptions: Coil-springs must be connected directly to the axle assembly and chassis and shall not be mounted in any way so as to yield any type of mechanical advantage, unless factory-equipped. Coil- springs shall not be replaced with any type of coil-over shocks, unless factory-equipped (if so-equipped, factory coil-over shocks may be replaced with aftermarket coil-over shocks).
22. Secondary suspension is not permitted, unless factory-equipped (secondary suspension is considered to be any means or method of supporting any portion of a vehicle's weight and/or affecting the primary spring-rate at any time). As such, springs of all types, airbags, and air-shocks are not permitted. Compressible bump stops are permitted, with the following limitations and exceptions: Bump stops shall not have any effect whatsoever on any aspect of a vehicle's performance outside of the last 3" of vertical wheel-travel (on compression).
23. Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation, with the following limitations and exceptions: Only one shock absorber is permitted per wheel/tire (not including spare tires). Shock absorbers shall not be larger than 2.5" in diameter (outer diameter of shock-body) and shall not be capable of any more than 14" stroke. Shock absorbers must be connected directly to the axle assembly and chassis and shall not be mounted in any way so as to yield any type of mechanical advantage, unless factory-equipped (mounting shock absorbers off-vertical is permitted and shall not be considered a mechanical advantage).
24. Tires must be DOT-approved, with a maximum outside diameter of 37" (or equivalent), as specified on the tire's sidewall by the original manufacturer.

PRO-MODIFIED CLASS

25. This class was brand new for 2023 and replaces the old "MODIFIED CLASS".
26. If you've got a trail buggy you want to race, or are new to racing, this is the class for you! It's a stripped down version of UNLIMITED CLASS with no bypass shocks, IFS, IRS or other big money mods!
27. Any and all four-wheeled, four-wheel-drive vehicle. Any frame and body are permitted. NO WINDOWS (GLASS) ARE PERMITTED.
28. Any and all engines are permitted. The engine must be "front" mounted. No "mid" or "rear" engine allowed.

29. Any and all transmissions are permitted.
30. Any and all transfer-cases are permitted. Four-wheel-drive transfer-case or transaxle is required.
31. Any and all driveshafts are permitted.
32. Any and all solid axle assemblies are permitted. No IFS or IRS.
33. Any and all steering components and configurations are permitted.
34. Any and all suspension components and configurations are permitted, providing they meet all the additional rules and regulations specified herein.
35. Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation, with the following limitations and exceptions: Only one shock absorbers are permitted per wheel/tire (not including spare tires). Bypass shocks are not permitted.
36. Manual suspension controls (e.g. forced hydraulics) are not permitted.
37. Any and all tires are permitted.

UNLIMITED CLASS

38. Any and all four-wheeled, four-wheel-drive vehicle. Any frame and body are permitted. NO WINDOWS (GLASS) ARE PERMITTED.
39. Any and all engines are permitted.
40. Any and all transmissions are permitted.
41. Any and all transfer-cases are permitted. Four-wheel-drive transfer-case or transaxle is required.
42. Any and all driveshafts are permitted.
43. Any and all axle assemblies are permitted.
44. Any and all steering components and configurations are permitted. Rear steering is permitted.
45. Any and all suspension components and configurations are permitted.
46. Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation.
47. Manual suspension controls (e.g. forced hydraulics) are permitted.
48. Any and all tires are permitted.

SXS CLASS

49. Any and all four-wheeled, four wheel-drive, 2 up and single seat with steering wheel powersport based production vehicles are eligible for competition. All vehicles containing OEM SXS (side by side) parts are solely eligible to compete in this class.
50. Any UTV chassis is permitted. Damaged tubes may be replaced with similar size tubing.
51. 2000 cc maximum engine size, any UTV engine allowed.
52. Any CCV Clutch or Gear driven transmission permitted.
53. All UTV steering permitted.
54. Any tire and tire size permitted.
55. Any UTV cooling system permitted.
56. Reinforcing of chassis allowed, material may be added but not removed.
57. Must run full body. Windscreens are allowed however; NO GLASS is permitted.
58. Doors may be replaced with aftermarket doors or closed metallic panels.
59. Rocker panels may be armored.
60. Rear bed plastics may be trimmed for fitting of spare tire(s).
61. Aftermarket Turbos Allowed.

62. Must use OEM ECM to control engine and transmission.
63. No Portals unless OEM Factory Equipped.
64. Must use stock suspension pickup point locations unless aftermarket chassis used.

