Eagle River Sno-X Lions Club (ERSLC)

Rules

2026-2027 Race Season

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1. RIDERS AND ELIGIBILITY

1.1. ELIGIBILITY

1.1.1. All riders participating in the Eagle River Sno-X Lions Club, are required to be members of *Lions International*. To be a member you must have:

1.1.1.1. An existing Lions International membership (for existing Lions International members)

1.1.1.2. A family membership (for your immediate household)

1.1.2. Proof of membership is required as part of check-in for each event.

1.1.3. Fees

1.1.3.1. Your existing Lions International membership fees OR

1.1.3.2. Family Membership fee (Payable through ERSLC $130/year, can be signed up for on any event day).

1.1.3.3. Entry Fees: $30/day/class

1.1.4. Release of Liability

1.1.4.1. All riders must have a signed Release of Liability form on file prior to practice or racing. No rider under the age of 18 in the state of Alaska may compete without signed written consent of a parent or legal guardian. Parent or legal guardian MUST remain present at all times while a minor participates in a sanctioned race or practice.

1.2. CONDUCT

1.2.1. Riders are responsible for the actions of his/her-self, family, pit crew, and pets and they are expected to conduct themselves in a sportsmanlike manner. No rider, family or pit crew may be in possession of or under the influence of alcohol or illegal drugs of any nature before or during the races. No rider shall at any time ride in a manner that endangers his/her safety, the safety of other riders, officials or the public. Unnecessary trouble or unsportsmanlike conduct displayed by a rider, the rider's family, pit crew, or pets makes that rider subject to disqualification for the sno-x, day's events, or entire series as determined by the Referee or Board or Directors. All dogs must be kept on a leash not to exceed four feet at all times.

1.2.2. The rider must be able to maintain safe and proper control and stability of the machine at all times. If a rider has sustained an injury he/she will report to a board member before participating in further practice or competition. For the safety of the rider, competitors and track attendees, any on-track accident resulting in an apparent concussion (head injury, including temporary unconsciousness or temporary memory loss) will be excluded from further competition; the Referee shall make interpretation of this rule and all other rules.

1.2.3. Every rider and all persons participating in, or in any way connected with any race, will be bound by these rules for competition. For clarification of any rule, see the Board.

1.2.4. No one other than participating riders or race officials are allowed on the track during race day practice laps and races, except for parents guardians, or volunteers, in designated areas, at the discretion of the Board.

1.2.5. Exceptions may be given solely at the discretion of the Board. Those in the designated areas, may not interfere with any racing on the track, or their rider may be subjected to a penalty.

1.2.6. Conduct at any time that is inappropriate and detrimental to the sport or to the Racing Association's standing in the community will not be tolerated and could result in penalty, suspension and expulsion for the sno-x, day, series or Racing Association. Any riding outside of the designated riding areas or designated riding times will result in disqualification for the season. Off-limits areas include: **The Lower parking lot of Eagle River Lions Club (unless riding to and from your trailer), the football field and the baseball field. There will be no undesignated "free riding."**

1.2.6.1. Other: Any other areas designated by each additional Racing Association.

1.2.7. Participation in Racing Association sanctioned activities is a privilege and all participants agree that violation of Racing Association rules and procedures can lead to forfeiture or their competition privileges and/or membership.

1.2.8. No member or racer may speak on behalf of the club, association, race series, or Lions Club International to the media. All media inquires are to be referred to the Board of the ERSLC.

1.3. PROTESTS

1.3.1. On Track or Race-Related Protests:

1.3.1.1. Protests may be made only by the parents or guardians of riders, entered and competing in the class where the alleged infraction occurred. Any protest will be directed to the Referee (Or a board member **without** a child competing in that class – when possible). The Referee will assemble a protest committee comprised of three Racing Association board members who will rule on the protest. The Referee will ensure that committee members are not associated with the class in which the protest is filed. A simple two of three-majority vote by the committee will decide the protest. The Referee will then validate the decision by ensuring that it conforms to the current rulebook. The Referee's interpretation of the rulebook is final.

