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GRASSROOTS
SNOCROSS SERIES

MAY 2008

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TABLE OF CONTENTS

INTRODUCTION...	5
RIDERS UNDER 18 YEARS OF AGE	6
CLASS DESCRIPTION	7
RACE CLASSES	8
120 CLASSES	8
JUNIOR CLASSES	9
VINTAGE & TRAIL CLASSES	9
SNOCROSS CLASSES	10
PRICES	11
GATE FEES	11
MEMBERSHIP FEES	11
RACE REGISTRATION FEES	11
SNOCROSS OPEN PRACTICE FEES	12
RACE DIRECTOR AUTHORITY	13
FLAG DEFINITIONS	14
GENERAL REGULATIONS	17
RIDER & MACHINE	17
RACE REGISTRATION & ENTRY REGULATION	17
RIDER PROTECTION EQUIPMENT	18
RIDER IDENTIFICATION BIB & DECALS	20
RIDER RESPONSIBILITY & PIT CREW	20
RIDER'S MEETING	21
PRACTICE LAPS	21
PRACTICE ORDER	22
PRE-RACE SAFETY INSPECTION	22
STAGING AREA	23
WARM UP STANDS	23
RACE START & START LINE	23
RACE RESTART PROCEDURE	24
LEAVING THE COURSE	24
UNSPORTSMANLIKE CONDUCT	25
OBSTRUCTION	25
SPEEDING	25
SIGNALS	25
ENFORCEMENT, DISCIPLINE, VIOLATIONS	26
SNOCROSS TECHNICAL VIOLATIONS	26
SCORING	27



RACE POINTS.....	27
PROTEST PROCEDURE.....	27
YEAR END POINTS	27
CLASS PAY-OUTS.....	27
GENERAL REQUIREMENTS – ALL CLASSES	29
MACHINE REQUIREMENTS.....	29
TRACK & TRACTION.....	29
IGNITION & ELECTRICAL	29
SKI SUSPENSION & STEERING	30
SKIS.....	30
SKI RUNNERS.....	30
FRAME & BODY.....	31
4 STROKE/ 120 CLASSES.....	31
120 TECHNICAL INSPECTION.....	31
CODE OF CONDUCT... ..	32
ERX MOTOR PARK CONTACT INFORMATION.....	33



TECHNICAL RULES – See ISR Rulebook

(<http://isrracing.org/>)

For further clarification ERX Motor Park follows rules and guidelines set forth by ISR.

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

These regulations consist of definitions and allowable modification or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.

Existing rules may be revised, or new rules may be added after this rule book was printed. For the latest updates, please check the website at www.ermotorpark.com.



INTRODUCTION

Welcome to ERX Motor Park!

This rulebook is designed as a guideline or quick reference tool to help you understand the rules that pertain to Snocross racing at ERX Motor Park. All racers should be fully aware of the regulations set out in the rulebook and should be prepared to abide by them. Any questions concerning rules should be directed to the ERX Race Director.

The regulations consist of definitions and allowable modifications or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component.

It is the racer's responsibility to present a snowmobile that is always legal. **It is not ERX's responsibility to detect every rule violation at every inspection.**

If you have any further questions concerning rules, please contact us at tech@erxmotorpark.com.

The rule book was published on *December 11, 2023*. All rules are subject to change without notice. Please visit the ERX website at www.erxmotorpark.com for rule changes, additions and information not included in this rulebook. It is the rider's responsibility to visit our website prior to each race to make sure they have the latest updates. ERX reserves the right to change or modify these rules at any time.

Being an ERX Member allows you to race at ERX Grassroots events, provided you have the appropriate entry and waiver forms completed and submitted by the appropriate deadlines.

Each race event will open at a minimum of ten (10) days prior to the race event day and will close at 10pm the Wednesday before event day for pre-registration and will close at 2pm the day of the event, with a late entry fee. It is to your advantage to sign up early.

If you have questions about your membership, please contact ERX at info@erxmotorpark.com.



Riders under 18 years of age:

1. Riders under the age of eighteen (18) years are *required* to have a Minor Waiver on file. Waivers are available on the ERX website, the Raceday website, or in person at the track.
2. Riders under the age of eighteen (18) are *required* to sign the minor waiver and assumption of risk acknowledgment at rider check in at each event. Waivers are available on the ERX website, the Raceday website, or in person at the track. No Exceptions!
3. Riders under the age of eighteen (18) *must* have a parent or legal guardian with them at check in.
4. A junior rider must be the age of the class to run it. For example, to run the Jr. 10–13-year-old class, you must be 10 when you start running that class. If you turn 14 during the season, you can continue in that class or advance to Jr. 14-15, not both.
5. Jr. 14-15 & Jr. 16-17 classes use “Throttle Restricted” 600cc Super Stock models. “Throttle Restricted” kits are available only from the manufacturer.



CLASS DESCRIPTIONS

120 CLASSES

* Please refer to the ISR Rulebook for all technical aspects and acceptable models of 120 Classes*

Registration Clarification –

Riders can race in two 120 levels only (Novice, Pro-Lite, Pro). Awards of the day will be given to each rider. **Riders who self-advance or are advanced by the Race Director to the next higher skill level class will have all points transferred to the new class minus five points for each round competed in the lower skill level class.** The goal here is to have riders compete in the correct class at the beginning of the season.

Novice can compete in Novice and Pro-Lite (NEW RIDERS ONLY)

Pro-Lite can compete in Pro-Lite and Pro

Pro can compete in Pro and Champ/Open

If you compete in Pro-Lite at a National/Regional Level you should be competing in Pro at the Grassroots Level

Novice Classes- Novice classes are designed for new riders only. Riders are only allowed to compete in this class for one (1) season, unless the Race Director has called for an advance to the 120 Pro-Lite class. Children looking for more seat time may register for both the 120 Novice and 120 Pro-Lite.