TECHNICAL INSPECTION

65. It is each Team's responsibility to ensure their vehicle and safety system meets and/or abides by all technical rules, regulations, and specifications. Each vehicle and safety system must pass a technical inspection before it will be permitted to compete in any CAN X Off Road Racing Series event.
66. All equipment, gear, devices, safety equipment, and vehicle components, must be in good and proper working condition at the time of technical inspection. Certain equipment and components must remain serviceable throughout the event, and if damaged during the event must be repaired or replaced before the vehicle may continue on course.

DRIVER RESTRAINT & SAFETY SYSTEMS

67. Four-point Restraint Systems are required for STOCK & SXS Class vehicles. Each occupant must have a four-point style restraint system. Five-point restraint systems are recommended. Driver restraint systems must use a latch-and-link style quick-release buckle (push button buckles are NOT permitted except in SXS class when installed at factory).
68. Five-way Restraint Systems are required for PRO MODIFIED, UNLIMITED (and SXS when upgraded from factory 4-point restraint) Class vehicles. A H- style driver restraint system must be furnished for each occupant. Driver restraint systems must use a latch-and-link style quick-release buckle. Driver restraints must incorporate a lap belt, anti-submarine strap, and shoulder straps.
69. Belt/strap material shall be nylon or dacron polyester. Driver restraint system must be in good working condition with no cuts, frayed layers, chemical stains, or excessive dirt and must be in flexible condition (i.e. material must not be stiff.)
70. No portion of the driver restraint system may be altered in any fashion from the manufacturer's standard design.
71. All driver restraint systems must be properly mounted in accordance with manufacturer's directions and recommendations. Bolt-in, wrap-around, and snap-in mounting styles are permitted.
72. The driver restraint system must be mounted to structural members able to withstand the load the restraint system will place on them in a crash, without rupturing or failing.
73. Driver restraint must be matched to a properly constructed, fitted, and installed seat firmly mounted to the frame / chassis / roll-cage.
74. Belt routing must allow webbing to pull in a straight line against anchor point. Mounting brackets must be at an angle that is compatible with the direction of pull on the webbing.
75. Driver restraint systems must be mounted using high-quality hardware appropriate for the installation. 7/16" Grade 8 bolts and Grade 8 deformed-thread locknuts (or better) are recommended.
76. Belts must not rub against any surface that will cause them to fray.
77. Driver restraint systems must be worn properly tightened, by all occupants, at any time the vehicle is in motion.
78. Safety nets are mandatory in ALL Classes except SXS only, where arm restraints are allowed in tandem or in lieu of safety nets - meaning that arm restraints are the minimum and when used, safety nets are not required. Nets must make it impossible for any limb or body part of any occupant to protrude from the vehicle at any time when the occupant is properly seated and strapped in their normal driving / riding position.
79. Nets must be installed on the inside of the rollcage to prevent them from being damaged or coming off in a roll over or slide on the side. Window nets are required to be mechanically attached (zip ties, velcro, tape do not count as mechanical). Nets may be mechanically installed to the door, as in STOCK CLASS, provided it is mounted on the inside of the door frame.
80. Restraints must be installed so that the occupants can release them unassisted and exit the vehicle regardless of the position of the vehicle.

81. It is recommended that all seats be manufactured by a recognized brand and be of a type suitable for the event.
82. Suspension seats are recommended. Headrests are required on all seats.
83. UNLIMITED CLASS seats must be securely mounted to the frame of the vehicle and mounts must be structurally sound to keep seat from moving in relationship to the vehicle. OEM Mounts are approved for STOCK CLASS, MODIFIED CLASS and SXS.
84. ALL seats must have appropriate slots to properly accommodate driver restraint system.
85. Firesuits are mandatory for ALL Classes. Suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, or tears, nor be worn thin. All suits must be made from fire-resistant material with the manufacturer's fire resistant rating label attached. A two-layer firesuit, fire resistant gloves and footwear are recommended. RAIN SUITS/JACKETS/PANTS ARE NOT ALLOWED TO BE WORN ON TOP OR BELOW YOUR FIRESUIT.
86. Helmets must be approved by, and bear the sticker of, one of the following: Snell M/SA2010, M/SA2015, M/SA2020 or DOT. The interior and exterior of the helmet must be free from defects.
87. Shatter resistant eye protection is required for all races/classes for all competitors.
88. Head and Neck Restraints are mandatory for ALL Classes. ie: Impact Accel, Hans Device, Z-Tech Sports, Simpson, Necksgen, etc. If you are unsure ask!
89. Each vehicle must carry 2 portable UL approved 2.5 lb. or greater ABC-class, dry chemical or equivalent Halon fire extinguisher. Fire extinguishers must have a gauge, and be fully charged. 1 must be easily accessible from inside of the vehicle. 1 must be mounted in a position that is easily located and accessed from the exterior of the vehicle by persons not familiar with the vehicle. All extinguishers must be mounted in a manner that permits their removal and use without the use of tools.
90. Integrated on-board fire extinguishing/suppression systems are suggested, but NOT required.