1.3.1.2. Procedural protests or those concerning rules or scoring must be submitted in writing to the Board.

1.3.1.3. All engine size protests; will be ruled on by the Board and no committee will be required.

1.3.1.4. All protests regarding points or other scoring/placement issues must be submitted to the Board by the Thursday prior to the next scheduled race. Should corrections be warranted, they will be made in advance of the upcoming race. All protests will be made within two hours from the completion of the sno-x. Any protests that involve placement or qualification for that day's main event will be resolved prior to the start of the main event.

1.3.2. Off Track Formal Protests:

1.3.2.1. All formal protests must be made in writing, by a rider's parent or guardian, in competition at the event, from the class in question, accompanied by a $300 cash protest fee. (If teardown is required)

1.3.2.2. When an official protest is made with the fee, the item to be protested must be clearly stated (a general protest will not be accepted), teardown (if required) will not be complete until protest is found to be of valid concern or proven warranted. If the protest is found valid, the fee will be returned to the protester. If the protest is invalid, the fee will be given to the protested owner for the inconvenience (fee transfer to be accomplished before the snowmobiles are released from inspection/ teardown).

1.3.2.3. The Referee has the final authority to determine the validity of a protest.

1.3.2.4. NOTE: There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to anyone on the Board, who in turn will request a report from the flagman or assigned officials on the course.

1.3.2.5. No protests will be accepted that refer to a Race/Technical Director's judgment or decision

1.3.2.6. It shall not be possible to protest or appeal technical inspection equipment, manual/electronic scoring, or manual/electronic timing equipment.

1.3.2.7. Formal Protests must be filed within thirty (30) minutes following the completion of the daily event or within thirty minutes following the official announcement of results for the class in question (whichever occurs first).

1.3.2.8. Properly filed protests must be addressed by sanctioning body before finalizing class results.

1.3.2.9. The protested rider or his mechanic must disassemble the engine in the presence of the Referee who will measure the displacement. The rider's machine will be impounded while not raced during that period and any maintenance must be observed. If the protested and protesting riders do not agree that the Referee is qualified to measure the displacement, an agreed-upon individual shall perform the measurement in the presence of the Referee. Any rider who refuses to comply with a protest will automatically lose the protest and suffer all consequences.

1.3.2.10. The following formula will be used to determined displacement: V=B squared, times .7854 times H; where V represents the volume or displacement, B represents the diameter of the bore, and H represents the length of stroke.

1.3.2.11. If the Referee decides in favor of the protesting rider, the protest fee will be returned to the protester. If the Referee decides against the protesting rider the protest fee will be paid to the protested rider.

1.3.2.12. In the event the engine displacement exceeds the allowable limits the rider will be disqualified and will forfeit all points for the day's racing.

2. EQUIPMENT

2.1. EQUIPMENT STANDARDS:

2.1.1. The following equipment standards must be met in order to participate in any practice and/or race event. A machine and rider apparel inspection may be done at any time at any racing event. Bring any questions or concerns to an officials attention so the Referee may provide, or determine with a final answer. The machine must be free of all obvious safety defects including:

2.1.2. The throttle must return freely to the off position.

2.1.3. Brakes must be in good working order.

2.1.4. All sharp or jagged edges must be removed or covered.

2.1.5. Repaired, cracked, or broken handle bars are prohibited.

2.1.6. Exhaust must be securely affixed and functional.

2.1.7. No license plates, stands, brackets, mirrors, glass, or any other equipment constituting a hazard to the rider or other competitors will be allowed.

2.1.8. Hoods, door panels, and rear snow flap must be securely fastened at the start of the riders practice session. Damage occurring during the event will be evaluated on a case by case situation by the Referee. Hoods, door panel, and rear snow flap damage waived by Referee for the remainder of the day must be repaired prior to the start of the next scheduled series event.

