



2014-2015

RULES
and
REGULATIONS

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

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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.isocracing.com.



INTRODUCTION

The ISOC rulebook is designed as a guideline or quick reference tool to help you understand the rules that pertain to Snocross racing. All racers should be fully aware of the regulations set out in the rule book and should be prepared to abide by them.

The regulations are comprised 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 a racer's responsibility to present a snowmobile that is legal at all times. It is not ISOC's responsibility to detect every rules violation at every inspection.

If you have any further questions concerning rules, please contact our Technical Director at tech@isocracing.com.

This rulebook was posted October 20, 2014. All rules in this rulebook are subject to change. Please check the ISOC website (www.isocracing.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. ISOC reserves the right to change or modify these rules at any time.

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

Each ISOC affiliate has its own race entry deadlines. Please observe and respect these deadlines. Some ISOC affiliates will not allow race entries beyond a certain date, while others will allow late entries, with a late entry fee. It is to your advantage to sign up early.

If you have any questions about your membership, please contact ISOC Headquarters at 763-497-8474. Should you have any questions about a specific event, please contact the appropriate ISOC affiliate holding the event.

RIDERS UNDER 18 YEARS OF AGE

1. Riders under the age of eighteen (18) are required to have an original notarized Minor Waiver on file at ISOC Headquarters before they will be allowed to compete.
2. Riders under the age of eighteen (18) are required to sign the Minor's Assumption of Risk Acknowledgement at rider check in at each event. No Exceptions!
3. Riders under the age of eighteen (18) must have a parent or legal guardian with them at rider check-in. If a parent or legal guardian is not able to attend rider check-in, an original notarized Power of Attorney form must be presented with proper ID at rider check-in. Please see www.isocracing.com for the appropriate form.
4. Any rider or parent caught falsifying a rider's age or producing false documents will be penalized, possibly up to a year, at the discretion of ISOC.
5. A Junior Novice may not apply for advancement.
6. A Jr. 14-15 may apply for advancement to the Jr.16-17 class with proper verification and documentation.
7. A Jr. in the 16-17 class may apply for advancement to the Sport class.
8. 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.

Jr. 14-15 & Jr. 16-17 classes may use "Throttle Restricted" 600cc Super Stock models. "Throttle Restricted" kits are available only from the manufacturer.

CLASSES

ACS NATIONALS

Riders may enter more than one, but not more than two *divisions*, providing the rider meets the age or advancement guidelines.

Before advancing to the Pro classes, a rider must be at least sixteen (16) years of age and have qualified through the advancement procedure. No one thirteen (13) years of age or younger can advance to a higher class due to insurance restrictions. ISOC reserves the right to request a rider to change classes at any time.

1. **Pro Classes - (Pro class racers must be at least sixteen (16) years of age or older at time of event.)**
 - a. Pro Open (Maximum 600cc 2 stroke, 1050cc 4 stroke)
 - b. Pro Am Women (*Super Stock designated units)
 - c. Pro AM Plus 30 (*Super Stock designated units)
Must be thirty (30) years of age or older at time of event.

2. **Pro Lite Class**
 - a. Pro Lite (*Super Stock designated units)

3. **Sport Classes**
 - a. Sport (*Super Stock designated units)
 - b. Amateur 14+ (*Super Stock designated units) – Top 30 from the previous year's Sport class or anyone who won four times the previous season in Sport are not eligible to run this class.
 - c. Trail 18+ - up to 800cc liquid

4. **Junior & Transition Classes**
 - a. Junior 16 - 17 (Maximum 500cc liquid, 600cc fan cooled, **or "Throttle Restricted" 600cc Super Stock machines**)
 - b. Junior 14 - 15 (Maximum 500cc liquid, 600cc fan cooled, **or "Throttle Restricted" 600cc Super Stock machines**)
 - c. Junior Novice (Ages 10 – 13; Maximum 600cc fan cooled machines as well as restricted 2010-2014 Arctic Cat Sno Pro 500 & 2015 ZR 4000 RR with approved performance rev limiting kit (See ISR rulebook for acceptable models)
 - d. Transition (Ages 8-12; Maximum 300cc fan cooled machine; Arctic Cat 500 Sno Pro as well as 2015 ZR 4000's with approved performance rev limiting kit). (See ISR rulebook for acceptable models)
 - e. 120 Champ (Ages 6-12)
Age at time of event
- 120 Champ riders may also ride the Transition (age appropriate)
- Jr. 14-15 may also ride Jr. 16-17 with approval

- Jr. 16-17 must ride Jr. 16-17 OR Sport with approval, but not both at Nationals

***SUPER STOCK DESIGNATED MACHINES**

See ISR rulebook.

ACS NATIONAL CLASS ADVANCEMENT

The advancement policy for ISOC National and MN Regional 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 two years at the same level.
- 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 and have been in the top 5 in points 3 times.
- Novice Class- This class is designed for beginner racers. You can only race in this class up to two years. Total # of races will be considered before requiring the move up.

*Junior classes must fall within the age category to advance to the next level. No one under ten will be allowed to move into the Jr. Novice. No one under 14 will be allowed to run in the Jr. 14-15. (Age at the time of the event). These are insurance parameters. If you run the Jr. 14-15, for example, and during the season turn 16, you can finish your year in the Jr. 14-15. Once 16 you may also advance to the Junior 16-17 class if you have not been previously approved to do so.

Junior (ages 14-17)

A Junior rider may advance ONLY with written permission of ISOC. The rider must advance up the classes in a natural progression and if he/she is granted permission to run in the Sport class.

Advancement is not guaranteed and is left up to the sole discretion of ISOC, who will use any and all means available to them to certify that a rider is capable beyond a reasonable doubt.

These are mandatory advancement criteria. If a rider feels he/she is not ready to be moved up after meeting one or more of the above criteria, they may petition in writing to not be advanced and the Race Advisory Committee will look it over and make a ruling.

ISOC REGIONAL SERIES

These classes may vary depending on the Regional Circuit. Please contact your ISOC Regional Affiliate for the latest list of classes they offer.

