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**OFFICIAL RULE BOOK**

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## LAST UPDATED: 1/31/2023

2022 Updates and very important rules are in **Red**

The point of this document is to communicate the requirements to compete in the Ditchbanger National. Nothing is meant to trick you. There is no need to “read between the lines.” If you think there is a rule that is being taken advantage of, please let us know. We want everyone that shows up to be able to race, but if you do not follow the rules outlined in this document you will not be allowed to race.

If you have a question about ANYTHING that is remotely confusing, please email [INFO@ERXMOTORPARK.COM](mailto:INFO@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 the Ditchbanger National 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 comprised of definitions and allowable modifications or alterations. If a definition, modification, or alteration is not cited then 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 *Nov. 15, 2022*. 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.

Each race event will open at a minimum of thirteen (13) days prior to the race event day and will close Friday before event day for pre-registration and will close at 8:30am the day of the event, with a late entry fee. It is to your advantage to sign up early.

## 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.



# DITCHBANGER CLASS DESCRIPTIONS

Snowmobile must be 2000 AND OLDER.

**Ditchbanger Sport** – Stock sleds and novice/beginner racers with little to no racing experience.

**(NEW) Ditchbanger Pro Lite** – Stock sleds and amateur racers with some racing experience. (Top 10 from Ditchbanger stock last year will be moved up to this class.)

**Ditchbanger Pro** – Stock sleds with experienced riders. If you have ever raced in a Sanctioned snowmobile race in the Pro Lite class or higher in any form of Snowmobile racing (Snocross, Cross country, Ice racing, watercross, hill climb/cross, oval)

**Ditchbanger Mod** – Open sled (2000 and older) and any racer.

**(NEW) Ditchbanger +35** – Stock sleds and any racer 35 years old and older.

**Officials hold the right to advance any rider from one class into a higher class if they see fit**

Engine:	Ditchbanger (Sport/Pro Lite/Pro)	Ditchbanger Open
OEM cylinder	Red	Green
OEM head/domes/gasket	Red	Green
OEM Case	Red	Green
OEM air box/air intake	Green	Green
OEM Ignition system	Yellow	Green
OEM exhaust	Yellow	Green
OEM Carburetors	Yellow	Green
Chassis/Frame/body	Ditchbanger (Sport/Pro Lite/Pro)	Ditchbanger Open
Gussets/reinforcing	Green	Green
Shock mount locations	Red	Green
Suspension pivots	Red	Green
Shocks	Green	Green
Steering geometry	Red	Green
Skid frame	Yellow	Green
Trailing arms/A-arms	Yellow	Green
Skis	Green	Green
Steering post location	Red	Green
Handlebars/controls	Green	Green
Seat	Green	Green
Drivetrain	Ditchbanger (Sport/Pro Lite/Pro)	Ditchbanger Open
Track/drivers	Green	Green
Clutches	Yellow	Green
Brakes	Green	Green

Can be changed/open = 

Can **NOT** be changed/modified = 

Not all Modifications allowed, see rules below for details = 



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## NUMBERS

Numbers will **not** be provided. Every sled needs Large (black and white) numbers that are visible from both sides. Numbers must be **at least 8" tall** with at least a 1" boarder around all sides. Recommended areas are on the **side of the hood/belly pan** or on the sides of the windshield. If they can't be read, you won't be scored.

## MACHINE REQUIREMENTS (ALL CLASSES):

**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.

**No wet cell batteries (lead acid)**

**Tail light** – Every sled must start the race with a working tail light. It may be a battery powered light they flash or is constantly on.

## **DITCHBANGER RULES (SPORT/PRO LITE/PRO)**

### ENGINE

1. All internal engine components must remain stock. This includes cases, cylinders, heads, domes, pistons, rods, etc.
2. Chassis / Engine combination must be an OEM combination that was available in a sled built in 2000 and later. No engines out of newer sleds than 2000.
3. Ignition system must be stock or be a direct replacement
4. Exhaust is open. Pipes must be or have been commercially available. No hand built custom pipes. Exhaust outlets must be away from the footwell in a safe manor. Exhaust outlets must exit out the bottom portion of the belly pan.
5. Carburetors are open. EFI is only allowed on sleds that came with EFI.