2.1.9. New Rider or Unknown Equipment: New riders are encouraged to sign up for any class based on skill level and not the classes based on sled standards. However, if the rider places in the top 3 positions their sled and riding ability will be evaluated and the rider will be moved to the appropriate class.

2.2. NUMBER PLATES

2.2.1. Riders shall have numbers on the hood or windshield and on the door panel or tunnel plate on both sides. Numbers will be as large as possible for the given surface mounted.

2.2.2. Assignment of numbers: Riders assigned numbers in the previous season will automatically retain that number from one season to the next provided they pay their membership dues prior to the first points race. All "new" riders will choose from any available number on a first come first serve basis.

2.2.3. Riders are responsible for compliance with these guidelines because unreadable or missing numbers may result in the rider not being scored correctly. The first time a rider does not display their appropriate assigned number; he or she will be given verbal warning. If the rider does not display the appropriate assigned number at the next race event he or she forfeits all points and awards for that race day.

2.3. RIDING GEAR

2.3.1. A helmet must be worn and secured at all times when riding to include movement in the pits, to and from the pits, and movement to the start line. All helmets must be full coverage or full-face unit. Helmets must be certified to meet or exceed the U.S. D.O.T. current Federal standard.

2.3.2. Chest Protection:

2.3.2.1. Chest protection must be worn by ALL riders - at ALL times during practice, moto, or main event.

2.3.3. Goggles must be worn at the start of each practice, moto, or main event.

2.3.4. Knee pads are suggested during practice, moto, or main event.

2.3.5. Footwear, above the ankle, must be worn at all times during practice, moto, or main event.

3. RACES:

3.1. SNO-X:

3.1.1. Sno-X is conducted on a closed out-door course, includes both right-handed and left-handed turns, and includes hills, jumps and other terrain that necessitates breaking. Natural terrain will be included whenever possible.

3.1.2. The format for each days races will be as follows:

3.1.2.1. First Heat: Practice

3.1.2.2. Second Heat: Moto-1

3.1.2.3. Third Heat: Main Event

3.1.2.4. Heats and Main Event lengths will be determined by the Referee and published prior to the start of racing. Changes during the day for safety or other concerns will only be made by the Referee and will be broadcast in a manner reasonable for the given venue.

3.1.2.5. Riders will be notified of the order of Classes (Heats and Main Event) prior to the start of racing.

3.2. RACE RULES

3.2.1. You must sign up for events during the designated signup time. If you are more than 10 minutes late for signups, you may miss the opportunity to race for the day.

3.2.2. The track is closed during grooming and once grooming begins is closed until the race. Any unauthorized member found riding on the track will be disqualified from the next race.

3.2.3. If a rider acts in an unprofessional manner in the pits, enroute to the track, or at the starting line they will start facing backwards on their sled behind the backrow.

3.2.4. All starts will be made with a flag operated by a human.

3.2.5. A warning will be given that the race is about to start. At that time the flag person will confirm with each rider (by pointing and head nod of the rider) that they are ready to race. Once all riders have indicated they are ready to race, the flagger will start the race at their discretion. The race begins as soon as the tip of the green flags rises off the racetrack.

3.2.6. Any rider(s) jumping the start (starting before the flag is raised) shall cause a restart. The starter will have sole authority in determining jumped starts. At the restart the rider(s) involved may be penalized by starting behind the back row. If the same rider is judged by the starter to jump the start a second time, he/she may be penalized by one lap.

3.2.7. Any rider or parent/guardian arguing with the starter concerning jumped starts will be disqualified from competing in that moto.

3.2.8. Any rider starting with the wrong group on split starts will not cause a race to be restarted, but stated individual rider will be penalized one lap.

3.2.9. In the event of a false start, the race officials will display the red flag to stop the race as soon as practical and the starter will reorganize the restart.

