



# OFFICIAL RULEBOOK

GRASSROOTS SNOCROSS SERIES  
PRESENTED BY *Viking Coca-Cola*  
BOTTLING COMPANY

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**TECHINICAL RULES – See ISR Rulebook**  
[\(http://isrracing.org/\)](http://isrracing.org/)

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

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 are comprised 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 rulebook was printed. For the latest updates, please check the website at [www.erxmotorpark.com](http://www.erxmotorpark.com).

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# 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 are compromised 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 legal at all times. **It is not ERX's responsibility to detect every rules violation at every inspection.**

If you have any further questions concerning rules, please contact us at [info@erxmotorpark.com](mailto:info@erxmotorpark.com).

The rule book was published on *October 7<sup>th</sup>, 2019*. All rules are subject to change without notice. Please visit the ERX website at [www.erxmotorpark.com](http://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 thirteen (13) days prior to the race event day and will close at 8pm the Wednesday before event day for pre-registration and will close at 3pm 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](mailto: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 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 classes only, riders must designate a class that they will collect year end points in, that will be the only class that riders will compete for a year end placement. 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 transfer to the new class minus two points for each round (each race day includes 2 rounds) 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

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 who want to give snocross a try—on their trail sleds! The general rule is, if the sled is completely converted for snocross, including rider positioning and snocross suspension mods, it should be raced in the Snocross classes. Race replica sleds such as the Polaris 600 RR 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, One Lungers and Vintage 2000 and older. Open engine displacement. The Vintage 2000 and older is open to any production snowmobile produced in or before 2000.

# CLASS ADVANCEMENT

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

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

- You have won a points championship
- 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.

## RACE CLASSES

**120 Classes** – Age at time of event (all points will be transferred to next age level)

[\*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 40. 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 40. 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 (5-7)**

120cc stock sleds with a Briggs & Stratton Lo206 engine, riders ages 5-7.

**PRO 206 (8-12)**

120cc stock sleds with a Briggs & Stratton Lo206 engine, riders ages 8-12.

**120 CHAMP (4-12)**

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

**Junior & Transition Classes** – Age at time of event (all points will be transferred to next age level)  
Please see ISR Rulebook for acceptable models

**TRANSITION (8-10)****TRANSITION (11-12)****TRANSITION COMBINED (8-12)****JUNIOR NOVICE (10-13)**

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

**JUNIOR (16-17)****Junior Girls (9-14)****Stock 200**

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 (PAYOUT CLASS)**

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

**VINTAGE 2000 & OLDER (PAYOUT CLASS)**

Any production snowmobiles, model year 2000 or older; open stock engine displacement.

**DITCH BANGER (PAYOUT CLASS)**

Any production consumer trail snowmobile, open displacement. **No purpose-built Snocross race sleds allowed.**

**ONE LUNGER (PAYOUT CLASS)****PLUS 30**

Any production snowmobile up to 600cc.

## **Snocross Classes**

Please see [ISR Rulebook](#) for acceptable models

### **Registration Clarification**

Riders in Novice 600, Sport 600, and Sport Open must designate a class that they will collect year end points in, that will be the only class that riders will compete for a year end placement. 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 transfer to the new class minus two points for each round (each race day includes 2 rounds) competed in the lower skill level class.** 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. **Riders who self-advance or are advanced by the Race Director to the next higher skill level class will have all points transfer to the new class minus two points for each round (each race day includes 2 rounds) 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.

### **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 \*\*\***

<b>ADULTS 13 AND UP</b>	<b>\$12.00</b>
<b>CHILDREN 6-12</b>	<b>\$6.00</b>
<b>CHILDREN 5 AND UNDER</b>	<b>FREE</b>

### **MEMBERSHIPS**

<b>SEASONAL</b>	<b>\$75.00</b>
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Full season membership includes:

- 50% off a daily practice pass
- 2 free Spectator Passes
- ERX Membership Beanie
- 2 ERX decals

<b>ONE DAY</b>	<b>\$15.00</b>
One day membership	

### **RACE REGISTRATION FEES**

<b>PREREGISTERED</b>	
NON-PAYOUT CLASSES	<b>\$35.00</b>
PAYOUT CLASSES	<b>\$45.00</b>

<b>DAY OF REGISTRATION</b>	
NON-PAYOUT CLASSES	<b>\$65.00</b>
PAYOUT CLASSES	<b>\$75.00</b>

<b>LATE REGISTRATIONS ADDITIONAL (ANYTIME AFTER 3PM)</b>	<b>\$25.00</b>
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## **SNOCROSS OPEN PRACTICE**

### **FIRST PUNCH CARD**

**ADULT:** \$900 (includes 10 sessions)

**JUNIOR:** \$675 (includes 10 sessions)

**120:** \$450 (includes 10 session)

### **SECOND PUNCH CARD**

**ADULT:** \$800 (includes 10 sessions)

**JUNIOR:** \$600 (includes 10 sessions)

**120:** \$400 (includes 10 session)

### **DAILY PRACTICE PASS**

**ADULTS (18 and ↑):** \$100

**JUNIORS (17 and ↓):** \$75

**120 (120 RACE SLED):** \$50

## 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 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 rider to not put the downed rider/incident in harm's way through careless and aggressive acceleration out of 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 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 scored last in his/her heat or final. 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 of 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 may receive last place points, DQ or a position 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:** Rider caught gaining too much ground under yellow flag zone may be scored last, DQ, or a position 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 Director 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 race course without gaining ground or race position.

