



2009 – 2010 MSRA Racing Rules

Hillcross Hilldrags 120x

Effective : February 23, 2010

All racers and spectators are required to familiarize and abide by the rules listed.

Any questions concerning rules should be directed to the MSRA RACING Race Director.

All rules are subject to change without notice.

Please visit the MSRA RACING website at www.MSRARacing.com
for the latest rule changes and additional information.

General Requirements - All Classes

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

Tether Switch - In the event that a driver becomes dislodged from his/her machine or crashes, and the engine continues to run, and the tether switch fails to function or is not properly attached to the driver while the engine is running, the driver will be DQ'd from the heat in which the infraction occurred. It is the driver's responsibility to make sure that the tether is attached and functioning properly.

Safety Switch - A functional and operational secondary safety shut off (kill switch) that will terminate ignition is mandatory for all classes.

Track and Traction

Studs are only allowed in the 600 Trail class.

Studs will be allowed in Semi Pro and Pro Classes at Quadna Mountain Park.

Ignition & Electrical

All light lenses must be taped over with transparent tape.

Ski Suspension & Steering

Aftermarket skis are allowed. Skis must be commercially available.

Maximum ski distance is 43.5" measured under the spindle.

The carbide runner must be centered on the ski board.

No sharp edges allowed on skis.

May reinforce ski on the top side only.

Skis and ski loops must be intact at the start of the race. In the interest of safety, a driver may be DQ'd if a ski loop is damaged in such a way as to cause a hazard.

Ski loop leading edges not 1" in width must be padded.

Ski skins are allowed.

Ski Runners

Runners must be commercially available. Host bar may be any shape.

Only 1 cutting edge is allowed. The minimum cutting angle is 60 degrees. No grinding or modification of the host bar or cutting edge allowed.

Frame & Body

Dulled foot traction devices are allowed on the running boards.

Running board extensions are not allowed.

The rear snow flap must be in contact with the course surface when the driver is seated.

The rear snow flap must be held down and restrained for rearward movement.

Snow flaps must be restrained with non- elastic material.

The rear snow flap must be constructed of a semi-rigid material.

Snow flaps must overlap the widest part of the rear tunnel opening by at least 1" on each side.

Race Director Authority

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

The race director shall have the voice of authority to discipline the participants for violations of any rules or unsportsmanship. Discipline can be up to and including exclusion from current and upcoming events.

The technical / race director shall carry and be responsible for the official specifications and verification of equipment and machines.

Race director may cancel, or shorten any race for reasons of safety.

The number of competitors that can be safely on the course at any one time will be determined prior to the event. Assume 6 sled finals.

Flag Definitions

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

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

YELLOW FLAG: A yellow caution flag indicates there is an injured rider or broken machine on the course and that racers are required to slow down to a safe speed until through the incident. **NO** passing or jumping is allowed in any yellow flag zone (the area from the yellow flag to the end of the incident) All drivers will slow down, proceed with caution. All sleds must roll over the terrain in a yellow flag zone: Jumping under a yellow caution flag is a safety hazard, any rider caught jumping under yellow will be DQ'd and receive no points for that heat.

RED FLAG: The race will stop immediately, regardless of your position on the track. Slow down and stop with caution as the drivers behind you may not have seen the red flag.

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

Hillcross Technical Violations

Receiving unauthorized assistance.

Failure to stop for post race tech inspection.

Allowing non-registered drivers to operate a driver's machine on the track during practice or a race.

Running without helmet strapped, without neck brace and shin pads.

In the event a driver becomes dislodged from their machine or crashes, and the engine continues to run, the tether fails to function, or is not properly attached to the driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred.

Driver may be penalized at start of race for:

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

Leaving the Course -Drivers leaving the course must re-enter in a safe fashion, as soon as possible without gaining any positions or advantage. Failure to follow this procedure will result in disqualification with no points for that heat.

Unsportsmanlike Conduct

Any dangerous or foolish driving or unsportsmanlike conduct on the course, in the pits, or anywhere else on the race grounds could subject driver to DQ at the discretion of the race director

Obstruction

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

Signals

A driver who has spun out or stalled (crashed) should raise both hands over their heads to indicate that no more movement will be made and to indicate no injury.

**** In the case of a close finish (any place) the flag man will determine the winner and his/her decision will be final.**

Conduct of Drivers, participants or crew:

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

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

Driver Regulations

All drivers and crew who enter secured areas within the facility must be aware of and abide by these rules and all applicable rules in the general competition section.

Race registration:

You may register online at www.MSRARacing.com for all racing.

A signed waiver is required for all personnel, pit crew, and racers at each event. You will be required to sign waiver upon entering the MSRA RACING pit / parking area.

All drivers must be registered and have signed a release waiver. Any racer caught on the track without first registering or signing the waiver will be disqualified.

Any class may be eliminated or combined, at the sole discretion of the race director, with less than 2 official entries at close of registration. In the interest of time considerations and track safety, MSRA RACING reserves the right to limit registration entries.

All participants must be responsible for the proper disposal of hazardous materials (examples: gasoline, oil, antifreeze, etc) and waste (garbage).

Mandatory Driver Protection Equipment

- Helmet must be full protective coverage and carry the 2005 Snell Foundation Approval code. Helmet must be 75% Orange Helmets must be securely fastened on the track - violation of helmet strap will result in DQ for that race.
- Neck brace - similar to the EVS rc2
- Eye protection is mandatory. Goggles or full length full face shield.
- Legal Safety Jacket – TecVest The use of upper body protection is mandatory. MSRA RACING strongly encourages the use of snocross designed protection such as a Tekvest, however motocross vests that provide both full front and back protection along with shoulder pads will be allowed..
- Shin and knee guards
- Suggested safety equipment - Mouthguards, elbow pads, Over the Ankle Boots, Gloves, Long Sleeved Shirt, and padded Snow Pants

Any safety equipment questions should be directed to the MSRA RACING Tech Director.