3.2.10. If the race is stopped for any reason with less than 60% of the moto length in regard to laps at the finish line having been completed, the race must be considered void and restarted. If the race is stopped with more than 60% of the race being completed the race will be considered finished with the rider standings computed based upon their position at the finish line on the lap prior to stoppage of the race.

3.2.11. A race can be stopped under the following conditions:

3.2.11.1. False start or starting flag malfunction. The starter will have the sole authority in determining false start or starting flag malfunction. First turn crashes are not acceptable justification for a restart regardless of the number of riders involved, unless injuries or hazards result. The rider responsible for the false start, may be forced to start behind the back row. (as per 3.3.5)

3.2.11.2. At the request of a medic or medical concern when attending to an on track injury is difficult or impossible with race in progress.

3.2.11.3. Any unforeseen or uncontrollable hazard deemed justifiable by the Referee or Starter to include wild or domesticated animals such as moose, beaver, muskox, sasquatch, squirrel, un-hibernating bears, bald eagle, salmon, wolf, coyote, etc.

3.2.11.4. Should a rider domesticated pet force a restart, the rider will be penalized one lap.

3.2.12. Any rider leaving the boundaries of the prescribed track as defined by track markings shall continue the race from the point where he/she left the course. Penalty for failure to do so will be forfeiture of one lap if the Referee determines the rider gained a clear advantage. The only exception to this rule is if the rider left the course to prevent a collision with or injury to another rider and did not gain a clear advantage.

3.2.13. No race or pre-race day practice will occur without being previously scheduled or approved by the Board.

3.2.14. The machine that leaves the starting line for the rider's first moto shall be deemed the qualified machine and is the only machine the rider may compete on for that day in

that class unless prior approval from the Referee. A rider may change, in kind, any component of the qualified machine with the exception of the frame.

3.3. FLAGS

3.3.1. Green – Start of race or practice

3.3.2. Yellow- Danger on course

3.3.3. Red- Stopping of race for an emergency or restart

3.3.4. Blue/Orange Strip-Be aware of lap track on course, make way as appropriate

3.3.5. Black- Rider leave track and report to Referee.

3.3.6. White- Last lap

3.3.7. Checkered- End of race

3.4. FLAG RULES

3.4.1. Blatant failure to honor ANY flag will result in additional penalty to be determined by race officials.

3.4.2. Riders must slow down and keep their track on the ground when a yellow flag is up. The caution area begins at the yellow flag and ends 50' beyond the danger area. **The flagger is NOT responsible for helping the downed, stuck, or injured rider.** Their primary job is to ensure the situation does not become worse. The flagger will point to the clear direction for the racers to proceed, as they approach.

3.4.3. Other parents, guardians, or race officials will help clear the caution area. If unable to clear in a timely manner the Referee will make the decision to stop or continue racing based on the safety of all riders.

3.4.4. Riders may not pass any other rider, to gain a position or otherwise, under a caution (yellow flag) environment.

4. PRACTICE AND GATE POSITIONS:

4.1. RIDERS MEETING AND PRACTICE:

4.1.1. Riders' meeting will be held prior to races starting, by a designated official. The classes, order and length of motos/practices and all track information will be announced. Any questions **or** concerns will be brought to the attention of the Referee at this time.

4.1.2. All riders will have the opportunity to practice providing they are present during the time allowed for practice. Riders will practice with the class or classes they have signed up for. During practice all riders must pass by the practice starter, failure to comply will result in starting behind the back row on their first moto. All exceptions must be cleared with the starter.

4.1.3. Practice will consist of a minimum of two laps for all classes

4.2. GATE POSITIONS:

4.2.1. Riders' Gate positions will be determined on a first-come basis. A rider or parent must be at the gate to reserve the gate.

4.2.2. The rider/parent may pack the ground behind their gate. No packing, shoveling or other alterations to the ground may be made in front of the gate.

4.3. RACE OFFICIALS:

4.3.1. Referee: The Referee is responsible for the timely order of the event. He/ she must work closely with the Starter, Score Keeper and Announcer.