DITCHBANGER/TRAIL CLASSES

This class is designed for aggressive trail riders that want to race their trail sleds or outdated snocross sleds. Current model race replica sleds (Arctic Cat ZR 6000R, Polaris 600RR, SkiDoo MXZ X-RS) should be entered in the snocross class.

SNOCROSS CLASSES

The class will be open to all sleds that comply with the safety requirements, but it is specifically intended for snocross machines designed and manufactured to be raced on snocross tracks.

VINTAGE CLASSES

Vintage classes are broken as follows: Leaf Spring Fan / Air cooled, Leaf Spring Open and Vintage 1995. Leaf Spring Fan / Air cooled are any production leaf spring that is fan / air cooled. Leaf Spring Open is any production leaf spring snowmobile that qualifies for the leaf spring class. Open engine displacement. The Vintage 1995 is open to any production snowmobile produced in or before 1995.

CLASS ADVANCEMENT

The advancement policy for ERX Grassroots Snocross Racing will be as follows:

Based off the year end season points standings you must advance to the next class level if:

- You have won a points championship



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- After two years at the same level, you have at least one race win and been in the top three in points both years.
- Once you have been at the same level 3 or more years, have at least one race WIN.

** Junior classes must fall within the age category to advance to the next level. No one under 10 will be allowed to move into the Jr. 10-13. No one under 14 will be allowed to run in the Jr. 14-15. Age is determined by age at the time of the event. If you start a season in an age level class, you may continue that age level class throughout the remainder of the year.

RACE CLASSES

120 Classes – Age at time of event – *If you start a season in an age level class, you may continue that age level class throughout the remainder of the year.*

Please see ISR Rulebook for acceptable models

120 NOVICE (4-7) STOCK

120cc stock sleds, ages 4-7 with **little to no** experience in racing. ERX reserves the right to advance riders from Novice to Pro Lite based on lap times, race results, and/or experience. Sleds in this class must run the following gearing ratios: Polaris is set to run 420. Arctic Cat, Yamaha, and Skidoo are set to run 410. You can alter gears (run a taller top/smaller bottom) but the final drive ratio must equal what is called out.

120 PRO-LITE (4-7) IMPROVED STOCK

120cc stock sleds, riders ages 4-7 with little to no experience in racing. ERX reserves the right to advance riders from Pro Lite to Pro based on lap times, race results, and/or experience. This class is Improved Stock – You may change gear ratios.

120 PRO (4-7) IMPROVED STOCK

120cc stock sleds, riders ages 4-7 with moderate to extensive experience racing. This class is Improved Stock – You may change gear ratios.

120 NOVICE (8-12) STOCK

120cc stock sleds, ages 8-12 with **little to no** experience in racing. ERX reserves the right to advance riders from Novice to Pro Lite based on lap times, race results, and/or experience. Polaris is set to run 420. Arctic Cat, Yamaha, and Skidoo are set to run 410. You can alter gears (run a taller top/smaller bottom) but the final drive ratio must equal what is called out.

120 PRO-LITE (8-12) IMPROVED STOCK

120cc stock sleds, riders ages 8-12 with little to no experience in racing. ERX reserves the right to advance riders from Pro Lite to Pro based on lap times, race results, and/or experience. This class is Improved Stock – You may change gear ratios.

120 PRO (8-12) IMPROVED STOCK

120cc stock sleds, riders ages 8-12 with moderate to extensive experience racing. This class is Improved Stock – You may change gear ratios.



PRO 206 (5-8)

120cc stock sleds with a Briggs & Stratton Lo206 engine, riders ages 5-8.

PRO 206 (9-12)

120cc stock sleds with a Briggs & Stratton Lo206 engine, riders ages 9-12.

120 CHAMP (4-12)

120cc open mod sleds, riders ages 4-12.

Junior & Transition Classes – Age at time of event. *If you start a season in an age level class, you may continue that age level class throughout the remainder of the year.*

Please see ISR Rulebook for acceptable models

TRANSITION (8-10)

TRANSITION (11-13)

TRANSITION COMBINED (9-13)

JUNIOR NOVICE (10-13)

JUNIOR (14-15) * May also ride Jr. 16-17 with approval

JUNIOR (16-17)

JUNIOR GIRLS (9-13)

STOCK 200 (5-8)

STOCK 200 (9-12)

Stock only! The only modification allowed is suspension springs. Clutching, exhaust, gearing, and shock absorbers must all be OEM and cannot be deviated from stock per ISR Stock 200 regulation.

VINTAGE & TRAIL

LEAF SPRING

Any production leaf spring sled which is fan cooled or free air open engine displacement.

VINTAGE 2002 & OLDER

2002 and older – no pre-production 2003's No REV's or Fire cats. Must have functioning taillight, brake light, and headlight at start of race. Open CC limit.



DITCH BANGER

This class is designed for aggressive trail riders that want to race their trail sleds or outdated snocross sleds. Current model race replica sleds (Arctic Cat ZR 6000R, Polaris 600RR, SkiDoo MXZ X-RS) should be entered in the snocross class.

PLUS 30

Any production snowmobile up to 600cc

SNOCROSS CLASSES

Please see ISR Rulebook for acceptable models

Registration Clarification –

Riders who are advanced by the Race Director to the next higher skill level class will have all points transferred to the new class minus five points for each round competed in the lower skill level class. If you self-advance, your points will not be transferred. The goal here is to have riders ride in the correct class from the start of the season.