**Penalty:** Rider caught not looking or gaining position after going off track shall be scored last, docked position, or a DQ at 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 DQ'd 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 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 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 sled 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. If the flag is thrown the last lap of the race, there will be two laps being run, white and checkered.

## **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 furled 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 furled 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. Rider is 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.

In the event that 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 ERX’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 riders 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 track immediately and return to 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.

## 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

1. You are encouraged to pre-register online at <http://erx.myracedayapp.com> for all grassroots racing at ERX. **You MUST either pre-register up until 8pm the night before the race – OR – register at the track on the day of the race from 12pm-3pm. On race day, registration will close at 3pm.** If you are unable to get to the track before 3pm on the day of the race you must have already pre-registered. We cannot guarantee a spot the day of the race if you did not pre-register. Pre-registered riders still need to check-in with registration.
  - a. **ALL REGISTRATION CHANGES AFTER 3PM WILL BE SUBJECT TO A \$25 FEE FOR EACH CHANGE MADE!** (DOES NOT INCLUDE CHANGES MADE IN ERROR BY ERX STAFF)
  - b. **Depending on volume of day-of entries, late registrations may be accepted after 3pm. ERX reserves the right to refuse any and all late registrations.**
2. A signed waiver is required for all personnel, pit crew, and racers at each event. You will be required to sign 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, with less than three official entries at close of registration. 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.
7. All participants are responsible for the proper disposal of hazardous materials (examples: gasoline, oil, antifreeze, fire extinguisher, etc.) and waste (garbage).

## **RIDER PROTECTION EQUIPMENT**

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

Helmets will be full protective coverage and carry the 2010, or newer, "Snell Foundation Approval Code." Helmets carrying European Standard ECE 22.05 are also allowed. Removal of "Snell 2010 identification tags or decals may result in the helmet not being legal for competition. Helmets must be securely fastened at all times.

**Any snowmobile operator under the age of 18 must wear a helmet anytime a snowmobile is operated anywhere on the racing facility.**

2. Helmet must have 50% "blaze" orange on back. A limited number of blaze orange decals that can be adhered to the helmet will be available for purchase at the ERX signup facility.
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/Pullover/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 are mandatory (above ankle boot 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 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. It is the rider’s responsibility to provide themselves with a bib or other form of their number on their back. In addition, rider bibs / jackets must contain approximately 144 sq. inches of orange material on the back side.
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 VISABLE OR YOU WILL NOT BE SCORED.**
3. All numbers must be black on a white background. *(120 orange vests and vinyl number kits available for purchase at the track for \$25)*
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 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

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 8-12  
120 NOVICE 4-7  
120 PRO 4-7

120 PRO LITE 4-7  
120 PRO LITE 8-12  
120 PRO 8-12

**2**

120 CHAMP/OPEN 4-12 200 STOCK  
BRIGGS & STRATTON 4-7  
BRIGGS & STRATTON 8-12

**3**

TRANSITION 8-12  
JUNIOR GIRLS  
JUNIOR NOVICE 10-14

SNOW BIKE

**4**

VINTAGE LEAF SPRING  
VINTAGE 2000  
1-LUNGER

**5**

DITCHBANGER  
JUNIOR 13-17  
PLUS 30

NOVICE 600

**6**

SPORT 600  
SPORT OPEN  
PRO LITE SUPER STOCK

PRO



## **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 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 used in the pit/staging areas at all times. 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 back axle. No full throttle is allowed while the machine is on the warm-up stand and must have tether attached at all times snowmobile is running. Whenever the sled is running on the warm up 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 START OF RACE FOR JUMPING THE START - RIDER 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 back to the last officially scored lap - single file. If only one lap or less has been completed, the restart will be the same as the start of the race.
4. Any and 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.
5. 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.
6. Snowmobiles will be restarted in a staggered line.
7. 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 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.

## **SUPPORT 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.

## **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) THE FLAG MAN 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 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 heat style format will be used for all race scoring. Each racer / entry will have the opportunity to run two heats per class, and the overall highest point totals will determine the final positions. In the case of a tie, the higher finisher in the second heat will determine the winner. 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 1<sup>st</sup> through 3<sup>rd</sup> place.

