



## 2023-2024 SUNDAY FUNDAY RULEBOOK

[SUNDAYFUNDAYX.COM](http://SUNDAYFUNDAYX.COM)

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**TECHNICAL RULES**

For further clarification Sunday Funday follows rules and guidelines set forth by ERX.

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 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.sundayfundayx.com](http://www.sundayfundayx.com).

## INTRODUCTION

Welcome!

This 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 rulebook and should be prepared to abide by them. Any questions concerning rules should be directed to the Sunday Funday Race Director.

The regulations consist 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 the racer's responsibility to present a snowmobile that is legal at all times. It is not Sunday Funday's responsibility to detect every rule violation at every inspection.

If you have any further questions concerning rules, please contact us at [info@nerscoring.com](mailto:info@nerscoring.com). The rule book was published on 8/31/2022. All rules are subject to change without notice. Please visit the Sunday Funday website at [www.sundayfundayx.com](http://www.sundayfundayx.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. We reserve the right to change or modify these rules at any time.

### **Riders under 18 years of age:**

1. Riders under the age of eighteen (18) years are required to have a Minor Waiver on file. Waivers are available on the ERX website, the Registration website, or in person at the track.
2. Riders under the age of eighteen (18) are required to sign the minor waiver and assumption of risk acknowledgment at rider check in at each event. Waivers are available on the ERX website, the Registration website, or in person at the track. No Exceptions!
3. Riders under the age of eighteen (18) must have a parent or legal guardian with them at check in.

## CLASS DESCRIPTIONS:

**120 CLASSES:** Please refer to the ERX Rulebook for all technical aspects and acceptable models of 120 Classes\*

**DITCHBANGER/TRAIL CLASSES:** This class is designed for aggressive trail riders that want to race their trail sleds or outdated snocross sleds. Current model race replica sleds (Arctic Cat ZR 6000R, Polaris 600RR, SkiDoo MXZ X-RS) should be entered in the snocross class.

**SNOCROSS CLASSES:** The class will be open to all sleds that comply with the safety requirements, but it is specifically intended for snocross machines designed and manufactured to be raced on snocross tracks.

**JUNIOR CLASSES:** Please refer to ERX rulebook for all tech aspects and acceptable models of Junior Classes\*

## RACE CLASSES:

- **120 Stock: STOCK!** Sleds in this class must run the following gearing ratios: Polaris is set to run 420. Arctic Cat, Yamaha, and Skidoo are set to run 410. You can alter gears (run a taller top/smaller bottom) but the final drive ratio must equal what is called out.
- **120 Improved Stock:** This class is Improved Stock – You may change gear ratios.
- **120 Champ/Open:** 120cc open/mod sleds
- **200 Stock:** Stock only! The only modification allowed is suspension springs. Clutching, exhaust, gearing, and shock absorbers must all be OEM and cannot be deviated from stock per ERX Stock 200 regulation.
- **200 Open & 206 Class:** 120cc stock sleds with a Briggs & Stratton Lo206 engine & Non-Stock 200 Sleds
- **Transition 8-10: (see ERX rulebook for acceptable models)** ERX Transition 8-10 Rules, NO Studs. RPM Restrictions & Half Throttle.
- **Transition 8-12: (see ERX rulebook for acceptable models)** ERX Transition 8-12 Rules, NO Studs. RPM Restrictions & Half Throttle.
- **Junior 10-13: (see ERX rulebook for acceptable models)** ERX JR Novice 10-13 Rules, Studs Allowed. RPM Restricted & Half Throttle
- **Junior 14-17: (see ERX rulebook for acceptable models)** ERX JR 14-15 Rules, Studs Allowed. Half Throttle.
- **Youth Open (Under 18):** Open Class, Up to 600CC, Open ECU, Open Throttle. Studs Allowed.
- **Plus 30 Snocross:** Ages 30+
- **Ditchbanger 1980-89:** Years 1980 -1989
- **Ditchbanger 1990-99:** Years 1990 - 1999
- **Ditchbanger 2000-09:** Years 2000 - 2009
- **Ditchbanger Twins:** 2 Cylinder
- **Ditchbanger Triples:** 3 Cylinder