VEHICLE IDENTIFICATION

91. All vehicles in competition must be identified with the correct entrant number.
92. Entrant numbers shall be composed of a 4 digit or fewer combination of the numbers 0 through 9 only. ALL RACES ALL CLASSES – On the roof or roofline of your car you need to add a shark fin with your number clearly displayed on both sides so your car can be identified from either driver or passenger side of the vehicle. The number must be in a simple font, ARIAL is preferred, 6" tall, black in colour. The shark fin must measure 8" in height. The background colour of the shark fin must be the following based on class. UNLIMITED – WHITE, PRO MODIFIED – ORANGE, STOCK – YELLOW and SXS - WHITE.
93. In the event of a number conflict, seniority based on the date on which the Team first competed in a CAN X Off Road Racing Series event will determine the outcome.
94. Vehicles must display entrant numbers both sides of vehicle. Any number location that is deemed by CAN X Off Road Racing Series to be too hard to read will have to be changed before vehicle competes in the event. Front & rear facing number plates recommend. Number plates are to help score keepers with lap counting - it is to your benefit to display in visible areas.
95. It is the Team's responsibility to maintain numbers in recognizable condition.

GENERAL VEHICLE COMPONENTS

96. The vehicle occupants must be able to quickly and easily enter and exit unassisted with the vehicle in any position.
97. Oil coolers, transmission coolers and radiators located in front of the vehicle occupants must have a shroud that, in the event of a rupture or leak, will prevent liquids from blowing back or leaking onto the occupants. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.
98. All vehicles with operational doors must have positive locking mechanisms on the doors.
99. All vehicles must have an all-metal firewall separating the occupants' compartment from the danger of fire from the engine and fuel supply. SXS may retain the factory firewall material as designed.
100. Floorboards are required on all vehicles. Installation must be done in such a manner as to afford maximum protection to the occupants from debris.

101. ALL VEHICLES MUST HAVE THE FOLLOWING:

101A. Loud horn or siren audible from a distance of 100' in front of the vehicle (disposable air horns are not permitted).

101B. 2 easily accessible brightly coloured safety triangles.

101C. Easily accessible weatherproof first aid kit.

101D. Rear running and brake light(s). Running light(s) must illuminate with the vehicle ignition. Brake light(s) must be red in colour and highly visible.

101E. Forward facing light/light(s). Highly visible, white or amber in colour.

ROLLCAGES

102. All vehicles must be equipped with a rollcage. SXS, STOCK and PRO MODIFIED Class may utilize the OEM cage if equipped (ie: Jeep Wrangler), but must add additional tubing to build a better than OEM structure. STOCK Class rollcage must be 4 point or better, SXS, PRO MODIFIED & UNLIMITED Class rollcage must be 6 point or better. The Tech Inspector reserves the right to not allow any rollcage that in their opinion is not safe for competition.

103. Rollcage main structure material may be DOM, CREW, HREW or 4130 chromoly steel, with a minimum diameter of 1.75" x .120"W. (CARS THAT HAVE PASSED TECH IN 2020/2021 WITH 1.5" X .120"W WILL BE GRANDFATHERED IN). All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material.

104. All rollcage components (hoops, braces, gussets, etc.) must have a minimum of 3" of clearance from any vehicle occupant's helmet when occupant is seated in normal driving/riding position. All rollcage components that might come into contact with the vehicle occupants' helmets must be padded.

105. Rollcages must be securely mounted to the frame, chassis, or body. Rollcage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow movement in the cage terminal end. Cab/body-mounted rollcages must sandwich the body structure using a minimum of two .1875" thick, dissimilar sized, doubler plates, one on each side of the body structure. Rollcage mounting fasteners must be at least .375" diameter S.A.E. Grade 8 or equivalent or better. Sandwich plates, if used, must be oriented only in the horizontal plane. No vertical or other non-horizontal sandwich plate orientations are permitted. (STOCK Class exempt.)