## **TRACK AND TRACTION**

Track Studs can measure a maximum of 1/2" max past cleat or lug. Will be checked with a "Go No Go" gauges.

## **SKIS / RUNNERS**

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".

## **FUEL**

Pump gas, None Ethanol gasoline and race gasoline only, NO E-85, Alcohol, Nitro Methane or any other fuel allowed.

## **FRAME & BODY**

Dulled foot traction devices are allowed on the running boards.

I know this is called "Ditchbanger" but a rear snow flap is required. It must be at least as low as the center of the rear boggy wheels in the skid

Gussets/plating/strengthening is allowed anywhere on the sled. No material may be removed (anywhere) on the sled in a class for stock sleds. Mod class is allowed to lighten components, except safety items like clutch cover, brake shrouds/guards, and areas that can trap rider in rotating assemblies.

## **SUSPENSION**

Suspension travel must not be more that that of your snowmobile in stock form. This will be enforced.

### **SKID FRAMES**

Skid frames **MUST** remain stock outside of list items below.

Allowed changes: aftermarket shocks, rail braces, adjustable limiter straps, upgraded axle /axle blocks, transfer block, boggy wheels, torque arm reinforcement

No new mount locations may be added in the tunnel, on the rails, or on the suspension arms/torque arms.

Skid frame suspension travel must remain stock. This will be enforced.

### **FRONT SUSPENSION**

A-arms / trailing arms are allowed to be reinforced. They can be replaced with arms from another year but must maintain the same stock geometry. Aftermarket arms are allowed but must maintain the stock geometry. Suspension travel must remain stock. This will be enforced.

## **EXHAUST**

1. Aftermarket Exhaust systems are allowed but must be bolt-on and commercially available. No custom fabricated or modified parts.
2. Exhaust must be full covered by hood/belly pan. It cannot protrude outside the body except for the very end of the resonator/muffler.

## **CLUTCHES**

Clutches must have a secured and solid cover that protects the rider from the clutches. Aftermarket clutches and clutch components are allowed.

## **HOODS**

All sleds must have a secured hood

## **AIR BOX**

Air Box is open to modifications. Air filters allowed.

## **CHASSIS**

Gussets and reinforcement is allowed. All other chassis modifications are not allowed in Sport, Pro Lite and Pro class. **VIN tag on Chassis must say the sled was produced in the year 2000 or older (unless listed on page 8). If the VIN appears to be modified or tampered with, the sled will not be allowed.**

## **STEERING**

Steering must remain stock. This includes the steering post. Steering post cannot be mounted in a modified location

## **SEAT**

Any seat is allowed. Seat must be securely fastened

## **BRAKES**

Any brakes are allowed. Brakes **must** be functional at all times.

## ADDITIONAL SLEDS THAT ARE LEGAL IN THE DITCHBANGER CLASS

### POLARIS

2001-2002	Classic and Classic Touring	GEN II
2001-2002	700 SKS	GEN II
2001	RMK: Trail, 500, 600, 700, 800	GEN II
2001-2003	Touring: Trail, Sport, Sport ES, 500 Classic, 600 Classic	GEN II
2001-2003	Widetrak LX	GEN II
2002	RMK: Trail & 500	GEN II
2003	600 Classic Touring	GEN II
2003	Trail RMK	GEN II

### ARCTIC CAT

1999 to 2002	ZRT	ZRT2
1999 to 2001	Triple Touring	ZRT2
1999 to 2002	Thundercat	ZRT2
1999 to 2001	Pantera	ZRT2