Heat Points are as follows:

FINISH	POINTS
1 <sup>st</sup>	25
2 <sup>nd</sup>	22
3 <sup>rd</sup>	20
4 <sup>th</sup>	18
5 <sup>th</sup>	16
6 <sup>th</sup>	15
7 <sup>th</sup>	14
8 <sup>th</sup>	13
9 <sup>th</sup>	12
10 <sup>th</sup>	11

### YEAR END POINTS

Points toward year end awards will be awarded based on the riders 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](http://www.isrracing.org) for technical rules with Track and Traction.

## IGNITION & ELECTRICAL

Please refer to the ISR Rulebook at [www.isrracing.org](http://www.isrracing.org) for additional technical rules with Ignition & Electrical

1. All lenses must be taped over with transparent tape.
2. Taillight 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 requires for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.
3. Wet cell 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](http://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](http://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 ski board. Main keel maximum depth is 1.5" without runner. Other keel(s) maximum depth is 5/8". No sharp edges allowed on skis.
3. May reinforce 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](http://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](http://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](http://www.isrracing.org) for additional technical rules with 4 Stroke/120 Classes

## **120 TECHINCAL 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.

# 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 ERX 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.

# CODE OF CONDUCT

## **ONE LUNGER HD CLASS RULES**

1973 and older, production line model with a single cylinder fan cooled motor.

NO CHANGES, Modification allowed UNLESS specified by these rules. If these rules do not specifically allow a change or modification, it is assumed that the change or modification is NOT allowed.

### **Engines:**

- Engines must have been offered in the Brand of sled you are running!
- Engines must remain stock, no grinding, porting, sandblasting, shaving on anything.
- Pistons can be stock or aftermarket replacement, no cutting skirts. ( Max over bore .150)
- Carb must be original or other diaphragm carb with 2 5/16 inch bolt pattern (no aftermarket or billet carbs)
- Primary Clutch stock 1976 and older standard production. (must be brand specific) or 94 c dusters or Power Block allowed. No comet 100 or 102c
- Engine must have OEM point ignition. (no cdi)
- Must have recoil.
- No fuel pumps allowed unless it was factory with the sled.
- None Ethanol gasoline and race gasoline only, NO E-85, Alcohol, Nitro Methane or any other fuel allowed.
- Exhaust and muffler must be stock or stock replacement. Head pipe may not exceed 2"OD. No tuners!
- If the head pipe exceeds 2" the exhaust must be stock to year, make and model of sled and may not be altered.

### **Fuel Tank**

- Fuel tanks must be stock to manufacture of sled 1980 or older and mounted in stock location and must not exceed 6.5 gal. No aftermarket or homemade tanks

### **Chassis:**

- 1973 and older, no limited production or race chassis. NO jackshaft chassis. Chassis 1976 and older may be used as long as it is the same material and dimensions as a 73 sled. Example: 1974 Arctic Lynx II is the same Chassis as a 1972 Cheetah.
- Bulkhead must be stock and unaltered. Reinforcement and bracing only. (Maybe modified for 76 and older chain case only)
- 1976 and older chain cases and secondary clutch allowed. (must be brand specific)
- Skis must be original or stock replacement. NO Aluminum or unsafe skis! Any carbide allowed.
- You must run a hood and STOCK belly pan.
- 24" Leaf Spring minimum length.
- Ski speeders allowed max 2.5" measured from center of spindle to center of ski.
- Any spindle allowed but must fit in stock unaltered bulk head.
- Numbers must be 8" and visible on both sides. (Should be black and white)

- Any seat may be used and any handle bars.
- Your brakes must be in working condition. (Will be checked)
- Brake may be moved from stock location and relocated.  
(IE Extended Drive Shaft with disc) May use hydraulic brake setup off of newer sled.
- Snow flap must touch ice/snow with rider on machine.
- Must have a working tether cord and USE it. Must be mounted to the frame.

#### **Suspension and track:**

- Suspension may be 1976 and older stock production and can be reinforced only. No snow pro suspensions or "Z" suspensions or custom parts allowed. May be modified to fit chassis only.  
**(Do your homework)**
- Any track allowed, Must be a minimum of 15" wide, and must be stock length or longer of the model sled you are running.
- Max cleat or lug height of 3/4"
- No aluminum or titanium cleats and rubber tracks may not be modified.
- **Track Studs can measure a maximum of 1/2" max past cleat or lug. Will be checked with a "Go No Go" gauges.**
- Any drive shaft and drivers can be used.

**NO CHANGES, Modification allowed UNLESS specified by these rules. If these rules do not specifically allow a change or modification, it is assumed that the change or modification is NOT allowed.**

# 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**

TRACK PHONE: 763-772-4977

## **EMAIL ADDRESSES**

[info@erxmotorpark.com](mailto:info@erxmotorpark.com) request for information  
[registration@erxmotorpark.com](mailto:registration@erxmotorpark.com) for all registration, scoring, and points' questions

## **WEBSITE**

[www.erxmotorpark.com](http://www.erxmotorpark.com)