Riders may enter more than one class providing the rider meets the age or advancement guidelines.

Before advancing to the Pro classes, a rider must be at least sixteen (16) years of age and have qualified through the advancement procedure. No one thirteen (13) years of age or younger can advance to a higher class due to insurance reasons. ISOC reserves the right to request a rider to change classes at any time.

1. Pro Classes

- a. Pro Open Day #1/Day #2 (National Pros- Maximum 600cc 2 stroke, 1050cc 4 stroke)
- b. Pro Stock Day #1/Day #2 (*Super Stock designated machines)
- c. Pro Am Women Day #1/Day #2 (*Super Stock designated machines)
- d. Pro Am Plus 30 Day #1/Day #2 (*Super Stock designated machines)
(Must be thirty (30) years of age or older at time of event).
- e. Pro 16-29 Day #1/Day #2 (Combination of Pro/Pro Lite riders on SS designated machines)

2. Pro Lite Classes

- a. Pro Lite Day #1/Day #2 (*Super Stock designated machines)
- b. See Pro 16-29 above.

3. Sport Classes

- a. Sport Day #1/Day #2 (*Super Stock designated machines)

4. Amateur

- a. Amateur 14+ Day #1/Day #2 (combined class of new riders, Sport and Pro Am Women ages 14+ on SS designated machines)
- b. Trail 18+ Day #1/Day #2 (up to 800cc liquid)
- c. Ditchbanger 1995-2005 Day #1/Day #2 (1995-2005 (Vintage class)
- d. Ditchbanger Day #1/Day #2 (any production consumer trail snowmobile, open displacement. No purpose built snocross race sleds allowed)

5. Junior & Transition Classes

- a. Junior 16 - 17 Day #1/Day #2 (Maximum 500cc liquid, 600cc fan cooled, or "Throttle Restricted" 600cc Super Stock machines)
- b. Junior 14 - 15 Day #1/Day #2 (Maximum 500cc liquid, 600cc fan cooled, or "Throttle Restricted" 600cc Super Stock machines)

- c. Junior Novice Day #1/Day #2 (Ages 10-13; Up to 600cc fan machines)
- d. Junior Novice Limited Day #1/Day #2 (Ages 10-13; Arctic Cat Sno pro 500 with limitations per ISR rulebook)
- e. Transition Day #1/Day #2 (Ages 8-12; Maximum 300cc fan cooled machine)
- f. Transition Limited Day #1/Day #2 (Ages 8-12; Arctic Cat Sno pro 500 with limitations)
 - Age at time of event.
 - Jr. 14-15 may also ride Jr. 16-17 and Amateur/Sport with approval
 - Jr. 16-17 must ride may also race Amateur/Sport with approval at Regionals

7. 120 Classes

- a. 120 Stock 4 - 5 Day #1/Day #2
- b. 120 Stock 6 – 7 Day #1/Day #2
- c. 120 Stock Combined (6-12) Day #1/Day #2
- d. Pro 206 6-7 (Briggs & Stratton motor) Day #1/Day #2
- e. Pro 206 8-12 (Briggs & Stratton motor) Day #1/Day #2
- f. 120 Champ Saturday/Sunday (Ages 6-12) Day #1/Day #2
 - Age at time of event.

RACE DIRECTOR AUTHORITY

1. The Race Director and Technical Director will be certified by the sanctioning organization.
2. The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility, including design) these rules notwithstanding.
3. 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 of a participant and/or exclusion from an event, and/or fines.
4. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
5. Race Directors may not have a vested interest in the events in which they act in an official capacity. They may not work in an official capacity when they have a vested interest in that class.
6. Race Directors may compete in events other than those in which they officiate.
7. 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.
8. A Race Director may judge the mechanical integrity of all timing equipment.
9. The number of competitors that can be safely on the course at any one time will be determined by the Race Director.

10. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestant's machines. The Technical Director may not work in official capacity when he has a vested interest in that class.
11. All equipment and specifications will not be allowed to be used for any other purpose other than for use at sanctioned events.
12. Disciplinary action by the Race Director other than a disqualification or prescribed fines will be under provisions of the Board.

FLAG DEFINITIONS

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

GREEN FLAG

The green flag is lifted to start the race. The course is clear and race is in progress.

YELLOW FLAG

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, observe the caution, and most importantly, **NOT PASS** until clear of the incident and through the yellow flag zone. All sleds must "roll" over the terrain in a yellow flag area. **PASSING** under a yellow flag will not be tolerated. See rules below.

Sled does not leave the ground when in caution zone. No jumping or passing. The caution zone starts at the yellow flag and continues until past the entire incident. **SLOW DOWN. THIS IS NOT THE PLACE TO WIN THE RACE.**

JUMPING UNDER A YELLOW FLAG

Jumping under yellow constitutes a safety hazard. Any rider caught jumping under yellow will receive a DQ and 20 points for that heat. If it happens in a final, the rider will be disqualified and receive 0 points. 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 waving in conjunction with a checkered flag, the riders must still obey the yellow and "roll over" the finish line jump.

PASSING UNDER A YELLOW FLAG

A pass under yellow will result in a furred black flag. If a rider mistakenly passes under yellow, he has the opportunity to correct the situation, by allowing the rider he passed under yellow, to fully regain the position and advantage he originally had. 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.

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. At starting area, rider parks sled and moves to fence to pick up warm up from crew and stays there.

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. Closing a side panel or anything similar is considered working on the sled. 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 if he is injured. If he is not injured, he must raise his arm immediately to let officials know that he is ok. If the downed rider does not raise his arm immediately, he will be considered injured and the red flag will be thrown. At this time Medical will be sent to the incident and the rider will not rejoin the race. If Medical is called, the rider will not be allowed to rejoin the race. The rider will not race again until cleared by Medical. If a red flag is thrown that does not involve injury and 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 line up will be by 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 back to the last officially counted lap. 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 permission from a race official. If a rider is concerned that his sled is not safe to continue, he must have an ISOC official examine it before he can touch it.