### SKI-DOO

2000 to 2001	Formula Deluxe 380F / 500F / 500 LC	S2000
2000 to 2001	Formula Deluxe 600 / 700	ZX
2000 to 2001	Formula S	S2000
2000 to 2001	Formula Z 600 / 700	ZX
1996 to 2002	Grand Tourings (500-800cc)	F2000
1998 to 2003	Mach I	CK3
1998 to 2003	Mach Z	CK3
2000 to 2002	MX Z (No REV Chassis)	ZX

### YAMAHA

1999 to 2001	Phazer 500	
1997 to 2004	Mountain Max	
1997 to 2003	SX / SX to R	
1997 to 2003	Vmax / Deluxe / ER / XT / XTC	
1998 to 2002	SRX	



# LEAF SPRING CLASSES WILL ALL BE RAN TOGETHER

## HD Vintage One-Lunger 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.

Must have a working tether cord and USE it.

Numbers must be 8" and visible on both sides. (Should be black and white)

### **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.
- No 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.

### **Chassis:**

- 1973 and older, no limited production or race chassis. NO jackshaft chassis. Chassis 1976 and older may be used as long and 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 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 bulkhead.
- Any seat may be used and any handlebars.
- Your brakes must be in working condition. (Will be checked)
- Brake may be moved from stock location and relocated. May use hydraulic brake setup off of newer sled.
- Snow flap must touch ice/snow with rider on machine.

### **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.



- 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.

## **HR Vintage One-Lunger 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.

Must have a working tether cord and USE it.

Numbers must be 8" and visible on both sides. (Should be black and white)

### **Engines:**

- Engines **not allowed** in this class Sachs SA340SS, SA340C, SA400 or Hirth 194R
- 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 1/4-inch bolt pattern (no aftermarket or billet carbs)

**All other HR rules are the same as HD rules (Suspension/Track/Chassis)**

## **ENTICER CLASS RULES**

### 77-83 YAMAHA ENTICER 250 CLASS

1977 to 1983, production line model with a single cylinder fan cooled 250 motor.

NO JACK SHAFT CHASSIS, 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 be stock in the model and year of sled you are running.
- Engines must remain stock, no grinding, porting, sandblasting, shaving on anything.
- Pistons can be stock or aftermarket unaltered replacement, no cutting skirts. (Max over bore 1 mm (.040))
- Stock carb or any aftermarket carb (aftermarket carb 34mm max)
- Any Primary Clutch
- Engine may have the OEM CDI or factory points (NO MODIFICATIONS ALLOWED)
- Must have stock, unaltered fan and stock recoil.
- None Ethanol gasoline and race gasoline only, NO E-85, Alcohol, Nitro Methane or any other fuel allowed.
- Head pipe and muffler must be stock, unaltered and in stock location
- You can update the spine crank to a 30mm taper crank

Fuel Tank Fuel tanks must be stock and mounted in stock location, 250 Enticer can run 300 Enticer tank

Chassis:

- 1977 to 1983, Enticer 250-300 or 340 chassis.
- Bulkhead must be stock and unaltered. Reinforcement and bracing only.
- Chain, Chain Cases and secondary clutch must be stock and unaltered
- Skis must be original or stock replacement. NO Aluminum or UNSAFE SKIS! carbide allowed
- You must run a stock hood and belly pan. (Hood may be altered but not belly pan)

- 24" Leaf Spring minimum length.
- Max ski spread of 34" measured center to center of ski. Ski spread will be checked after the race. Spindles must be stock and unaltered.
- Numbers must be 8" and visible on both sides. (Should be black and white)
- Any seat may be used and any handlebars.
- Your brakes must be in working condition. (Will be checked)
- Brake MAY BE MOVED from stock location, relocated and converted to hydraulic. (IE Extended OEM 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.
- Gearing may not be changed ET 250 GEARING ONLY
- Must have steel OEM belt guard

Suspension and track:

- Suspension must be stock and unaltered and mounted in stock location
- Track must be stock and unaltered (Upgrading clips will be allowed)
- Track Studs can measure a maximum of 1/2" max past lug. Will be checked with a "Go No Go" gauges. Unaltered means Unaltered. (Just the way it came from the factory)

**LEAF SPRING OPEN CLASS**

- Snowmobile chassis must have front leaf spring suspension and come from the OEM with that suspension.
- Engine is open
- None Ethanol gasoline and race gasoline only, NO E-85, Alcohol, Nitro Methane or any other fuel allowed.