Novice 600 can compete in Novice, Sport 600, Sport Open

Sport 600 can compete in Sport 600, Sport Open, and Pro-Lite Super Stock

Sport Open can compete in Sport Open and Pro-Lite Super Stock

NOTE: If you compete in Sport at the National/Regional Level, you should be competing in Pro-Lite Super Stock at the Grassroots Level

NOVICE 600

For beginning riders only! Ideal for first- or second-time riders, youth riders, old timers, etc. Not for experienced riders who compete on a regular basis at a regional or national level. Race Director reserves the right to advance riders from Novice 600 to Sport 600 based on lap times, race results, and/or experience.

WOMENS SNOCROSS

SPORT 600

SPORT OPEN

PRO-LITE SUPER STOCK

75% payback, minimum of three riders required.

PRO OPEN

75% payback, minimum of three riders required.

SNOW BIKES (15+ riders)

Up to 700cc and must be naturally aspirated.



*** ALL CLASSES ARE SUBJECT TO CHANGE***

PRICES

GATE FEES FOR SPECTATORS AND RACERS

All Spectators and Racers will pay a gate fee to get into ERX Motor Park. This fee is NOT included in your racing fee if you are a racer.

***** ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE *****

ADULTS 13 AND UP	\$15.00
CHILDREN 6-12	\$10.00
CHILDREN 5 AND UNDER	FREE

MEMBERSHIPS

SEASONAL	\$100.00
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Full season membership includes:

- ERX Membership card
- 50% off a daily practice pass (\$50 value)
- 2 free Spectator Passes (\$30 value)
- ERX Beanie (\$10 value)
- 2 ERX decals

ONE DAY	\$50.00
One day membership	

RACE REGISTRATION FEES

PRE-REGISTERED

NON-PAYOUT CLASSES \$50.00

PAYOUT CLASSES \$60.00

\$25 Late fee charged after 10PM on the Wednesday Before the event.



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SNOCROSS OPEN PRACTICE

DAILY PRACTICE PASS

ADULTS (18 and ↑): \$125

JUNIORS (17 and ↓): \$100

120/200: \$75

SEASON PASS ADULTS (18 and ↑): \$1500 JUNIORS (17 and ↓): \$1250



RACE DIRECTOR AUTHORITY

ERX will be inspecting riders to verify compliance with safety requirements.

- The Race Director shall be responsible for the conduct of the race. He/she shall have the right to make the final determination concerning all aspects of the race and the race facility, including design.
- The Race Director shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification, removal of points or complete disqualification and removal from the current or future events. May not work in official capacity if the race director has a vested interest in that class.
- The Race Director may cancel any race or the entire event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any.
- The Race Director may shorten the race for any reasons of safety but must give riders adequate notice in advance. The number of competitors that can be safely on the course at any one time will be determined by The Race Director.
- The number of competitors that can be safely on the course at any one time will be determined by the Race Director.
- Races will not be reviewed by any recording device.



FLAG DEFINITIONS

All riders **MUST** pay close attention to the flags as they will be displayed throughout the entire race.

GREEN FLAG:

Is lifted to start the race. The course is clear, and the race is in progress.

YELLOW FLAG:

Yellow Flag Zone: The yellow flag zone shall start at the first yellow flag and extends all the way up to and including the incident. Care should be taken by the rider to not put the downed rider/incident in harm's way through careless and aggressive acceleration out of the yellow flag zone.

NO PASSING is allowed in any yellow flag zone (the area from the yellow flag to the end of the incident). A yellow flag means there is an incident ahead and there may be some track blockage. All riders will slow down to observe the caution, and most importantly **NOT PASS** or gain any significant ground on the next competitor until clear of the incident and through the yellow flag zone.

Penalty: A pass under yellow will result in a furred black flag. If a rider mistakenly passes under a yellow, he or she has the opportunity to immediately correct the situation by dropping back and allowing two sleds to pass him/her. If the situation is not corrected, the rider will be docked the positions gained plus 1 position. All calls are at the Race Directors discretion.

NO JUMPING: Jumping under a yellow constitutes a safety hazard. The track and/or skis leaving the ground is considered jumping. In a situation where the yellow flag is displayed for numerous laps, riders must obey the yellow flag for all those laps. If the yellow is waiving in conjunction with a checkered flag, the riders must still obey the yellow and "roll over" the finish line.

Penalty: Any rider caught jumping under a yellow will be docked 2 Positions but not limited to disqualification, determined at the Race Directors discretion.

GAINING UNDER YELLOW: Gaining "too much" ground on a rider ahead of you is not allowed in a yellow zone. Yellow flag zones are not the place to make up time on your competition. As a general rule of thumb, a rider making up more than one sled length of ground will be considered "gaining too much ground". A rider who gains too much ground and immediately corrects the error by slowing up and re-establishing the original "gap" shall not be penalized. Go slow, roll the jumps and get through the yellow zone safely, and then resume race speed. "Too much ground" shall be at the discretion of the Race Director.

Penalty: Riders caught gaining too much ground under yellow flag zone will be docked position(s) but not limited to disqualification, determined at the Race Directors discretion.

OFF TRACK & RE-ENTRY: When a rider goes off track, he or she must re-enter as soon as possible in the safest spot possible. The rider needs to either stop and look up track or clearly look up track before re-entering the track in a safe manner. Race Directors and officials must see the rider turn their head and look up the track to make sure that they don't impede anyone's progress



or endanger anyone. In addition, Race officials must clearly see that they have not gained ground and have re-entered the racecourse without gaining ground or race position.