BLACK FLAG

A furled black flag (the black flag is wrapped around the stick) signifies a warning for either equipment failure or for rider conduct. A furled black flag pointed at you 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. (Example here would be rough driving or passing in a yellow flag zone).

An 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 the ISOC will review the form. It is ISOC’s sole discretion whether to reverse the call or leave it 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: At our discretion we can black flag a side panel that comes open. If the clutch side panel comes open exposing the clutch, it will prompt a black flag and disqualification. It is a potential safety hazard. This may also occur if a hood opens up or if it comes off completely as it would block the rider’s vision and be considered hazardous.

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

The blue flag will be displayed to machines being lapped. Lapped riders should move out of the way of the leaders.

WHITE FLAG

The white flag will be displayed when riders have started their last lap.

CHECKERED FLAG

The race is complete. Should a checked flag be displayed earlier or later than the official distance, the finishing order will be decided on the lap the checkered flag was thrown. ALL sleds are to proceed immediately to the tech area. You may be required to stop for a post-race technical inspection unless otherwise instructed by an ISOC official. 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.

NOTES

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. Rule updates and/or changes will be posted on the ISOC website, on the pit board in staging, or in the Tech Inspection area. It is the responsibility of the rider and crew to be aware of such changes.

RIDER & MACHINE

1. A rider and the machine's chassis and motor shall be considered a unit and once the class has begun, neither will be substituted. If a rider qualified on a machine, both the rider and the chassis and motor must be in the same final event of the class. Any rider caught substituting a chassis or motor will be subject to immediate disqualification and possible disciplinary action and may lose all points at the event in that class.
2. 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 & ENTRY REGULATIONS

1. A signed Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form is mandatory for all personnel in non-spectator areas (paddock, staging and track) at each event.
2. All riders must have registered at race headquarters and have signed a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement before any runs are made (practice or racing). Any rider practicing or racing without proper waiver and registration forms filled out may be disqualified. All entries must be to the appropriate ISOC office by the proper deadline. (Please check the ISOC website for entry deadline information on the National and Regional circuits.) This does not guarantee your entry in the race - some classes will be full before this date.
3. Please check with your racing circuit for their refund policy of entry fees and additional fees.
4. Service fees or insurance fees are not considered part of entry fees.
5. Gate admission fees for rider and crew members will be regulated on a regional basis. Please check with your ISOC racing affiliate.
6. Each affiliate will provide a schedule of events.
7. The maximum number of classes a rider can enter per day will be regulated on a regional basis. Rider and machine may race other higher classes in the same division.

8. Any class or event can be eliminated when there are less than three (3) official entries at the close of registration.
9. All participants in events must be fully familiar with the Rules and Regulations, and any additional rules by Race Promoters that may be specifically applied to any event.
10. All participants are responsible for at least a 10 BC fire extinguisher in their pit area. Any pit area without the proper fire extinguisher is subject to a \$250 fine.
11. All riders are responsible for the proper disposal of hazardous materials (examples; gasoline, oil, antifreeze, etc.) and waste (garbage). Any rider not in compliance, may be suspended and/or fined.

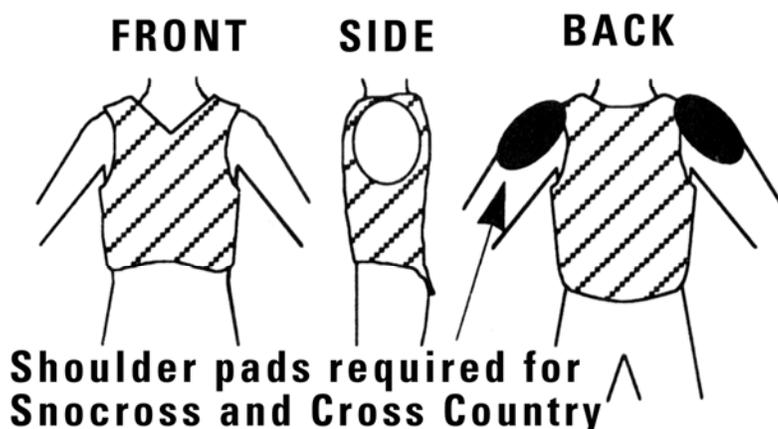
RIDER PROTECTIVE EQUIPMENT

These general rules apply to all classes unless noted. All members are required to be fully aware of the following regulations and abide by them.

1. Full coverage helmets are mandatory. 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 approved. 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. Riders competing without their helmet securely fastened will be immediately disqualified.
Any snowmobile operator under the age of 18 must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.
2. The helmet MUST be predominantly blaze or international orange in color. More than 50% of its entire outer surface, including the visor, must be orange. There is a mandatory 6"x6" area located lower center in the middle of the back of the helmet that must be solid Orange. A template measuring 2"x3" placed anywhere on the helmet must contact orange color except on a 4"x6" spot on the left and right hand side of the helmet. Click here to see diagram. On a typical snocross helmet there should be at least 144 square inches (12x12 inches) of orange.
3. At least one hundred forty four (144) square inches of visible area on both the rider's front and back (upper body) must be international or blaze orange in color at all events. Jackets/Pullovers/Jerseys will be teched lying flat on the ground front and back (228" total). This is required at all Snocross events. If the rider has a question they should see the Race Director or Technical Director.
4. Gloves and appropriate clothing are mandatory.
5. Eye protection is mandatory. Face masks may be required at the starting line at the discretion of the Race Director. If corrective lenses are required to drive a motor vehicle, the rider will also be required to wear them while racing.
6. Noise silencers or hearing protection are mandatory in all modified classes. It is recommended in stock classes.
7. The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas. Motocross vests and hockey equipment do not meet this rule.
8. Shoulder pads are to be added to the upper body protection.