**\*Please submit class suggestions to on-site Race Director\***

**\*ALL PRICES ARE SUBJECT TO CHANGE\***

**GATE FEES FOR SPECTATORS:**  
ADULTS 13 AND UP: \$10.00  
CHILDREN 4-12: \$5.00  
CHILDREN 3 AND UNDER: FREE

**RACE REGISTRATION FEES:**  
*PRE REGISTERED*  
NON-PAYOUT CLASSES \$55  
PAYOUT CLASSES \$55

**SATURDAY OPEN PRACTICE**  
ADULT: \$125  
JR: \$100  
120s & 200s: \$75

**PLEASE PRE-REGISTER ONLINE - [SECURE.TRACKSIDEPREREG.COM/SF](https://secure.tracksideprereg.com/sf)**

**RACE DIRECTOR AUTHORITY:**

***Sunday Funday will be inspecting riders to verify compliance with safety requirements.***

- The Race Director shall be responsible for the conduct of the race. He/she shall have the right to make the final determination concerning all aspects of the race and the race facility, including design.
- The Race Director shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification, removal of points or complete disqualification and removal from the current or future events. May not work in official capacity if the race director has a vested interest in that class.
- The Race Director may cancel any race or the entire event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any.
- The Race Director may shorten the race for any reasons of safety but must give riders adequate notice in advance. The number of competitors that can be safely on the course at any one time will be determined by The Race Director.
- The number of competitors that can be safely on the course at any one time will be determined by the Race Director.
- Races will not be reviewed by any recording device.

## **FLAG DEFINITIONS:**

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

**GREEN FLAG:** Is lifted to start the race. The course is clear and the race is in progress.

**YELLOW FLAG:** Yellow Flag Zone: The yellow flag zone shall start at the first yellow flag and extends all the way up to and including the incident. Care should be taken by the rider to not put the downed rider/incident in harm's way through careless and aggressive acceleration out of the yellow flag zone.

**NO PASSING** is allowed in any yellow flag zone (the area from the yellow flag to the end of the incident). A yellow flag means there is an incident ahead and there may be some track blockage. All riders will slow down to observe the caution, and most importantly **NOT PASS** or gain any significant ground on the next competitor until clear of the incident and through the yellow flag zone.

**Penalty:** A pass under yellow will result in a furred black flag. If a rider mistakenly passes under a yellow, he or she has the opportunity to immediately correct the situation by dropping back and allowing two sleds to pass him/her. If the situation is not corrected, the rider will be docked 2 positions. All calls are at the Race Directors discretion.

**NO JUMPING:** Jumping under a yellow constitutes a safety hazard. The track and/or skis leaving the ground is considered jumping. In a situation where the yellow flag is displayed for numerous laps, riders must obey the yellow flag for all of those laps. If the yellow is waiving in conjunction with a checkered flag, the riders must still obey the yellow and "roll over" the finish line.

**Penalty:** Any rider caught jumping under a yellow may receive last place points, DQ or a position determined at the Race Directors discretion.

**GAINING UNDER YELLOW:** Gaining "too much" ground on a rider ahead of you is not allowed in a yellow zone. Yellow flag zones are not the place to make up time on your competition. As a general rule of thumb, a rider making up more than one sled length of ground will be considered "gaining too much ground". A rider who gains too much ground and immediately corrects the error by slowing up and re-establishing the original "gap" shall not be penalized. Go slow, roll the jumps and get through the yellow zone safely, and then resume race speed. "Too much ground" shall be at the discretion of the Race Director.

**Penalty:** Riders caught gaining too much ground under yellow flag zone may be scored last, DQ, or a position determined at the Race Directors discretion.