Penalty: Rider caught not looking or gaining position after going off track shall be docked position(s) but not limited to disqualification, determined at the Race Directors discretion.

RED FLAG: The race will stop immediately, regardless of your position on the track. A Red Flag will be displayed if a rider down needs medical attention, or the track does not allow the race to continue. Slow down and stop with caution as the riders behind you may not have seen the red flag. Riders will be told when to move to the starting area. If a Red Flag is thrown during the last lap of the race, the race will resume with two laps being run – a white and checked.

ABSOLUTELY NO WORK OF ANY KIND IS TO BE PERFORMED ON THE SLED. Anyone working on the sled will be placed at the end of the field or disqualified at the Race Directors discretion. The sled will restart the race just as it was when the red flag was thrown. Crew members must stay away from the sled. They are not allowed on the track. Once called to restart, riders have 2 minutes to be at their sleds. Rider will restart and position the sled when told to do so. If the sled cannot be started by the rider one crew member will be allowed to help at the discretion of the Starter. A downed rider will be responsible for letting the track officials know that he is injured. If he is not injured, he must raise his arm immediately to let officials know that he is ok. It is at the discretion of the Race Director, when to pull the red flag. At this time Medical will be sent to the incident and the rider will not rejoin the race. If Medical is called, the rider will not be allowed to rejoin the race. The rider will not race again until cleared by medical. If a red flag is thrown that does not involve injury and sleds or sleds are able to continue, those sleds will restart at the rear of the field. We will use a staggered restart. The restart lineup will be by the finishing position of the previous lap. Lappers will be at the back of the field in the position they would be in if the race ended.

The restart position of the riders reverts to the last officially scored lap in a single file line. If the racer receives medical attention, he/she may not rejoin the race, they must be cleared for future races. If only one (1) lap or less has been completed the restart will be the same as the start of the race. No work may be performed on the machines without the permission of a race official. If a rider is concerned that his or her sled is not safe to continue, he or she must have an ERX official examine it before they can touch it. Raising the hood will be considered a violation of this rule and the offending rider will be lined up at the rear of the field.

< 1 Lap: Full race restart

> 1 Lap: Staggered Start; In order of previous completed lap. Restart with same time/laps remaining unless on final lap. + 1 Lap if on Final Lap.

BLACK FLAG: A Furled black flag (the flag wrapped around the stick) signifies a warning for either equipment failure or rider conduct. A furled black flag is a warning to stop whatever activity has caught the eye of the officials. You should proceed to the start line to speak to the starter for your penalty. Should you not cease the offending activity, you WILL promptly be displayed an open black flag.



If you are shown a furred black flag on the first lap, you likely jumped the start and need to drop to the back of the field before resuming racing. If you are shown a furred flag during racing, you likely gained positions illegally and you must drop back and let at least three (3) sled's by you and then resume racing.

Open black flag – the display of this flag is an immediate disqualification. Pull off the track immediately and safely. Riders are not allowed to stop and talk to flagman at the finish line. For questions, go to the start line flagman. A penalty will be assessed after the race.

If you disagree with the decision of the officials regarding a black flag penalty, please be advised that all such calls will be made solely at the discretion of the Race Director, after any and all necessary information has been gathered. Should you disagree, you may fill out a “challenge form” and ERX will review the form. It is REX's sole discretion whether to reverse the call or leave as is. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. This is a professional series, and we expect ALL involved to act accordingly. Your argument, when presented in an appropriate manner, will be duly considered and, should your protest have merit, the decision of the officials could be reviewed.

Note: If the clutch side panel comes open exposing the clutch, it will prompt a black flag as it is a potential safety hazard. This may also occur if a hood opens or if it comes off completely as it would block the rider's vision and be considered hazardous. The rider may pull off the track, close the panel, fix the hood, etc. and rejoin the race. No outside assistance can be used. If no attempt is made to fix the problem, a rider will be black flagged and given last place.

DISQUALIFICATION UNDER A BLACK FLAG

Regardless of the situation, all attempts will be made to notify a rider in competition of a black flag. Should it not be possible, for whatever reason, the rider will be informed as soon as possible after the race.

BLUE FLAG: will be displayed to machines getting lapped, lapped riders should move out of the way of the leaders.

WHITE FLAG: The white flag is a “courtesy flag” and it will be displayed when riders have started their last lap.

CHECKERED FLAG: The race is complete, please exit the track immediately and return to the pit area. Should a checked flag be displayed earlier or later than the official distance, the finish order will be decided on the lap the checkered flag was thrown. Be sure to clear the landing zone/table top of the finish line as other sleds will be coming behind you and stopping is unsafe.

GENERAL REGULATIONS

All riders and crew who enter secured areas within the facility must be aware of and abide by these rules and all applicable rules in the general competition section.



The intent of these rules is to establish a venue in which all qualified riders and machines can compete at their own level. These rules are definitions and guidelines which allow for modifications or alterations. If a definition, modification or alteration is not cited, then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee. Rules updates and/or changes will be posted on the ERX website. It is the responsibility of the rider and crew to be aware of such changes.

Drivers, Crew, Team owners, and Support People may not be on the race surface at any time once an event has started. This includes walking the track to inspect for changing conditions and other concerns. Anyone doing so will be penalized at the race director's discretion. Penalties may range from a verbal warning to ejection from the facility.

RIDER AND MACHINE

A rider and the machine's serial number shall be considered a unit and once the class has begun, neither may be substituted. Both rider and machine must be the same in the final event of the class as the first race of the event. Violation will result in immediate disqualification and may lose all points in that class at that event.

ERX will do random tech inspections. Tech inspections for classes will be announced at the end of intermission before the final round of racing. Should your class be called for a random tech inspection, rider AND machine MUST report to Post Race inspection before returning to the pit area, failure to do so, may result in disqualification.