9. 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.
10. Elbow pads, mouth guards, chin guards and neck collars are highly recommended.
11. Blue jeans or jackets, overalls or any clothing displaying vulgar language is not allowed.
12. Mouth guards are mandatory for 120 competitors. Mouth guards must remain in place for the duration of the race.
13. Any safety equipment questions should be directed to the ISOC Tech Director.
14. Racers with long hair – hair must be tucked inside helmet.
15. Hoodies are not allowed outside of the jacket, it is considered a safety concern.
16. Pit coats are not allowed during racing.

UPPER BODY PROTECTION



RIDER IDENTIFICATION BIB & DECALS

1. All riders will wear the number assigned by ISOC Headquarters. It is the rider's responsibility to provide themselves with a bib or other form of their assigned number on their back and be of contrasting colors of the uniform. The numbers on the riders back will be a minimum of 8 inches high and a minimum of 1 inch wide. Uniform numbers must match the number on the machine. It is also recommended, the rider have their race number and first name placed on the front upper left or right hand side of the uniform, minimum 1" in height. Riders will be required to keep the machine numbers and bib numbers in legible condition. Riders without legible numbers or numbers assigned to them may not be scored. The Race Director has the final call on what is deemed legible
2. If a rider's numbers are not legible, they may not be scored. 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.
3. All racers are required to display three (3) ASC decals on their machine(s); one on each upper side of the hood and one on the windshield.

4. *There will no unauthorized logos allowed. Only the assigned number will be allowed on the plate.*

All the riders taking part in AMSOIL Championship Snocross, will be required to display a semi-rigid number plate on each side of the rear portion of the tunnel along with a number on the front of the sled. Panel material can be black or white, however, the background color of the panel must correspond to the class you race and the background must be large enough to display a full six inch number with a minimum of a one inch stroke, (line thickness.)

Front number requirements: Number plate must be attached to the front of sled near windshield area. Plate is recommended. You may use windshield if windshield obstructs plate from viewing. It can also be located just below the windshield on the hood. Must have half inch around number and be two inches tall. This will help not only with scoring, but for identification in photo credits, TV shots, and fan recognition.

If two different riders are running the same sled, they need to change plates to have the correct number and class color for each rider. If one rider is running two classes, you just need to run the plate of the primary class.

For the Jr. 16-17 Class, if you are also running the Sport class, use the sport background.

This rule change will be enforced at pre and post race tech with no exceptions. Panels should be attached directly to the tunnels in at-least two locations and it is recommend that any portion extending above the tunnel more than three inches also be reinforced.



PRO OPEN
BLACK ON WHITE



PRO OPEN
CURRENT POINT LEADER
STARTING EACH NATIONAL
WEEKEND, EXISTING NUMBER,
WHITE ON RED



PRO LITE
WHITE ON BLACK



PRO LITE
CURRENT POINT LEADER
STARTING EACH NATIONAL
WEEKEND, EXISTING NUMBER,
WHITE ON RED



SPORT
BLACK ON YELLOW
CMYK VALUE: 100% YELLOW [Y]
VINYL: 3M BRIGHT YELLOW OR
EQUIVALENT



SPORT
CURRENT POINT LEADER
STARTING EACH NATIONAL
WEEKEND, EXISTING NUMBER,
WHITE ON RED



PRO WOMEN
BLACK ON PINK
CMYK VALUE: 80% MAGENTA [M]
VINYL: 3M PROCESS MAGENTA OR
EQUIVALENT



YOUTH | JUNIOR | 120
BLACK ON GRAY
CMYK VALUE: 30% BLACK [K]
VINYL: 3M MEDIUM GRAY OR
EQUIVALENT

RIDER LIABILITY

The rider, in signing the Rider Entry Waiver and Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, elect to use the course at the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

RIDER RESPONSIBILITY & PIT CREW

Members of pit crew, etc., are the responsibility of the rider to whom assigned. If a crew member lets someone else use their wristbands, tries to enter restricted areas without the proper identification, wristband or signing a waiver, or in any other way becomes a problem for ISOC race officials, the rider whom they are with, can be penalized up to and including disqualification and fines.

The rider's crew member(s), in signing the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, elect to use the course at the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

MISUSE OF PIT PASSES

Improper usage of pit or paddock passes may be grounds for discipline. This disciplinary action may include fines and possible disqualification for the rider.

FRAUD, BRIBERY & ILLEGAL ASSISTANCE

In addition to non-compliance with any of the above regulations or rules, the following offenses shall be considered a breach of regulations subject to disqualification.

1. Bribing or attempting to bribe anyone connected with the race; accepting or offering to accept a bribe.
2. A competitor accepting any kind of assistance that aids in machine operation during the race.
3. Any fraudulent proceedings or act of prejudicing the interest of the race generally.

RIDER CHECK-IN

1. All riders and crew members are required to check in, sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and WEAR a release wristband on the appropriate wrist.
2. Crew members not signed in by the end of rider check-in will be required to pay for gate admission and a pit pass.
3. Everyone who is in the pit area must be wearing a wristband on their wrist. Riders or their pit crew caught in the pit area without a wristband, switching wristbands, or using old wristbands could subject the rider to disciplinary action, fines, and possible disqualification.
4. Riders must be checked in by the appointed time.

RIDERS MEETING

The mandatory Rider's 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. Pins, stamps, tags, etc. may be used to check the identity of riders at the meeting. Riders not attending this meeting are subject to penalties or fines (i.e. no practice).

PRACTICE LAPS

There will be approximately a one (1) hour open practice session (hot laps) on each race day dependent upon snow conditions. This time may vary due to race conditions. Refer to the schedule of events for times. Riders should report to the staging area to run practice laps. Length of practice sessions will be determined by amount of time available at each event by race officials. All riders must be registered and have signed all waivers. Any rider on the practice track without being registered or having signed the proper waivers will be disqualified. The Race Director has the power to change or modify practice at any time.

STAGING AREA

Reasonable speeds will be observed in the pit and staging areas. Riders will report to the staging area to run practice laps. The schedule of events will be posted on a board in the staging area. 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. For example, you miss your heat and finish first, you will be given a "1" for your qualifying, but will not be awarded the "10" points that accompany that finish for year end points. All riders and pit crew will be required to have tethers securely attached to their bodies while driving through pit and staging areas as well as eye protection.