## **OFF TRACK & RE-ENTRY:**

When a rider goes off track, he or she must re-enter as soon as possible in the safest spot possible. The rider needs to either stop and look up track or clearly look up track before re-entering the track in a safe manner. Race Directors and officials must see the rider turn their head and look up the track to make sure that they don't impede anyone's progress or endanger anyone. In addition, Race officials must clearly see that they have not gained ground and have re-entered the race course without gaining ground or race position.

Penalty: Rider caught not looking or gaining position after going off track shall be scored last, docked position, or a DQ at Race Directors discretion.

**RED FLAG:** The race will stop immediately, regardless of your position on the track. A Red Flag will be displayed if a rider down needs medical attention or the track does not allow the race to continue. Slow down and stop with caution as the riders behind you may not have seen the red flag. Riders will be told when to move to the starting area. If a Red Flag is thrown during the last lap of the race, the race will resume with two laps being run – a white and checked. **ABSOLUTELY NO WORK OF ANY KIND IS TO BE PERFORMED ON THE SLED.** Anyone working on the sled will be placed at the end of the field or DQ'd at the Race Directors discretion. The sled will restart the race just as it was when the red flag was thrown. Crew members must stay away from the sled. They are not allowed on the track. Once called to restart, riders have 2 minutes to be at their sleds. Rider will restart and position the sled when told to do so. If the sled cannot be started by the rider one crew member will be allowed to help at the discretion of the Starter. A downed rider will be responsible for letting the track officials know that he is injured. If he is not injured, he must raise his arm immediately to let officials know that he is ok. It is at the discretion of the Race Director, when to pull the red flag. At this time Medical will be sent to the incident and 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 sleds or sleds are able to continue, those sleds will restart at the rear of the field. We will use a staggered restart. The restart lineup will be by the finishing position of the previous lap. Lappers will be at the back of the field in the position they would be in if the race ended. The restart position of the riders reverts to the last officially scored lap in a single file line. If the racer receives medical attention he/she may not rejoin the race, they must be cleared for future races. If only one (1) lap or less has been completed the restart will be the same as the start of the race. No work may be performed on the machines without the permission of a race official. If a rider is concerned that his or her sled is not safe to continue, he or she must have an ERX official examine it before they can touch it. Raising the hood will be considered a violation of this rule and the offending rider will be lined up at the rear of the field. If the flag is thrown on the last lap of the race, there will be two laps being run, white and checkered.

**BLACK FLAG:** A Furled black flag (the flag wrapped around the stick) signifies a warning for either equipment failure or rider conduct. A furled black flag is a warning to stop whatever activity has caught the eye of the officials. You should proceed to the start line to speak to the starter for your penalty. Should you not cease the offending activity, you WILL promptly be displayed an open black flag.

If you are shown a furled black flag on the first lap, you likely jumped the start and need to drop to the back of the field before resuming racing. If you are shown a furled flag during racing, you likely gained positions illegally and you must drop back and let at least three (3) sled's by you and then resume racing. Open black flag – the display of this flag is an immediate disqualification. Pull off the track immediately and safely. Riders are not allowed to stop and talk to flagmen 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. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. Note: If the clutch side panel comes open exposing the clutch, it will prompt a black flag as it is a potential safety hazard. This may also occur if a hood opens or if it comes off completely as it would block the rider's vision and be considered hazardous. The rider may pull off the track, close the panel, fix the hood, etc. and rejoin the race. No outside assistance can be used. If no attempt is made to fix the



problem, a rider will be black flagged and given last place.

**DISQUALIFICATION UNDER A BLACK FLAG:**

Regardless of the situation, all attempts will be made to notify a rider in competition of a black flag. Should it not be possible, for whatever reason, the rider will be informed as soon as possible after the race.

**BLUE FLAG:** will be displayed to machines getting lapped, lapped riders should move out of the way of the leaders.

**WHITE FLAG:** The white flag is a “courtesy flag” and it will be displayed when riders have started their last lap.

**CHECKERED FLAG:** The race is complete, please exit the track immediately and return to the pit area. Should a checked flag be displayed earlier or later than the official distance, the finish order will be decided on the lap the checkered flag was thrown. Be sure to clear the landing zone/table top of the finish line as other sleds will be coming behind you and stopping is unsafe.