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

**LEAF SPRING CLASSES WILL ALL BE RAN TOGETHER**

**PRICES**

**GATE FEES FOR SPECTATORS**

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

<b>ADULTS 13 AND UP</b>	<b>\$15.00</b>
<b>CHILDREN 6-12</b>	<b>\$10.00</b>
<b>CHILDREN 5 AND UNDER</b>	<b>FREE</b>

**DAY OF RACE REGISTRATION – RACER WILL NEED TO PURCHASE ADMISSION GATE FEE. IF RACER IS PRE-REGISTERED AND CAN SHOW REGISTRATION PROOF, NO GATE FEE WILL BE CHARGED.**



# 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 racecourse 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) sleds 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 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 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/tabletop 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 11:59pm the night before the race – OR – register at the track on the day of the race from TBD. On race day, registration will close at TBD. If you are unable to get to the track before 8am 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 TBD WILL BE SUBJECT TO A \$25 FEE FOR EACH CHANGE MADE! (DOES NOT INCLUDE CHANGES MADE IN ERROR BY ERX STAFF)**
  - b. **Depending on the volume of day-of entries, late registrations may be accepted after 8:30am. 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. Racers may split the riding duty in a race, but both need to pay for an entry fee and sign all forms to compete
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 classes.
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 need to be SNELL or ECE approved and must be in good conditions with no visible cracks.

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

2. 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.
3. Gloves and appropriate clothing along with at least above ankle leather boots are mandatory are mandatory.
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. **not required for the vintage one-lunger class**
5. 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.
6. Racers with long hair – hair must be tucked inside helmet.
7. Hoodies are not allowed outside of the jacket; it is considered a safety concern.
8. Pit coats are not allowed during racing.



9. Any safety equipment questions should be directed to the ERX race official.

## **RIDER IDENTIFICATION AND DECALS**

The numbers need to be displayed clearly and applied to a visible surface. If your numbers cannot be read from a perpendicular side view of your sled you may not be scored resulting in a last place finish. You are responsible for applying the vinyl numbers on your sled and if your numbers fall off in the race you can be scored last.

Numbers will **not** be provided this year. Every sled needs Large (black and white) numbers that are visible from both sides. Recommended areas are on the side of the hood/belly pan or on the sides of the windshield. Numbers must be **at least 8" tall** with at least a 1" boarder around all sides.

## **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) There may also be a Random roll call and if you are not present you will not be allowed to race.

## **PRACTICE LAPS**

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

## **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 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 only if no other sleds have started racing yet

**RIDERS MAY BE PENALIZED AT START OF RACE FOR JUMPING THE START - RIDER WILL BE LINED UP IN THE BACK ROW IN LAST OR CAN BE BLACK FLAGGED AND SENT TO THE BACK OF THE PACK DURING THE RACE.**

## **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 racecourse. 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.

**ATTENTION—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 OR TRANSPONDER 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 racetrack 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.**

### **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.

## **CLASS PAY-OUTS**

To receive the pay-out, you must be in compliance with the entire rulebook and display the proper stickers and numbers provided. This is subject to the ERX Race Officials. 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. We reserve the right to disqualify racers if they do not follow the rulebook and the ERX code of conduct listed below. For example, if you do not attend the mandatory riders meeting you will not be allowed to race and if it is discovered after the race that you were not at the meeting, you can be disqualified from the race and payouts.

Tech inspection will be before Practice in staging. If problems are not fixed you will not be allowed to enter the track.



# Code of Conduct

## CONDUCT

Every Entrant 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 entry to ERX.

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 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

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)



ERXMOTORPARK.COM