Driver Identification Bib and Decals

All drivers will wear the number approved by MSRA RACING. It is the driver's responsibility to provide themselves with a bib or other form of their assigned number on their back. In addition, rider bibs / jackets must contain aprox. 144 sq. inches of orange material on the back

The driver's assigned number must be displayed on both sides of the snowmobile. The number must be a minimum of 6" tall, 3/4" wide. No italicized number are allowed.

ALL NUMBERS MUST BE CLEARLY VISABLE OR YOU WILL NOT BE SCORED.

Race Entry Requirements:

All racers must be MSRA Racing member to take part in any event. Racers must apply MSRA Stickers to their sleds, as well as any sponsor stickers to qualify for points. MSRA will provide all stickers with valid memberships.

Preregistration will be done online Wednesday before the race event.
Entries accepted after this will be assigned late fee of \$25.
Race board will be posted prior to the event.

Start Times

Drivers Meeting 9:00am SHARP – NO EXCEPTIONS

Practice 9:15 am

Racing Begins 10:00 am

Driver's Meeting

The mandatory drivers meeting will be held at an announced time and place. It will be Conducted by the race director and/or race promoter. Descriptions of the course, flags etc. will be made. Tickets, pins, etc may be used to check the identity of drivers at the meeting. Drivers not attending this meeting are subject to penalties

Staging Area

Reasonable speeds (zero track spin) will be observed in the pit and staging areas.(5mph max.) The order of events will be posted on a board in the staging area. It is the driver's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called.

Warm Up Stands

Snowmobile stands that catch and retain traction components, and other items that may be thrown by the track are mandatory. A proper stand must be used whenever the machine is raised to clean out the engine or the track and must be used in the pit/staging areas at all times. The stand must be constructed of a metal material sufficient to contain items that might be thrown by or from track. Side extensions are mandatory and at a minimum must extend to the center of back axle

Race Start and Start Line

The driver is the only person allowed at the start line.

Once the machine reaches the start line on its own power, the machine is considered to have started the race.

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

Class Structures:

All classes will be improved stock

Pro Open and Semi-Pro Open will allow full modification of chassis and engine up to 1000cc.

Class entry is at the digression of the race director

Hillcross Class Structures

Freestyle

10-13

14-17

600 Fan

Vintage

Any production leaf spring snowmobile qualifies for the leaf spring class. Open engine Displacement

Beginner 600 Stock

(Beginners only. If riders have raced within five years, they are not eligible for Beginner and must run Sport. The class will be open to all sleds that comply with the safety requirements, but it is intended for STOCK 600 cc machines designed and manufactured to be raced on snocross tracks. – NO MODS)

Trail (Traction Class)

This class is designed for aggressive trail riders who want to give Hillcross a try—on their trail sleds. MSRA RACING Race Director reserves the right to make clarifications on which sleds are considered “trail” and which are “race.”

The general rule is, if the sled is converted for snocross, including rider positioning and snocross suspension mods, it should be raced in the Sport classes.

Womens Sport

Womens Pro

Sport

500

600 Stock

600 Improved Stock

700 Improved Stock

800 Improved Stock

900 Improved Stock

Open

Semi Pro

500

600 Stock

600 Improved Stock

700 Improved Stock

800 Improved Stock

900 Improved Stock

Open

Pro

500
600 Stock
600 Improved Stock
700 Improved Stock
800 Improved Stock
900 Improved Stock
Open

Age Classes

(800 cc max – No Pro Riders – Ages on January 1st of Race season)

25+
30+
35+
40+
45+
50+

Ultra Pro Open (Must race 4 Pro Classes – 100% payback)

Sponsors Cup (First 3 Races – payout after the series)

Mechanics Race

HillDrags Class Structures

Trail (Beginning racers only)

Semi Pro

600 Stock
600 Improved Stock
700 Improved Stock
800 Improved Stock
900 Improved Stock
Open

Pro

600 Stock
600 Improved Stock
700 Improved Stock
800 Improved Stock
900 Improved Stock
Open

Ultra Pro Open (Must race 4 Pro Classes – 100% payback)

Sponsors Cup (First 3 Races – payout after the series)

120 Classes:

Stock 4-7

Stock 8-12

Stock Classes are considered stock. Gearing, clutching and suspension changes are allowed. Engines **MUST REMAIN STOCK**. No modification of engine is allowed.

Improved Stock 4-7

Improved Stock 8-12

Champ 120x

Scoring

A motocross 2 heat style format will be used for all race scoring. Each racer / entry will have the opportunity to run two heats per class, and the overall highest point totals will determine the final positions. In the case of a tie, the higher finisher in the second heat will determine the winner.

Heat Points are as follows:

1st - 10

2nd - 9

3rd - 8

4th - 7

5th - 6

6th - 5

7th - 4

8th - 3

9th - 2

10th - 1

Prizes & Payback :

Sport, Jr & Womens, Beginner

Semi-Pro & Age Classes

Pro

Ultra Pro

Medal Classes Top 5 places

Medal Top 3 places are trophies & 50% payback

Medal for 1st place and 75% payback

100% payback (must also run 4 Pro classes)

Year End Points

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

End of the year points winners will receive Free Entries and Membership for the next season as well as a sponsored Number 1 Number plate to run all season long.