WARM-UP STANDS

1. Snowmobile stands that catch and retain traction components, and other items that are thrown by a track, are mandatory. The machine must be placed on a legally approved stand, placed within six (6) inches of the rear of the tunnel opening, and within twelve (12) inches of the track. This stand is to be used

whenever the rear of a machine is raised to clean out the engine or track and must be used in the paddock and pit area at all times. The stand must be constructed of a metal material sufficient to contain cleats or other items that might be thrown from a track. This material must be constructed of a metal equivalent to 6061 T6 aluminum 1/16 inch thick. Side extensions are mandatory and at a minimum, the side extensions must extend to the center of the back axle.

2. No full throttle operation is allowed while the machine is on the warm-up stand and must have tether attached at all times snowmobile is running.
3. Whenever the sled is running on the warm up stand it must be attached to someone for safety.

TUNE-UP AREA

1. Tune-up of the engine will be performed in the proper area only when available. Riders must consult with the Race Director to determine the proper tune-up area at each event. The tune-up area will be held on a course, completely free of obstructions, which provides adequate and safe run-off areas at the end so competitors may slow down and exit safely.
2. All rider entry fees must be paid before a rider may use the designated tune-up area.
3. All riders and pit crew in said tune-up area must have signed the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and be wearing the event specific wristband.
4. All appropriate safety gear and tethers are required in the tune-up area.

RACE START & START LINE

1. The rider and one (1) crew member are allowed on the start line. The rider is the ONLY person allowed in front of the machine.
2. Once the machine leaves 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 flagman will wait a maximum of two (2) minutes for the rider to correct the problem.

SIGNAL LIGHT RULES

1. Sanctioning bodies, which employ signal lights, must inform competitors of their signal light protocol before the start of the event. When light signals are used instead of flags, all competitors must be made aware of signal light procedures prior to the race.
2. Competitors must obey signal lights.

RIDER MAY BE PENALIZED AT THE START OF A RACE

1. Jumping the start.
2. Causing a restart.
3. Unsportsmanlike conduct (at the discretion of the Race Director).

START LINE PENALTY

For classes that all of the riders advance to the final, any rider who scores a DNS (did not start) in qualifying may be required to start from the penalty line in the final at the discretion of the Race Director. If a rider scores a DNS in all rounds of qualifying, the rider will not be allowed to compete in the final. All riders must qualify for a final.

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

1. Riders leaving the course must re-enter in a safe fashion and without gaining a position or advantage. The rider must re-enter in the closest and safest area. Failure to follow this procedure may result in a penalty or disqualification at the discretion of the Race Director.
2. 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.

INJURED RIDERS & DAMAGED MACHINES

1. An injured or otherwise incapacitated rider or damaged machine shall be prohibited from racing with exception that, if in the Race Directors judgment, the rider or machine is determined not to be a danger to rider's self or any other competitor. The Race Director's decision is final.
2. If for any reason a rider is forced to stop on or near the course 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
3. A rider who has spun out or stalled should raise both hands over their head to indicate that no more movement will be made until the field has passed and to indicate no injury.

UNSPORTSMANLIKE CONDUCT

1. The deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for a Stop and Go penalty or disqualification at the discretion of the Race Director.

3. Any dangerous or foolish driving, crowding, chopping, **cross jumping** or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds could subject contestant to disqualification at the discretion of the Race Director.

RADIOS

1. Radio communication from crew member(s) to rider will be allowed in the Pro classes only. This must be receiver only for the rider. The communicating frequency must be filed with ISOC headquarters. There will be no independent radio transmission on sanctioning bodies radio frequencies.
2. Helmet IPODs, MP3 players or musical device radios will be NOT allowed at ANY events, National or Regional.
3. **Race-Ceiver and similar one way communication may be utilized at the discretion of the affiliate.**

CAMERAS

ISOC reserves the right to mandate camera mounts on ALL SLEDS.

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.

SPEEDING

Reasonable speeds will be observed in the pit and paddock 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 race director's discretion.

TEMPORARY SHELTERS

No temporary construction of the following types will be permitted in the pit area; tents, unless flame resistant and have been tested within one (1) year and proof of testing is supplied to fire officials or fire marshal; make-shift wooden enclosures are not allowed. Any and all shelters are subject to approval by an ISOC official.

ANIMALS

No aggressive animals will be allowed at the race site. All animals MUST be on a leash.

PROTESTS

1. All formal protests must be made in writing, by a rider in the competition at the event, from the class in question, on a formal protest form accompanied by a \$250 cash protest fee per specific item.
2. Protests, grievances, etc. must be submitted within thirty (30) minutes after affected class has been completed. No protests, grievances, etc., will be accepted more than thirty (30) minutes after the completion of the affected class.

3. When the official protest is made with the fee, teardown will not be complete until protest is satisfied or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If a protest against another rider is made and found invalid, the fee will be given to the protested machine owner for the inconvenience. This is to be accomplished before the machines are released from teardown.
4. Protests in the case of driving infractions during an event need to BE written on the appropriate “challenge form” which are available at the Tech Trailer. The ISOC team will look over any such alleged infractions and decide whether or not to change a call. This type of procedure is implemented so that the Race Director can continue watching racing. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. ISOC will not tolerate verbal abuse or accosting of a Race Official.
5. A protest must be valid in the eyes of the Race Director, or he has the option not to accept it for action.
6. No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.
7. It shall not be possible to protest or appeal technical inspection equipment, scoring or timing equipment.