4.3.2. Starter: The Starter is responsible for the proper timing, starting and finishing of practice and each race. The starting gate/flag operator will be under the authority of the Starter. The Starter must be familiar with the current Racing Association Rulebook. He/she has the authority to restart or stop any practice or race or signal any riders off the track if deemed necessary, based on the guidelines established in this rulebook or as directed by the Referee. The Starter will make sure that the Caution Flag personnel are in place prior to allowing riders on the track.

4.3.3. Caution Flaggers: Yellow Flaggers are required to warn riders of any obstacle on the track that may be hazardous and to point out the safest route around the hazard. Downed riders, stalled machines, course marker on track, etc.; all require the Caution Flag person to wave the yellow flag to alert oncoming riders. The caution flag person must remain in his/her position during all times that riders are on the track. If the flag person temporarily leaves for any reason, a substitute must be found and properly instructed. The caution flag person must not leave his/her position to assist a downed rider or remove an obstacle if it means oncoming riders will not be warned. **Races will NOT be started without all flagging positions being occupied.**

4.4. CLASSES

4.4.1. Riders will compete in classes determined by engine displacement, skill and age.

4.4.2. **STOCK 120 CLASS:** This class is for our younger riders.

- 4.4.2.1. Stock engine (Top and Bottom End)
- 4.4.2.2. Adjustable main jet allowed
- 4.4.2.3. Governor elimination allowed
- 4.4.2.4. Stock intake
- 4.4.2.5. Stock exhaust. No exhaust repairs allowed without approval from the board.
- 4.4.2.6. Stock clutching or equivalent.

4.4.2.7. Gearing is allowed and #35 chain allowed

4.4.2.8. Stock suspension. Replacement shocks are allowed (both stock and aftermarket.) Adding shocks is allowed. Long track kits will not be allowed.

4.4.2.9. Ergonomic modifications will be allowed. Such as running boards, handlebars and risers, grips, levers, seats, widening kits, etc.

4.4.2.10. Track screws allowed but no studs allowed

4.4.2.11. *Note: Arctic Cat 2010 to present with Yamaha engines will be allowed to run Cam Kit from RecMotor*

4.4.3. **IMPROVED STOCK 120 CLASS:** This class is for our intermediate level riders, and is not recommended for a first-year racer. Refer to the above class and add the following items. This class is designed for clutching and gearing changes for performance.

4.4.3.1. Primary clutch changes are allowed and can be 35 or 40 series chain

4.4.3.2. Primary and Secondary gear changes allowed

4.4.3.3. Aftermarket silencer allowed

4.4.3.4. Aftermarket intakes allowed

4.4.3.5. Valve spring changes allowed

4.4.3.6. Stock bottom end of engine

4.4.3.7. Must have stock rear rails and can have additional rear shocks

4.4.3.8. Widening Kits are allowed

4.4.3.9. Track screws allowed but no studs

4.4.4. **EXPERT 120 CLASS:** This class is for our advanced level riders, and is not recommended for a first-year racer. Refer to the above class and add the following items. This class is designed for top end engine modifications for performance.

4.4.4.1. Stock bottom end required

4.4.4.2. Any head gasket allowed

4.4.4.3. Head decking allowed

4.4.4.4. Head intake and exhaust porting allowed

4.4.4.5. Carburetor boring allowed

4.4.4.6. Track screws allowed but no studs

4.4.5. **206 CLASS:** This class is for our advanced level riders with a purpose-built race sled. Must be an experienced racer. Refer to the above class and add the following items.

4.4.5.1. Sled can have the same chassis from the Expert Class but able to replace motor with LO-206 engine.

4.4.6. **120 OPEN CLASS:** This class is for our advanced level riders with a purpose-built race sled. Refer to the above class and add the following items.

