



2009 - 2010
ERX Motorpark Official Snocross Rules

September 26, 2009

Introduction

Welcome to ERX Motorpark.! This rule book is designed as a guideline to help you understand the rules that pertain to snocross racing at ERX Motorpark. All racers and spectators are required to familiarize and abide by the rules listed below. Any questions concerning rules should be directed to the ERX Race Director.

The rule book was published on September 26, 2009. All rules are subject to change without notice. Please visit the ERX website at www.erxmotorpark.com for the latest rule changes and additional information.

Drivers under 18 years of age:

1. Drivers under the age of 18 years are required to have a Minor waiver on file. Waivers are available on the ERX website or in person at the track.
2. Drivers under the age of 18 are required to sign the minor waiver and assumption of risk acknowledgment at driver check in at each event. Waivers are available on the ERX website or in person at the track.
3. Drivers under the age of 18 must have parent or legal guardian with them at check in.

Classes

- **Trail classes:** This class is designed for aggressive trail riders who want to give snocross a try—on their trail sleds! ERX Race Director reserves the right to make clarifications on which sleds are considered “trail” and which are “race.” 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:** Novice 600 is for beginners only. If riders have raced snocross within five years, they are not eligible for novice and must run sport. 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.
- **120 Classes:** Classes are considered stock. Gearing, clutching and suspension changes are allowed. Engines **MUST REMAIN STOCK**. No modification of engine is allowed.
- **Vintage classes:** Any production leaf spring snowmobile qualifies for the leaf spring class. The Vintage 1995 is open to any production snowmobile produced in or before 1995.

TRAIL CLASSES

- 1) Sport 600 – Max 600 cc 2-stroke, 1050 cc 4-stroke.
- 2) Sport Open -
- 3) Junior (13-17) – Up to 500cc liquid cooled or 600 cc fan machines.. Ages 13-17.
- 4) Plus 30 - Open sled displacement. Ages 30 and above.
- 5) Womens -
- 6) 300 (8-12) – Up to 300cc

VINTAGE CLASSES

- 7) Leaf Spring - Any production leaf spring snowmobile qualifies for the leaf spring class. Open engine Displacement.
- 8) Vintage 1995 - The Vintage 1995 is open to any production snowmobile produced in or before 1995. Open engine displacement.

SNOCROSS CLASSES

- 9) Novice 600 – For beginning racers only. Max 600 cc 2-stroke, 1050 cc 4- stroke.
- 10) Sport 600 –Max 600 cc 2-stroke, 1050 cc 4-stroke.
- 11) Sport Open –
- 12) Semi-Pro 600 – Max 600 cc 2-stroke, 1050 cc 4-stroke.
- 13) Semi-Pro Open – Up to 600 cc 2-stroke.
- 14) Plus 30 – Up to 600 cc (includes 440 cc 2-strokes). Ages 30 and above.
- 15) 120 (4-6) – 120 cc ages 4-6
- 16) 120 (7-12) – 120 cc ages 7-12

Race Director Authority

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

1. The race director shall be responsible for the conduct of the race.

2. The race director shall have the voice of authority to discipline the participants for violations of any rules or unsportsmanship. Discipline can be up to and including exclusion from current and upcoming events.
3. The technical / race director shall carry and be responsible for the official specifications and verification of equipment and machines.
5. Race director may cancel, or shorten any race for reasons of safety.
6. The number of competitors that can be safely on the course at any one time will be determined by the board prior to the event.

Flag Definitions

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

GREEN FLAG: Is lifted to start the race, course is clear

YELLOW FLAG: A yellow caution flag indicates there is an injured rider or broken machine on the course and that racers are required to slow down to a safe speed until through the incident. **NO** passing or jumping is allowed in any yellow flag zone (the area from the yellow flag to the end of the incident) All drivers will slow down, proceed with caution. All sleds must roll over the terrain in a yellow flag zone: Jumping under a yellow caution flag is a safety hazard, any rider caught jumping under yellow will be DQ'd and receive no points for that heat. Passing under a yellow flag will result in a black flag requiring the rider to drop to the back of the pack, if the rider does not comply - will be scored in last place for that race.

RED FLAG: The race will stop immediately, regardless of your position on the track. Slow down and stop with caution as the drivers behind you may not have seen the red flag. The restart position of the drivers reverts to the last officially scored lap in a single file. If only 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. Raising the hood will be considered a violation of this rule and the offending driver will be lined up at the rear of the field.

BLACK FLAG: A Furled black flag (the flag wrapped around the stick) signifies a warning for either equipment failure or driver conduct. A furled black flag is a warning to stop whatever activity has caught the eye of the officials.

Open black flag is **NOT** an immediate disqualification. It is a penalty flag that may only require a stop and go penalty or the like. **DO NOT** simply leave the track. Instead, continue your lap, then carefully slow down and stop near the flag man who will direct you further.

BLUE FLAG: will be displayed to machines getting lapped, hold your line.

WHITE FLAG: will be displayed when drivers have started their last lap.

CHECKERED FLAG: The race is complete, exit track immediately and return to pit area.

General Regulations

All drivers 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.

DRIVER AND MACHINE:

A driver and the machine's serial number shall be considered a unit and once the class has begun, neither may be substituted. Violation will result in immediate disqualification and may lose all points in that class at that event.

RACE REGISTRATION AND ENTRY REGULATIONS:

1. You may register online at www.ermotorpark.com for all grassroots racing at ERX.
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 drivers 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. Any class may be eliminated or combined, at the sole discretion of the race director, with less than 3 official entries at close of registration. In the interest of time considerations and track safety, ERX reserves the right to limit registration entries.
5. All participants must be responsible for the proper disposal of hazardous materials (examples: gasoline, oil, antifreeze, etc) and waste (garbage).