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

EJECTION FROM RACE SITE

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

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

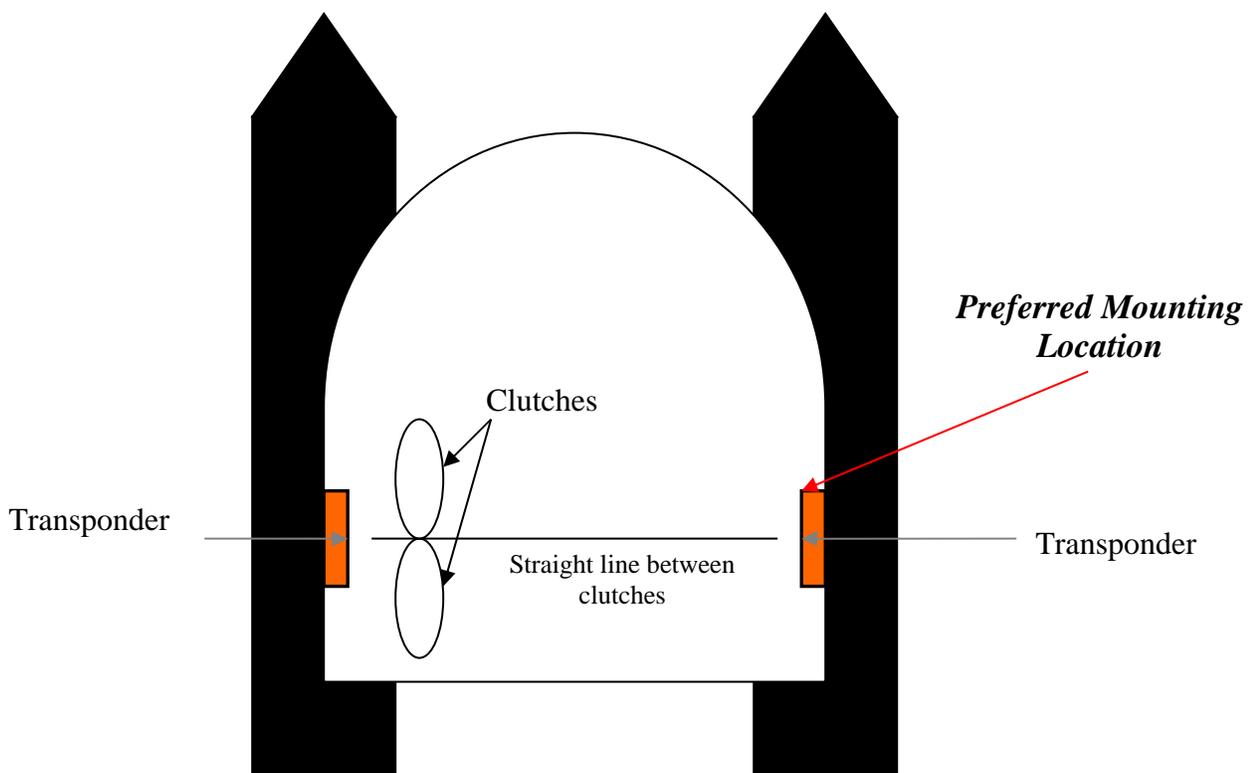
1. Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from race site and be subject to fines and penalties.
2. Any participant that threatens bodily harm or assaults any official, rider, crew, etc., may be subject to disciplinary action, ejection from the race site and be subject to fines and penalties.

TRANSPONDERS

Transponders are mandatory in all classes on the National Tour. The following rules will apply to transponders:

- 1. Transponders must be hard mounted on the center line, between the two clutches on either side of the snowmobile as low to the ground as possible.** It should be mounted vertically so that you can see the indicator light on top pointing up and the arrow that says “track” points towards the racing surface. (It is recommended the transponder be mounted on the muffler side, away from the moving clutch components.)

2. **It is the rider's responsibility to ensure a working transponder is in place prior to the start of the race.** (In the event there is not a transponder mounted on the sled, the rider will be scored last in that event.)
3. **It is the rider's responsibility to ensure the transponder is charged prior to an event.** If a rider has a transponder that is not fully charged, they will be required to rent a transponder prior to the event. If a rider participates with a non-charged transponder and the signal strength is too weak to register, the rider will be scored last and must rent a transponder for the remainder of the weekend.
4. **Transponders will be mandatory for practice.**



QUALIFYING & ELIMINATIONS

ROUND ROBIN

A Round Robin will be used for ALL classes. It will consist of two rounds where rider entries will be divided into heats. Finish positions will be added together with the low score being the best. Ties will be broken with the last round counting the most and the first round counting the least, then "TIE BREAKERS" come into effect. All riders who start a round will be given a finish position. Riders failing to start will be given a DNS and twenty five (25) will be used on that round for the master score sheet. Technical penalties will result in a last place finish. Disqualification penalties will be given a DQ, and thirty (30) will be used on that round for the master score sheet. If the DQ penalty is issued, no "year-end" points will be awarded to the rider. If a crash occurs on the first lap involving more than one racer and none of these racers can continue on, all the racers involved will be scored in the last highest finishing position and all receive the same points. For example, if there are 10 competitors in that heat and three crash on lap one and can't continue, all three would receive 8th place points. However, if the crash occurs after lap one, the finishing order will revert to the last officially completed lap prior to the crash.

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. For example, you miss your heat and run in a different heat, you finish first, you will be given a "1" for your qualifying, but will not be awarded the "10" points that accompany that finish for year end points.

Teams or racers are not allowed in the scoring area during racing.

PLACE	HEAT	FINAL
1st	10	25
2nd	9	22
3rd	8	20
4th	7	18
5th	6	16
6th	5	15
7th	4	14
8th	3	13
9th	2	12
10th	1	11
11th	1*	10
12th	1*	9
13th	1*	8
14th	1*	7
15 th	1*	6
DQ	0	0

*If ISOC has to run more than ten (10) riders in a heat, all riders scored after 10th will receive one (1) point.

The top ten (10) riders from the round robin will move into the final, the next fifteen (15) will race in the LCQ, if applicable.

(MN Regional events, 15 will advance to the final through rounds, no LCQ will be run at Regionals.)

TIE BREAKERS

In classes where transponders are used, ties will be broken by the better result of the last round, going back first to Round 2, and should that be a tie, going back to the better result of Round 1. In the event that both rounds are tied, the next tie breaker will be the fastest overall time in qualifying.