106. All vehicles must have at least one side bar on each side of vehicle that will protect occupants from side impact. The sidebars must be of the same tubing material and dimensions as the main frame of the rollcage. The sidebars should be as close to parallel to the ground as possible, must be located to provide maximum protection to the occupants, and must be securely welded or bolted to the front and rear hoops of the rollcage. The location of the sidebars must not cause difficulty in entering or exiting the vehicle. (SXS, STOCK & PRO MODIFIED Class vehicles running stock or modified steel doors or tube doors are exempt.)

107. THE MINIMUM VEHICLE ROOF is .040" expanded or sheet steel or .125" aluminum. It must cover the area immediately above the occupants. ARM RESTRAINTS ARE NO LONGER A SUBSTITUTE FOR A ROOF.

DRIVETRAIN

108. Engine shall be free of leaks.

109. Engine vents shall run to a fluid containment system. OEM containment systems are permitted.

110. Locking engine dipstick is recommended. OEM engine dipstick may be zip tied shut.

111. Transmission shall be free of leaks.

112. Transmission vents shall run to a fluid containment system.

113. Every vehicle must have a functional reverse gear.

114. Transfer case shall be free of leaks.

115. Transfer case vents shall run to a fluid containment system.

116. Power-assisted steering systems shall be free of leaks.

117. Power-assisted steering vent tubes shall run to a fluid containment system.

118. All hydraulic steering lines must be in good working order and free of cracks, defects, or leaks. Hydraulic lines shall be run in a manner that protects them from possible damage.
119. Axles shall be free of leaks.
120. Axle vents shall run to a fluid containment system, bellows style vent tubes are permitted.
121. There must be at least one shock absorber per wheel.
122. Link mounting points shall be free of cracks.
123. Shock absorbers shall be free of leaks.
124. Brakes must be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition and free of leaks during the entire event. If brake system problems occur during the event they must be repaired before continuing in competition
125. Turning, cutting, or steering brakes are permitted in PRO MODIFIED & UNLIMITED CLASS, NOT PERMITTED IN STOCK CLASS or SXS.
126. Manual, vacuum boosted, and hydraulically assisted breaks are permitted.
127. Brake pedal(s) mounted in driver's foot-well must be able to operate all brakes with a single foot.
128. Transmission and/or pinion-brake systems are permitted, providing they meet all other requirements specified herein.

WINCH(S)

129. Winches used in competition must utilize synthetic rope. Wire rope or cable is not permitted for recovery during competition.

FUEL SYSTEM

130. Safety fuel cells are required for all vehicles. Auxiliary fuel tanks may be added. Auxiliary fuel tanks must also be safety fuel cells.
131. There must be a substantial crossmember and firewall between the fuel tank and the occupants.
132. Fuel tanks shall be mounted in a fashion to protect the tank from damage due to a collision, impact from debris or rocks from below the vehicle, damage due to roll over, or the possibility of damage from chassis flex.
- 133A. Safety fuel cells shall be constructed FROM A MINIMUM of 20 gauge steel, 0.060" aluminum or 0.125" Marlex. Magnesium is strictly prohibited. Container must be securely attached to vehicle with bolts or steel straps. Internal baffling is suggested in all fuel cells. Foam is an acceptable form of internal baffling.
- 133B. IF USING AN ALUMINUM FUEL CELL IT MUST CONTAIN AN INTERNAL BLADDER.
134. Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards. Forklift propane fuel tanks are permitted.
135. SXS, STOCK and PRO MODIFIED Classes are permitted to use OEM and approved aftermarket fuel tanks and skid plates (fuel tank does not need to be mounted in stock location).
136. Design and installation of fuel tank and related components (plumbing) must prevent fuel escaping from fuel pickups, fuel lines, fuel fillers and fuel vents if the vehicle is partially or totally inverted. (SXS, STOCK & PRO MODIFIED Classes are exempt if OEM tanks are utilized in their stock location.)
137. Fuel tank must be filled from, and vented to, the outside of the occupants' compartment.
138. Fuel filler lines and positive-locking, non-vented fuel filler caps must be located and secured in such a manner as to prevent them from being knocked off or open during vehicle movement, rollover, or accidental impact. (SXS, STOCK & PRO MODIFIED Classes are exempt if OEM tanks are utilized.)
139. Fuel vent line should use the following routing: Fuel vent line must extend to the highest point of the rollcage nearest the fuel cell, across the width of the vehicle and down to below the fuel cell. Other "3 sides and down" methods are acceptable. (SXS, STOCK & PRO MODIFIED Classes are exempt if OEM tanks are utilized.)
140. Fuel supply line must have a ball valve shutoff as close to the tank as possible so that it may be rapidly closed. (SXS, STOCK & PRO MODIFIED Classes are exempt if OEM tanks are utilized.)