4.4.6.1. NO cc limit – cart style engine

4.4.6.2. Must have stock hood and must be able to close properly

4.4.6.3. Track screws allowed no studs

4.4.6.4. Long tracks allowed

4.4.6.5. Custom tunnel allowed, must maintain stock front tub and hood specifications

4.4.6.6. Must pass safety inspection prior to racing, subject to referee's discretion

4.4.6.7. Run what you brung!

4.4.7. **STOCK 200 CLASS:** This class is for our riders with manufacture built 200 race sleds. Yamaha, Polaris and Arctic Cat 200 series sleds. IF IT DOESN'T SPECIFICALLY SAY YOU CAN DO IT, YOU CANNOT DO IT.

4.4.7.1. Stock engine (Top and Bottom End)

4.4.7.2. Adjustable main jet allowed

4.4.7.3. Governor elimination allowed

4.4.7.4. Must have stock rear rails

4.4.7.5. Additional rear shocks allowed

4.4.7.6. After market A-Arms allowed with Ski Stance up to 34"

4.4.7.7. Aftermarket skis allowed

4.4.7.8. Modified steering post and seats for smaller riders allowed

4.4.7.9. Aftermarket suspension allowed

4.4.7.10. Track screw allowed, but no studs

4.4.7.11. Rear suspension arm allowed to be strengthened or modified within OEM specifications

4.4.7.12. Suspension travel may not be altered

4.4.7.13. Aftermarket/custom running boards, bumpers, and chassis bracing allowed. Must pass safety inspection prior to racing, subject to referee's discretion.

4.4.8. **200 OPEN CLASS:** This class is for our advanced level riders with a purpose-built race sled. Refer to stock 200 class and add the following items.

4.4.8.1. NO CC limit – cart style engine

4.4.8.2. Must have stock hood and must be able to close properly.

4.4.8.3. All track lengths allowed

4.4.8.4. Custom tunnel allowed, must maintain stock tub and hood specifications

4.4.8.5. Must pass safety inspection prior to racing, subject to referee's discretion.

4.4.8.6. Run what you brung!

4.4.9. All classes are offered at the discretion of the Racing Association. Some engine displacement, skill and age classes may not have a sufficient number of riders to be separated into the above skill levels. In these cases riders will be separated into skill level determined by the Referee based on safety.

4.4.10. Three riders are required to make a class. Two riders are required to continue a class established by the Racing Association. In the case that there are not two riders signed up for a particular class that class will run on that race day (the racer will be combined with another class based on safety) and that rider will be awarded applicable points for THEIR class, not the class they were combined with.

4.4.11. A rider may enter two or more classes when both he/she and his/her machine(s) meet the qualifications of the classes entered. Racers are able to race in a more advanced class, but not a lower class.

4.5. ADVANCEMENT

4.5.1. If a rider places in the top three the previous season, they must move up a class, if applicable for the current race season.

4.5.2. A rider moving up in a class voluntarily or by the direction of the board will take 100% of their points after the first race. The rider will take 80% of their points after the second race. The rider will take 60% of their points after the third race and no points after the fourth race.

5. POINTS, SCORING, AND AWARDS

5.1. POINTS:

5.1.1. There are two points systems, one system for determining the daily overall winners and one for Championship points.

5.1.2. Daily Points: The daily scores are based on Moto 1 and the Main Event. Riders will receive one point per finish position. The rider with the least number of points from both motos will be declared the winner. In the event of a points tie, the rider with the better second moto finish will receive the higher overall finish.

5.1.3. Season Points: Season points will be calculated based on the following table. Points are awarded for Moto 1 and Main Event.

5.1.3.1. Eagle River Sno-X Series: 1 Dropped Race (FULL DAY). The lowest scoring points day will be dropped at the end of the season. (If you miss a day- this will count as your lowest points day)

5.1.4. Placement for Points:

FINISH	POINTS	FINISH	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

5.2. SCORING:

5.2.1. To receive the appropriate points, a rider must successfully start the race in order to accumulate points for the heat. Final order of finish when the leaders cross the finish line will determine place, score, and therefore points from 1st place to last (ie DNFs do not prevent scoring or points).