RACE REGISTRATION AND ENTRY REGULATIONS

- a.** You are encouraged to pre-register online at secure.tracksidepress.com/grassroots for all grassroots racing at ERX. **You MUST pre-register by 10pm the Wednesday before the event. Failure to do so will result in a \$25 late fee.** You will have up until 2pm on the day of the event to register. After 2pm, no registrations will be excepted. Pre-Registered rider do need to check-in with a legal guardian if under the age of 18 years old.
 - b.** If you are unable to register online or make it to the track by 2pm, Please email info@erxmotorpark.com for assistance.
2. A signed waiver is required for all personnel, pit crew, and racers at each event. You will be required to sign a waiver upon entering the ERX pit / parking area.
 3. All riders must be registered and have signed a release waiver. Any racer caught on the track without first registering or signing the waiver will be disqualified.
 4. All riders must have an ERX Motor Park Membership to race.
 5. Any class may be eliminated or combined, at the sole discretion of the Race Director. In the



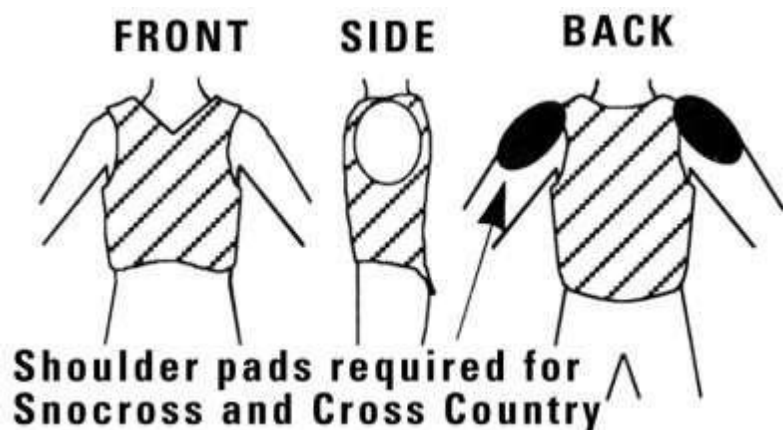
interest of time considerations and track safety, ERX reserves the right to limit registration entries. Rider and machine may race other higher classes in the same division.

6. All participants in events must be fully familiar with the Rules and Regulations that may be specifically applied to any event.



- All participants are responsible for the proper disposal of hazardous materials (examples: gasoline, oil, antifreeze, fire extinguisher, etc.) and waste (garbage).
- IT IS THE RIDER'S RESPONSIBILITY TO ASSURE THAT THEIR NAME, NUMBER, & CLASS ARE CORRECT ON RESULTS POSTINGS & LINE-UPS.**

RIDER PROTECTION EQUIPMENT



- Full coverage helmets are mandatory. Helmets must be securely fastened on the track violation of helmet strap will result in DQ for that race.

Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2020, or newer, "Snell Foundation Approval Code." Helmets carrying European Standard ECE 22.05 are also approved. Removal of "Snell 2020" identification tags or decals may result in the helmet not being legal for competition. Helmets must be securely fastened at all times. Riders competing without their helmet securely fastened will be immediately disqualified. *All helmets will be required to be 2015 Snell foundation approval code. Helmets carrying specific for the timeframe updated ECE 22.05 European standards will also be approved. Any snowmobile operator must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.

- While helmets no longer must be 50% orange covered, it is highly recommended that racers utilize an orange or high vis color. Helmet wraps are strongly discouraged to allow on track medical staff to diagnose possible head trauma in the event of an accident. **All helmets must be intact, and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example, cameras or other accessories are NOT permitted to be attached to the rider's helmet. Any modifications will result in automatic disqualification. (Visit this link: <http://isrracing.org/bulletins/23280.pdf> for more helmet information)**

3. Eye protection is mandatory. Goggles or full-length full-face shield. If corrective lenses are required to drive a motor vehicle, the rider will also be required to wear them while racing.
4. At least one hundred forty-four (144) square inches of visible area on both the rider's front and back (upper body) must be international or blaze orange in color at all events. Jackets/Pullovers/Jerseys will be teched lying flat on the ground front and back.
5. Gloves and appropriate clothing along with at least above ankle leather boots are mandatory (above ankle boots must have a minimum of 6 inches of leather above the ankle).
6. The use of upper body protection is mandatory. ERX strongly encourages the use of snocross designed protection such as a Tekvest, however motocross vests that provide both full front and back protection along with shoulder pads will be allowed.
7. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
8. Elbow pads, mouth guards, chin guards and neck collars are highly recommended.
9. **Mouth guards are mandatory for 120 competitors.** Mouth guards must remain in place for the duration of the race.
10. Racers with long hair – hair must be tucked inside the helmet.
11. Hoodies are not allowed outside of the jacket; it is considered a safety concern.
12. Pit coats are not allowed during racing.
13. Any safety equipment questions should be directed to the ERX Tech Director.



RIDER IDENTIFICATION BIB AND DECALS



1. Pick any race number. In the event of a duplicate number, we will add an “X” to one for scoring purposes. **If you are told to add a temporary “X” to your number during the rider’s meeting and fail to do so may result in disqualification.**
2. The rider’s number must be displayed on both sides of the snowmobile tunnel. The number must be a minimum of 6” tall, with a minimum 1” stroke. **If a rider has been notified either at the race site or by letter or email after an event and the problem is not fixed, they will not be scored. ALL NUMBERS MUST BE CLEARLY VISIBLE OR YOU WILL NOT BE SCORED.**
3. All numbers must be black on a white background. If you race ISOC snocross and have another color background, you are good to use that same background color at ERX.
4. If your race bib number has changed since the previous race, you **MUST** verify your bib number at time of registration.