Qualifying tie breakers:

- 1st 2nd round result
- 2nd 1st round result
- 3rd Fastest Overall Time

In classes without transponders, ties will be broken as follows:

Qualifying tie breakers:

- 1st 2nd round result
- 2nd 1st round result
- 3rd Number of riders faced (total of all rounds)
- 4th Coin toss

PROVISIONAL STARTS

Provisional starts will be used ONLY at National events. Pro, Pro Lite and Sport riders who are in the top ten (10) in the point's standings going into the event will be allowed a back row start in the Last Chance Qualifiers (LCQ), should they not qualify for the LCQ through results from the rounds.

In the Pro AM +30 and Pro AM Women classes, the top five (5) will use provisional starts for row three (3) of the final if they didn't make the top 15.

STARTING POSITION:

If a front row starter chooses to move to the back row for the start, they must take a spot not already occupied by the remainder of the qualified riders. They will take whatever is left after the remainder of the final has lined up. If a front row starter does not show for the final, that spot **does not** get filled by the next spot (11th place). It remains empty and 11th place stays in the back row.

ALTERNATES

1. Alternates can be posted for the Pro/Pro Lite/Sport LCQ and/or the Pro/Pro Lite/Sport final. The same qualifying system will be used to determine the alternates as was used for the normal qualifiers.
2. The next available alternate(s) **posted** may start the race if one (1) or more of the normal qualifiers fail to start the final. (Alternates may not be used once a race has started, for example a red flag restart).

NATIONAL EVENTS

1. ALL National classes will run a two round format. Pro/Pro Lite/Sport will be the only classes to have an LCQ with the exception of Duluth (refer to event schedule). The top 10 qualifiers after two rounds will advance to the final. The next ten qualifiers will run the LCQ* with top 5 advancing to the final. All other classes, no LCQ will be run and the top 15 qualifiers will advance to the final. All finals will have 15 riders (10 in the front row, 5 in the back) with the exception of the pro class. (See Pro Class rules). This may be subject to change (see event schedules). Points will be assigned in the rounds and finals, but not in the LCQ.

*If the Sport class has more than 40 riders, the next 15 qualifiers will transfer to the LCQ, with the top five advancing to the final.

2. **Pro, Pro Lite & Sport Class Rules:** The Pros, Pro Lite, and Sport will run a two round format with an LCQ. The top 10 qualifiers after two rounds, will advance to the final. The next ten qualifiers will run the LCQ with the top 5 advancing to the final. All finals will have 15 riders (10 in the front row, 5 in the back row). Points will be assigned in the rounds and finals, but not in the LCQ. Pro Am Women/Pro +30 will run an LCQ if there are more than 25 riders.

Sport class that has more than 80 entries will be split into two separate races with two separate LCQs and finals. The top ten in points coming into the event will be split up with 1st, 3rd, 5th, etc. in points will be placed in one race (ex. Sport #1A) and the 2nd, 4th, 6th, etc. will be placed in another race (ex. Sport #1B). All other riders will be split randomly into the two races (Sport #1A and Sport #1B. Rounds, qualifying, lq, and finals will then take place as usual and points will be given out the same as any other event. No one can race both classes and no one will ever race anyone from the other class. Sport #1A and Sport #1B will be determined at the start of the day and stay that way until completion.

3. **Pro Open/Pro Lite Line Ups:** The top six/eight in points coming into the event will be placed in heats as follows:

- In a three heat scenario, the top six for Pro Open would be placed as follows: 1st & 4th in points – 1st heat; 2nd & 5th in points – 2nd heat; 3rd and 6th in points – 3rd heat. The remainder of the riders will be randomly placed in the heats and then the start order will be randomly chosen by the computer.
- Pro Lites will use the same scenario above but will use top eight so the 1st and 5th will be in 1st heat; 2nd and 6th in 2nd heat; 3rd and 7th in heat 3 and 4th and 8th in points in 4th heat for example

4. Seeding: A seeding process will be used for select classes at select events.

Riders will be allowed to run for a specified amount of time to get their fastest lap time during seeding. The lineup for the final will be determined by the fastest lap times.

5. Points:

PLACE	HEAT	FINAL
1st	10	25
2 nd	9	22
3rd	8	20
4th	7	18
5th	6	16
6th	5	15
7th	4	14
8th	3	13
9th	2	12
10th	1	11
11th	1	10
12th	1	9
13th	1	8
14th	1	7
15 th	1	6
DQ	0	0

POINT SYSTEM

1. For the Rider Championship, the points stay with the rider.
2. ISOC reserves the right to ask any rider to move up to the next highest class if necessary.
3. No points will be awarded in an LCQ.
4. All events count towards the season championship in their respective series unless stated otherwise.
5. At Regional events, all classes will use a round robin format and points structure.
6. The finish order of an event will be based on the number of laps completed by a rider.
7. It is the responsibility of the rider to verify they have received the correct points for a race. Riders will have ten business days from the posting of points on the

website to file a written protest to ISOC Headquarters regarding the riders concern. After ten business days, points will be reviewed at ISOC's discretion.

TIE BREAKERS & END OF SEASON POINTS STANDINGS

- 1st Result of the last event run in series counts the most.
- 2nd Next to the last round back to earlier rounds of series.
- 3rd Number of riders faced in entire series.
- 4th Number of riders faced in last round back to first round.
- 5th Coin toss.

AUTOGRAPH SESSIONS

Pro autograph signing is mandatory. The top twelve (12) riders in year-end points from the previous season must attend the autograph signing.

RIDER PAYOUT

Payout is based on the number of rider entries and the added purse money at each event. Payout will generally be for Pro Lite, Pro AM Women, Pro AM +30 and Pro classes only.