5.2.2. Did Not Start (DNS) Riders not starting a moto will not receive any points.

5.2.3. A rider receiving points in one moto, but black-flagged in the other moto, does not forfeit the points earned in the one moto, provided the rider obeys the black flag.

5.2.4. At the sole discretion of the Referee a class may be scored from one moto.

5.2.5. The series championship will be awarded to the rider with the most series points accumulated. In the event of a points tie, the person with the most main event wins, will be declared the winner. When there are no main event wins, or a tie of main event wins, then the rider with the most combined heat and main event wins will be declared the season champion. To be eligible for a series championship and year-end awards, riders must participate in at least two-thirds of the sanctioned point's races in the series and must be members of the Racing Association.

5.3. TRANSPONDERS

5.3.1. The transponder system is the official race results and scoring method. There will be one lap counter keeping track of laps manually in the event of power loss or malfunction of the transponder system. The manual lap count sheet will be used for this purpose ONLY.

5.3.2. Racers are REQUIRED to have a transponder for motos. Transponders can be purchased or rented on a first come first serve basis.

5.3.3. Race results will NOT be modified for racers who fail to have a properly functioning transponder on their snowmachine or for racers whose transponders fail due to user error during a race. Exceptions to this rule include:

5.3.3.1. Events occurring during a race which permanently damages the transponder or results in the transponder breaking free from the snowmachine.

5.3.3.2. Loss of power or malfunction of the transponder timing loop or data acquisition system.

5.3.4. It is the responsibility of the racer to ensure they have a transponder firmly and correctly mounted to their snowmachine, and that the transponder is charged and activated prior to the start of a race.

5.3.5. Racers who do not start a race with a functioning transponder are not eligible to receive points, payouts, awards, hole shot awards or any other acknowledgement of participation in that race, regardless of their race result or standing in the championship points series.

5.3.6. The transponder system will be operational for practice, and it is the racers' responsibility to ensure their transponder is functioning properly.

5.3.7. The club is not obligated to provide charging stations for individually owned transponders; it is the racers' responsibility to ensure their transponder is charged prior to race day or to provide charging capability during the race day. A fully charged transponder lasts up to 4 days.

5.3.8. The club may use lap times gathered from the transponder system to justify forcing a racer to move up a skill level in the event the racer fails to make the move voluntarily. If your lap times are comparable to the class above you, you may be forced to move up or forfeit points for races.

5.4. AWARDS

5.4.1. The organization will provide daily awards for the Stock 120 Class, and all other classes daily awards will be determined by availability. All classes will receive end of year championship awards.

6. MISCELLANEOUS

6.1. Parking fee for each event is a nonperishable food donation or a determined gate fee per event.

6.2. There are NO REFUNDS.

6.3. The Racing Association will NOT compensate any race officials.

7. THE ASSOCIATION

7.1. The Racing Association is a Non-Profit Corporation composed of a body of dues paying members. The Board of Directors are volunteers that represent the members.

7.2. An annual meeting of the Board of Directors will be held to review race rules, expected venues, and schedule.

7.3. The local track president or designated appointee will perform the duties of race marshal and will be directed to maintain consistency in race formats/rules enforcement, etc. at the hosting location. The local track president is responsible for all actions while the race is underway. This includes up to the disqualification of riders during or immediately after (only in the case where a rider could not be given a black flag for extenuating circumstances) the event for which he witnessed or was advised of by track personnel (starter, caution flaggers, and medics).

7.4. Once the committee has ruled by majority on the protest their ruling is handed over to the Referee. The Referee's function at this time will be to determine that the ruling is consistent with the rulebook and will have no power to overrule the

Committee's decision. If the Referee determines that the ruling is not consistent with the rulebook it is returned to the Committee until it follows the rulebook. The Referee will have the final word on interpretation of the Rule Book. Once ruling has been finalized it will be announced.