RIDER RESPONSIBILITY AND PIT CREW

Members of the pit crew, etc. are the responsibility of the rider assigned. If a crew member violates any rule, the rider may be penalized up to and including disqualification.



RIDER'S MEETING

The mandatory riders meeting will be held at an announced time and place. It will be conducted by the race director and/or race promoter. Descriptions of the course, flags etc. will be made. Tickets, pins, etc. may be used to check the identity of riders at the meeting. Riders not attending this meeting are subject to penalties (i.e. no practice)

PRACTICE LAPS

You will be given two sight laps. These sight laps are not meant for racing, they are for a track preview.

ERX will provide all riders with a colored practice sticker that will need to be displayed on the front of their sled by the headlight or on the windshield. You can pick this sticker up at the registration desk at the ERX Motor Park Chalet. Riders should report to staging to run the practice / sighting lap during their colored practice time slot.



PRACTICE ORDER

1	120 NOVICE 4-7 120 NOVICE 8-12 120 PRO 4-7	120 PRO LITE 4-7 120 PRO LITE 8-12 120 PRO 8-12
2	120 CHAMP/OPEN 4-12 BRIGGS & STRATON 4-7 BRIGGS & STRATON 8-10	200 STOCK
3	TRANSITION 8-12 JUNIOR GIRLS JUNIOR NOVICE 10-14	SNOW BIKE
4	VINTAGE LEAF SPRING VINTAGE LEAF SPRING FAN VINTAGE 1995	
5	DITCHBANGER JUNIOR 13-17 PLUS 30	NOVICE 600
6	SPORT 600 SPORT OPEN PRO LITE SUPER STOCK	PRO

Colors are subject to change

PRE-RACE SAFETY INSPECTION

There is a mandatory pre-race, pre-practice safety inspection at all races in the staging area. Pre-race inspections do not certify that the machine is qualified or constituted as legal for class participation. The technical director may remove any machine from competition that does not meet safety requirements. Damaged or broken safety equipment (not including tether) not detected during a race is not grounds for disqualification after completion of that race, unless the rider is black flagged during the race in question.



STAGING AREA

Reasonable speeds (zero track spin) will be observed in the pit and staging areas. (5mph maximum), failure to comply will result in a disqualification for that heat. The order of events will be posted on the red board in the staging area. The rider and one (1) crew member are the only persons allowed in staging. It is the rider's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called. Anyone who misses their heat and then runs in a subsequent heat will be given their finish position, but no year end points for that heat. A rider will not be able to run in another heat if they have missed their designated heats. It is the riders' responsibility to be there on time and ready to race. All riders and pit crew will be required to have tethers securely attached to their bodies while driving through the pit and staging area as well as eye protection.

WARM UP STANDS

Snowmobile stands that catch and retain traction components and other items that may be thrown by the track are mandatory. A proper stand must be used whenever the machine is raised to clean out the engine or the track and must be always used in the pit/staging areas. The stand must be constructed of a metal material sufficient to contain studs or other items that might be thrown from track. Side extensions are mandatory and at a minimum must extend to the center of the back axle. No full throttle is allowed while the machine is on the warm-up stand. Whenever the sled is running on the warmup stand tether must be attached to someone for safety.

RACE START AND START LINE

1. The rider and one (1) crew member are the only person allowed at the start line.
2. Once the machine reaches the start line on its own power, the machine is considered to have started the race.
3. A rider may raise his hand if there is an equipment problem on the start line. The starting flag man will wait a maximum of two minutes for the rider to correct the problem.

RIDERS MAY BE PENALIZED AT THE START OF THE RACE FOR JUMPING THE START - RIDERS WILL BE LINED UP IN THE BACK ROW, BEHIND ANOTHER MACHINE.

RACE RESTART PROCEDURE

1. The race director may order a restart at his/her discretion. The racer directors' decision is final.
2. All machines will be stopped under the red flag. The flagger will notify riders when to move machines and will have them proceed slowly to the point of restart.



3. The restart position of the machines reverts to the last officially scored lap - single file, unless under 1 lap completed.
4. < 1 Lap: Full race restart
> 1 Lap: Staggered Start; In order of previous completed lap. Restart with same time/laps remaining unless on final lap. + 1 Lap if on Final Lap.
5. All riders involved in causing the red flag restart must restart from the back row or the tail end of single file restart, depending on how many laps have been completed.
6. If an injured rider (they do not get up and return to the point of restart within two minutes) is the cause of a red flag restart, they will not be permitted to restart the race, but will receive last place points.
7. Snowmobiles will be restarted in a staggered line.
8. Upon being summoned to restart, all crew members shall leave the track surface except the designated crew member who assists in the engine starting procedure with the rider.

PASSING

A rider must always be prepared for another machine to pass and must therefore be on the lookout for other machines approaching from behind. Riders will not hinder or obstruct an overtaking vehicle. A slower rider is to move over for the passing machine.

LEAVING THE COURSE

Riders leaving the course must come to a complete stop before re-entering in a safe fashion, as soon as possible without gaining any positions or advantage. Failure to follow this procedure will result in disqualification with no points for that heat.

Riders may not stop on the race course. If mechanical problems force this, the rider is responsible for getting the machine off the course. Failure to assist the race officials in removing the downed sled may result in a DNS score.

RACE FINISH

A rider whose machine is disabled before the rider reaches the finish line may push or pull the machine, with the rider's own unaided muscular energy, across the finish line and will be considered to have completed the race. A rider is said to have finished a race when the rider is in contact and in control of the machine as it crosses the finish line.