Driver Protection Equipment

1. Full coverage helmets are mandatory. 1995 or newer "Snell Foundation Approval Code". Helmets must be securely fastened on the track - violation of helmet strap will result in DQ for that race.
2. Helmet must have "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 sign up facility.
3. Eye protection is mandatory. Goggles or full length full face shield.
4. 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..
5. Shin and knee guards are mandatory.
6. Any safety equipment questions should be directed to the ERX Tech Director.

Driver Identification Bib and Decals

1. All drivers will wear the number assigned by ERX. It is the driver's responsibility to provide themselves with a bib or other form of their assigned number on their back. In addition, rider bibs / jackets must contain approx. 144 sq. inches of orange material on the back side.
2. The driver's assigned number must be displayed on both sides of the snowmobile hood. The number must be a minimum of 6" tall, 3/4" wide. No italicized number are allowed.
3. All numbers must be black on a white background.
4. ALL NUMBERS MUST BE CLEARLY VISABLE OR YOU WILL NOT BE SCORED.

Driver Responsibility and Pit Crew

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

Driver's Meeting

The mandatory drivers 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 drivers at the meeting. Drivers not attending this meeting are subject to penalties (i.e. no practice)

Practice Laps

Drivers should report to staging to run the practice / sighting lap.

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 inc tether) not detected during a race is not grounds for disqualification after completion of that race, unless the driver 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 max.) The order of events will be posted on a board in the staging area. It is the driver's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called.

Warm Up Stands

Snowmobile stands that catch and retain traction components, and other items that may be thrown by the track are mandatory. Track stands will be provided during races in the staging area.

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

Race Start and Start Line

1. The driver is 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 driver may raise his hand if there is an equipment problem on the start line. The starting flag man will wait 2 minutes for the driver to correct the problem.

Driver may be penalized at start of race for:

Jumping the start - driver will be relined up in the back row, behind another machine.

Race Restart Procedure

1. The race director may order a restart at his discretion.
2. All machines will be stopped under the red flag. The flag man will notify drivers 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 1 lap or less has been completed, the restart will be the same as the start of the race.
4. Any and all drivers 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 driver (they do not get up and return to the point of restart within 2 min.) is the cause of a red flag restart, they will not be permitted to restart the race, but will receive last place points.

Leaving the Course

Drivers 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.

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 driver to DQ at the discretion of the race director

Obstruction

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

Signals

A driver 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

CONDUCT OF PARTICIPANTS, OFFICIALS, DRIVERS, CREW:

Vulgarity, derogatory, or offensive language could result in ejection from race site, or penalties. Inc. DQ. Any participant that threatens bodily harm or assaults any official, driver, crew, etc. may be subjected to ejection from race site, DQ, and suspension.

Scoring

A motocross 2 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.

Trophies will be awarded in all classes 1st through 3rd place.

Heat Points are as follows:

- 1st - 25
- 2nd - 22
- 3rd - 20
- 4th - 18
- 5th - 16
- 6th - 15
- 7th - 14
- 8th - 13
- 9th - 12
- 10th - 11

Year End Points

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

You must be a member of ERX Motorpark to qualify for year end points. Registration is available in person or on line at [www. erxmotorpark.com](http://www.erxmotorpark.com).

- 1st - 25
- 2nd - 22
- 3rd - 20
- 4th - 18
- 5th - 16
- 6th - 15
- 7th - 14
- 8th - 13
- 9th - 12
- 10th - 11

Snocross Technical Violations

1. Receiving unauthorized assistance.
2. The driver, group of drivers, or any crew member attempt to harass race officials, in any manner.
3. Course Cutting.
4. Failure to stop for post race tech inspection.
5. Allowing non-registered drivers to operate a driver's machine on the track during practice or a race.
6. Running without helmet strapped.
7. In the event a driver 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 driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred.

Semi-Pro Class Pay-outs

Payout is based on the number of driver entries. Pay out is for Semi-Pro ONLY. Pay out will be split accordingly amongst the top 3 finishers in each payout class. ERX will pay back 80% of the entry fees of each semi-pro class.

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 driver 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 driver while the engine is running, the driver will be DQ'd from the heat in which the infraction occurred. It is the driver's responsibility to make sure that the tether is attached and functioning properly.

Track and Traction

1. Regardless of track length or width, a machine is limited to 96, 60degree unsharpened, unmodified single point studs.
2. All components of the traction devices must be located in the center of track. No stuffs may be installed on the track outer belts.
3. No grass hooks or paddles allowed.
4. Backing plate maximum size is 2" x 2 1/4". Backing plates must be commercially available.
5. Backing plate may not extend beyond the height of the rib and must rest against the rib. No sharpening or modifying of the backing plate.
6. All studs must be directly aligned with a "leading" rubber lug and no more than 1 1/4" behind the leading lug. The 3/8" maximum penetration measurement will be taken parallel to the flat of the track.
7. Maximum track lug height is 1.75".

Ignition & Electrical

1. All lenses must be taped over with transparent tape.
2. 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.

Ski Suspension & Steering

Maximum ski distance is 43.5" measured under the spindle. The carbide runner must be centered on the ski board.

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 max. depth is 1.5" without runner. Other keel(s) max. 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 driver 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

1. Runners must be commercially available.
2. Only 1 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

1. Dulled foot traction devices are allowed on the running boards.
2. Running board extensions are not allowed.
3. The rear snow flap must be in contact with the course surface when the driver 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.