- 1. Added purse money will be in the Pro class.
- 2. ISOC reserves the right to modify payout schedule for any event.
- 3. Payouts for the National and ISOC owned regional circuits will be mailed out after the events.
- 4. Any rider with over \$600 in winnings at the end of the calendar year will be issued a 1099 tax form for the following year for tax purposes.
- 5. It is the rider's responsibility to know what manufacturers and other sponsors contingency program requirements are and to follow up on all necessary procedures to collect on these programs.
- 3. Trophies may be available at all ISOC events. The location where you can pick up your trophy will be announced at the riders meeting. Please bring your ISOC membership card.
- 4. All non-US residents could be subject to US tax laws and withholdings; ISOC reserves the right to withhold taxes per US tax laws.

TECHNICAL RULES – See ISR Rulebook

(Rulebook can be found and printed at isrracing.org)

Additional Rules:

Safety pre-tech takes place every morning in staging. Top 3 to tech after every round. Those failing to report to tech may be penalized or DQ'd.

120 Stock - (other than 4-5 class and Pro 206) – We allow open clutching engagement. This can be changed at any time per race director's discretion. It must stay max torque stock style clutch. If the unit did not come with a rear shock, we will allow a shock upgrade kit for the rear. Front shocks must stay OEM.

Pro 206 – Refer to rules page 131 of the ISR rulebook – “Pro 206” rules will be followed other than the front shocks. Front shocks can be replaced with aftermarket shocks. Open gearing is allowed but can be changed at any time per race director’s discretion.

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.isocracing.com.

PLEASE REFER TO ISR RULEBOOK FOR ALL THE UPDATES

CODE OF CONDUCT **CONDUCT**

Every Entrant or other member of ISOC 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 may have their existing membership and/or license suspended or revoked by ISOC. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties.

ISOC members may be required to take part in certain fan and media activities as directed by the officials. Such activities include, but are not limited to: Autograph sessions, television interviews, fan forums, tech talks, pit or paddock “open houses” etc. Failure or refusal to participate as directed, once scheduled and notified either in person or through the event schedule, supplementary regulations or otherwise, may result in the imposition of penalties. Arriving late, missing the event or departing early, without permission from the officials is a breach of this regulation. Except during periods of extreme inclement weather, or when permission of the officials is obtained, competitors may not enclose their paddock setups such that it obscures the view of fans of the majority of the activities including, at least, the preparation of the sled.

Teams are encouraged to be fan friendly.

Failure to obey the direction of an ISOC official or ISOC designated Series/Promoter representative, as such pertain to the procedures and rules that govern the organization and administration of any ISOC event will be considered a breach of the CODE.

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

Actions or in-action not otherwise specifically prohibited by this CODE, of an Entrant, Rider and/or member, while participating in any ISOC event, which is deemed by ISOC to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the CODE.

Actions or in-action 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 may be several mandatory meetings scheduled, including riders' meetings and entrants' or crew chiefs' meetings. Failure to attend, or late arrival is a breach of this CODE.

RESPONSIBILITY

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

DRUGS AND ALCOHOL

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

It is forbidden for any participant or ISOC Member to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time. Conviction or a finding of guilt in any criminal proceeding involving the illegal use of Illegal Substances or Controlled Substances may subject the participant / ISOC Member to sanctions under this Code. Nothing contained herein shall be construed as to discourage the proper use of medically necessary prescribed or over the counter medications. However, participants must adhere to section 5.4 of the Code.

It is forbidden for any participant or ISOC member to illegally possess, acquire or distribute any prescription or over-the-counter medication. Further, it is forbidden to misuse any prescription or over-the-counter medication in a manner not consistent with the prescription or instructions provided by the manufacturer and/or prescriber or pharmacist.

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 ISOC Event. ISOC's standard for being "under the influence" is that any person who is deemed to be acting abnormally or is impaired, at the sole discretion of ISOC, and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at ISOC's sole discretion, shall be deemed in violation of this Code. Further, while it is not a violation of this Code for any participant or ISOC Member to consume alcoholic beverages, in accordance with law and regulations, at an event site, it is a violation for any member to act in an unsafe manner anywhere at an ISOC Event as a result of any impairment. It is a violation of this Code to supply alcoholic beverages

at an Event site in violation of law or regulations, or in a manner to cause a violation of this Code.

ISOC may require participants/ ISOC Members to participate in systematic testing for drugs and/or alcohol. ISOC may require any participant or ISOC Member, to undergo testing for Illegal Substances, or use of Controlled Substances, prescription or over-the-counter medication or alcohol, in violation of this Code. Such testing may be done for suspicion of violation of this Code, either through reports from a reasonable source, or by observation of signs, symptoms or behaviors or may be done randomly. Further, testing may be done after any incident on or off track. Testing may be required either at an Event or away from an Event.

Refusal to promptly authorize and submit to such testing is a violation of this Code. Refusal to permit release of the results of any tests by any testing facility or person conducting such test, to ISOC, is a violation of this Code. Any testing done “for cause” or “reasonable suspicion” shall be done at the participant or ISOC Member’s expense. Testing shall be done at a facility of ISOC’s choosing. The results of such testing are not subject to protest or appeal. ISOC may publish the results of such testing at its discretion. A person or entity referred to in such notice shall have no right to act against ISOC or the person publishing the notice.

Where testing is not available, but where ISOC suspects impairment, for any reason, ISOC may remove the participant or ISOC Member from the facility, or take such other action as may be deemed appropriate.

Any participant or ISOC member who is found in violation of any part of this section may be required to undergo testing or re-testing prior to any further participation in any ISOC sanctioned event or reinstatement of any ISOC membership or privileges. ISOC does not provide rehabilitation services. Nor does this Code provide for periods of rehabilitation, with respect to this section of the Code. However, nothing contained herein is intended to dissuade anyone from seeking treatment or help for drug or alcohol problems, and ISOC strongly encourages participants or members in need to seek such treatment or help.

ISOC Circuit Contact Information

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ISOC Regional Series (MN)

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ISOC Affiliates:**Wisconsin:****Great Northern Sno-X Series (GNSS)**

Website : www.gnssracing.com

Illinois:**Great Lakes Regional Snowcross (GLX)**

Website : www.glxsnocross.org

Connecticut:**East Coast Snocross (ECS)**

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