UNSPORTSMANLIKE CONDUCT

Any dangerous or foolish driving or unsportsmanlike conduct on the course, in the pits, or anywhere else on the race grounds could subject the rider to DQ at the discretion of the race director.

Deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director.

Bumping or cutting of lanes is cause for a Stop and Go penalty or disqualification at the discretion of the Race Director.

PIT VEHICLES

No unauthorized motorized vehicles are allowed in the pit or staging areas. Machines have to return under their own power. Only disabled machines may be towed from the track. Pit bikes are not allowed. MUST be over the age of 18 to operate.

OBSTRUCTION

If for any reason a rider is forced to stop on or near the track during an event it would be the rider's first duty to remove the machine from the track so as not to endanger or obstruct other riders.

SPEEDING

Reasonable speeds will be observed in the pit area. All pit areas are caution zones where the utmost rider awareness is required. Speeding/unsafe driving may result in a penalty of the rider associated with the infraction at the Race Director's discretion.

SIGNALS

A rider who has spun out or stalled (crashed) should raise both hands over their heads to indicate that no more movement will be made and to indicate no injury.

**** IN THE CASE OF A CLOSE FINISH (ANY PLACE), SCORING WILL DETERMINE THE WINNER AND HIS/HER DECISION WILL BE FINAL. ***

ENFORCEMENT, DISCIPLINE, AND VIOLATIONS

EJECTION FROM RACE SITE

The Race Director has the right to eject any person(s) from the pit, staging area, or race track area.

CONDUCT OF PARTICIPANT (OFFICIALS, RIDERS, CREWS, ETC.)

Vulgarity, derogatory, or offensive language could result in ejection from the race site, or penalties for participants, officials, riders, and crew, including immediate disqualification. Any participant that threatens bodily harm or assaults any official, rider, crew, etc. may be subjected to ejection from race site, DQ, and suspension.

ERX utilizes a TWO-STRIKE POLICY. After the first major offense a warning will be issued. If a



second offense occurs it is considered strike-two and the participant, crew, or spectator involved will be removed from ERX property for a period of time to be determined by the Race Director.

SNOCROSS TECHNICAL VIOLATIONS

1. Receiving unauthorized assistance.
2. The rider, group of riders, or any crew member attempt to harass race officials, in any manner.
3. Course Cutting. Riders should stay on the confines of the marked course. At the discretion of the Race Director, a rider may be disqualified for leaving the confines of the course.
4. Failure to stop for post-race tech inspection.
5. Allowing non-registered riders to operate a rider's machine on the track during practice or a race.
6. Running without helmet strapped.
7. In the event a rider becomes dislodged from their machine or crashes, and the engine continues to run, the tether fails to function, or is not properly attached to the rider while the engine is running, the rider will be disqualified from the heat that the infraction occurred.

SCORING

RACE POINTS

A motocross two moto format will be used for all race scoring. Each racer / entry will have the opportunity to run two motos per class. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, etc. The rider accumulating the fewest points after both motos is the overall class winner. In case of a tie, the winner is the rider with the better finishing position in the final moto. All riders who start a round but do not finish (DNF) will be given a finish position with points. Riders failing to start will be given a DNS and no points for that heat will be awarded. Trophies will be awarded in all classes 1st through 3rd place.

Series Points are as follows:

FINISH	POINTS
1 st	25
2 nd	22
3 rd	20
4 th	18
5 th	16
6 th	15



7 th	14
8 th	13
9 th	12
10 th	11

DQ - 0 PTS (90) DNS - 0 PTS (89) DNF - LAST PLACE POINTS (88)

PROTEST & SCORING ISSUES

PROTESTS, GRIEVANCES, ETC. MUST BE SUBMITTED WITHIN THIRTY (30) MINUTES AFTER THE AFFECTED CLASS RESULTS HAVE BEEN POSTED. NO PROTESTS, GRIEVANCES, ETC., WILL BE ACCEPTED MORE THAN THIRTY (30) MINUTES AFTER THE POSTING OF THE AFFECTED CLASS. **NO EXCEPTIONS!**

YEAR END POINTS

Points toward year end awards will be awarded based on the rider's overall finish in each event. In the event of a tie, the highest average finish of the riders will be used to determine the final placing. Points earned per event are listed above and will be accumulated throughout the race series.

CLASS PAY-OUTS

Payout is based on the number of rider entries. Payout is only for Pro-Lite and Pro classes. Pay-out will be split accordingly amongst the top 3 finishers in each payout class. ERX will pay back 75% of the entry fees of each payout class. **ERX Motor Park will mail all payout checks within 30 days of the race.** Please ensure you are filling out your address neatly and properly on all waivers and registration forms so that we can get this to you promptly.



GENERAL REQUIREMENTS - ALL CLASSES

MACHINE REQUIREMENTS:

Safety Switch - A functional and operational secondary safety shut off (kill switch) that will terminate ignition is mandatory for all classes.

Tether Switch - In the event that a rider becomes dislodged from his/her machine or crashes, and the engine continues to run, and the tether switch fails to function or is not properly attached to the rider while the engine is running, the rider will be DQ'd from the heat in which the infraction occurred. It is the rider's responsibility to make sure that the tether is attached and functioning properly. A working tether must be attached to a person or racer and operational at all times that the sled is running.

Brake Lever - Brakes shall be operational at all times. Brake lever must remain on the left, front side of the handle bar.

TRACK AND TRACTION

Please refer to the ISR Rulebook at www.isrracing.org for technical rules with Track and Traction.