ELECTRICAL SYSTEM

141. A brightly colored, highly visible, easily distinguishable, master kill switch must be located in the dashboard area of the vehicle and be clearly labeled. The master kill switch must be able to shut down the entire primary electrical system for the vehicle. The master kill switch must shut down the engine and fuel pump when in the off position. Winch power supply and low amp draw secondary electrical equipment which requires an uninterrupted power supply may circumvent this switch. (SXS (but highly recommended) and STOCK CLASS EXEMPT)
142. Batteries must be securely mounted with metal brackets, clamps, or tie-downs in a manner that prevents displacement in a roll over. Batteries shall be the sealed, non-spill type, Absorbed glass mat (AGM) or “gel cell” type batteries. Optima battery is recommended.

WHEELS & TIRES

143. All vehicles shall have exactly four wheels, each with exactly one tire.
144. All factory-built tires from any manufacturer are permitted.
145. Tires shall be visually checked for condition and must not be considered obviously unsafe by the Technical Inspector.
146. Tire studs and screws are not permitted. Grooving, sipping or other modifications that involve removing material from the tire are permitted.
147. Broken wheel studs or missing lug nuts are not permitted.

EVENT RULES AND REGULATIONS

148. Any participant who fails to complete and sign the required entry forms and releases will be subject to disqualification. Entry forms and releases must be signed in person and witnessed. Government issued photo identification may be required.
149. All competitors under 18 years of age at the start of the event must have their entry form and their release signed by a parent or legal guardian. No person under 16 years of age at the start shall be able to participate.
150. If competing in multiple classes you must pay multiple registration fees. In the event that your vehicle is damaged in the first race and your vehicle cannot continue – you may ask for a refund for the second race. Refunds must be requested of the race director before the end of the second race.
151. Only competitors that are listed on the official entry form may drive or co-drive the vehicle. Each team must only use one vehicle per event.
152. A team consists of 3 elements – 2 drivers and 1 vehicle. To collect points in the series 2 of the 3 elements must compete as a team at an event.
153. No person other than the registered competitors of an entrant vehicle shall ride in, on, or occupy that vehicle.
154. Competitors may exit vehicle during event to spot, winch, recover or repair vehicle.
155. No person shall sign any entry form or release for any other person.
156. Abusive conduct towards anyone: Disqualification and/or suspension.
157. The use of alcohol, narcotics or other illegal or illicit drugs is forbidden. Any participant that shows any evidence whatsoever of being under the influence of any of the aforementioned during competition **WILL BE IMMEDIATELY DISQUALIFIED AND SUSPENDED FROM ALL FUTURE EVENTS**. Violators must leave the premises immediately.

EVENT COURSE

158. Format is dependant on course. The most common format is 3 races per event. A stock class race, followed by a SXS race followed by a combined Pro Modified & Unlimited class race.
159. A teams official result is dependant on race format.
160. If a team short courses (skips a checkpoint) the penalty will be dependant on race format.

- 161. If a team exceeds a boundary a penalty will be dependant on race format.
- 162. No team shall be towed, pushed, pulled or otherwise moved by a spectator.
- 163. No participant or any other person except a CAN X Off Road Racing Series official shall remove, alter, or relocate course markings. Any person found to have removed, altered or relocated course markings may be subject to disqualification and/or immediate removal from the event area and may be banned from future events.

PROTESTS

- 164. A protest of a team can only be made by a competitor in the same class. Protests must be made in writing and submitted before the awards ceremony at the race in question. Any protest must be made for a single rule item (ie: 6.1.2) and accompany \$100 cash fee per item protested. The \$100 fee is refundable if the infraction in protest is overturned. Attempting to make a protest outside of these rules will result in disqualification and possible suspension.

165. POINTS SYSTEM

Rank 1, Points Earned 25

Rank 2, Points Earned 20

Rank 3, Points Earned 18

Rank 4, Points Earned 16

Rank 5, Points Earned 14

Rank 6, Points Earned 12

Rank 7, Points Earned 10

Rank 8, Points Earned 8

Rank 9, Points Earned 6

Rank 10th Place and on, Points Earned 5

All DNS's, Points Earned 0

- 165. CAN X Off Road Racing Series reserves the right to change and/or modify rules at any time.

- 166. If you're not having fun, go home!