IGNITION & ELECTRICAL

Please refer to the ISR Rulebook at www.isrracing.org for additional technical rules with Ignition & Electrical

1. All lenses must be taped over with transparent tape.
2. Tail Light must be operational at all times. Headlights not operational at the start of the event will be allowed to compete but must be repaired before the next heat/final is entered (excluding Pro open and 120's). Lighting required for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.
3. Wet cells must be enclosed in a non-conductive box. The positive terminal must be shielded. The battery box must be securely held in place.
4. All headlights must be OEM. No substitutes will be allowed.
5. A flashlight shall NOT be used as a headlight (please see reference to "No substitutes will be allowed in bullet #4)

SKI SUSPENSION & STEERING

Please refer to the ISR Rulebook at www.isrracing.org for additional technical rules with Ski Suspension & Steering



- 1) Maximum ski distance is 43.5" measured under the spindle.
- 2) The carbide runner must be centered on the ski board.
- 3) Bar risers are acceptable.

SKIS

Please refer to the ISR Rulebook at www.isrracing.org for additional technical rules with Skis

1. Aftermarket skis are allowed. Skis must be commercially available.
2. Minimum ski width is 3.5". Main keel and ski runner must be centered on the ski board. Main keel maximum depth is 1.5" without runners. Other keel(s) maximum depth is 5/8". No sharp edges allowed on skis.
3. May reinforce the ski on the top side only.
4. Skis and ski loops must be intact at the start of the race. In the interest of safety, a rider may be black flagged if a ski loop is damaged in such a way as to cause a hazard. Ski loop leading edges not 1" in width must be padded.
5. Ski skins are allowed.

SKI RUNNERS

Please refer to the ISR Rulebook at www.isrracing.org for additional technical rules with Ski Runners

1. Runners must be commercially available.
2. Only one cutting edge is allowed. The minimum cutting angle is 60 degrees. No grinding or modification of the host bar or cutting edge allowed.
3. Host bar may be any shape that conforms to the rules. Except for the cutting edge and groove for affixing cutting material, all edges must have a minimum radius or 45degree chamfer of 1/16".

FRAME & BODY

Please refer to the ISR Rulebook at www.isrracing.org for additional technical rules with Frame & Body.

1. Dulled foot traction devices are allowed on the running boards.
2. Running board blocks are allowed.



3. The rear snow flap must be in contact with the course surface when the rider is seated.
4. The rear snow flap must be held down and restrained for rearward movement.
5. Snow flaps must be restrained with non- elastic material.
6. The rear snow flap must be constructed of a semi-rigid material.
7. Snow flaps must overlap the widest part of the rear tunnel opening by at least 1" on each side.

4 STROKE/ 120 CLASSES

Please refer to the ISR Rulebook at www.isrracing.org for additional technical rules with 4 Stroke/120 Classes

120 TECHNICAL INSPECTION

Mandatory 120 technical inspections at all races will be enforced before the start of each round after the completion of each final. Our Tech Inspector will be looking for the following:

1. Functioning Tether
2. Operational Taillight
3. Proper Rev Limiter (If required)
4. All required safety equipment

All 120's will need to pass inspection prior to the mandatory riders meeting. In the event the machine does not pass inspection, the rider will need to correct any violations before hot laps.

Tech inspection will be open from 4:15pm-5:15pm (Unless noted otherwise).

Tech Inspection will be located just to the west of staging. Please see the on-site tech director.

Code of Conduct

CONDUCT

Every Entrant or other member of ERX Motor Park is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or have their existing membership revoked by ERX Motor Park.

Any Entrant or member that publicly criticizes ERX Motor Park or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to ERX Motor Park and the best interests of the sport.

Actions or in-action not otherwise specifically prohibited by this CODE, of the Entrant, Rider, and/or member, while participating in any ERX Motor Park event, which is deemed by ERX Motor Park to be



or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the CODE.

Actions or in-actions on the part of a competitor which, in the opinion of the Race Director and/or the Stewards, results in an unfair advantage to the competitor shall constitute unsportsmanlike conduct, and is a breach of the CODE.

During each event, there will be a scheduled mandatory Riders Meeting. Failure to attend, or late arrival is a breach of this CODE.

RESPONSIBILITY

Entrants are responsible for the conduct of their Riders and Crews during a competition. An offense by a Team member will be charged to the Entrant.

DRUGS AND ALCOHOL

For the purposes of this code, "Illegal Substances" include any substance which may not be legally prescribed, either by Federal or State statute, which when taken or ingested may or may-not have a performance enhancing or mood or state of mind altering effect. For the purposes of this code, "Controlled Substances" include any substance which may be legally prescribed, either by Federal or State Statute, which when ingested or taken may have a performance enhancing or mood or state of mind altering effect.

It is forbidden for any participant or ISOC Member to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time.

It is forbidden for any participant to consume any alcoholic beverage in a manner which may affect his/her behavior during practice, qualifying, or the racing portions of an ERX Motor Park Event.

ERX MOTOR PARK CONTACT INFORMATION

PHYSICAL ADDRESS

ERX Motor Park
21591 US HWY 169
Elk River, MN 55330

MAILING ADDRESS

ERX Motor Park
21591 US HWY 169
Elk River, MN 55330

PHONE NUMBERS



ERXMOTORPARK.COM



TRACK PHONE: 763-772-4977

EMAIL ADDRESSES

info@erxmotorpark.com request for information.

tech@erxmotorpark.com for all tech questions.

REGISTRATION WEBSITE

SECURE.TRACKSIDEPREREG.COM/GRASSROOTS

WEBSITE

www.erxmotorpark.com



ERXMOTORPARK.COM