**GENERAL REGULATIONS:**

All riders and crew who enter secured areas within the facility must be aware of and abide by these rules and all applicable rules in the general competition section. The intent of these rules is to establish a venue in which all qualified riders and machines can compete at their own level. These rules are definitions and guidelines which allow for modifications or alterations. If a definition, modification or alteration is not cited, then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee. Rules updates and/or changes will be posted on the Sunday Funday website. It is the responsibility of the rider and crew to be aware of such changes.

**RIDER AND MACHINE:**

A rider and the machine’s serial number shall be considered a unit and once the class has begun, neither may be substituted. Both rider and machine must be the same in the final event of the class as the first race of the event. Violation will result in immediate disqualification and may lose all points in that class at that event. Sunday Funday will do random tech inspections. Tech inspections for classes will be announced at the end of intermission before the final round of racing. Should your class be called for a random tech inspection, rider AND machine MUST report to Post Race inspection before returning to the pit area, failure to do so, may result in disqualification.

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

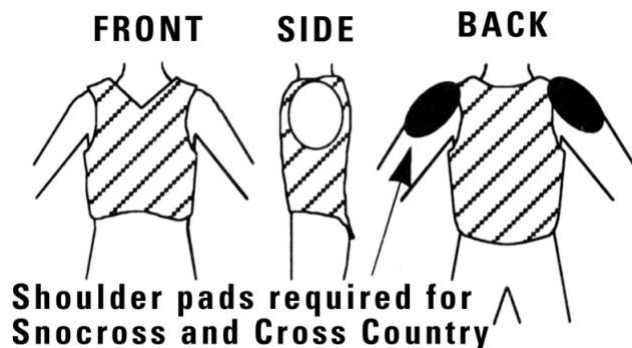
3. All riders must be registered and have signed a release waiver. Any racer caught on the track without first registering or signing the waiver will be disqualified.

4. Any class may be eliminated or combined, at the sole discretion of the Race Director, with less than three official entries at close of registration. In the interest of time considerations and track safety, Sunday Funday reserves the right to limit registration entries. Rider and machine may race other higher classes in the same division.

5. All participants in events must be fully familiar with the Rules and Regulations that may be specifically applied to any event.

6. All participants are responsible for the proper disposal of hazardous materials (examples: gasoline, oil, antifreeze, fire extinguisher, etc.) and waste (garbage)

#### RIDER PROTECTION EQUIPMENT



1. Full coverage helmets are mandatory. Helmets must be securely fastened on the track - violation of helmet strap will result in DQ for that race. 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. \*All helmets will be required to be 2015 Snell foundation approval code. Helmets carrying specific for the timeframe updated ECE 22.05 European standards will also be approved. Any snowmobile operator under the age of 18 must wear a helmet anytime a snowmobile is operated anywhere on the racing facility.

**2. Eye protection is mandatory.** Goggles or full length full face shield. If corrective lenses are required to drive a motor vehicle, the rider will also be required to wear them while racing.

3. 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.

4. Gloves and appropriate clothing along with at least above ankle leather boots are mandatory (above ankle boots must have a minimum of 6 inches of leather above the ankle).

5. The use of upper body protection is mandatory. ERX strongly encourages the use of snocross designed protection such as a Tekvest, however motocross vests that provide both full front and back protection along with shoulder pads will be allowed.

6. 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.

7. Elbow pads, mouth guards, chin guards and neck collars are highly recommended.

8. Mouth guards are mandatory for 120 competitors. Mouth guards must remain in place for the duration of the race.

9. Racers with long hair – hair must be tucked inside the helmet.

10. Hoodies are not allowed outside of the jacket, it is considered a safety concern.

11. Pit coats are not allowed during racing.

12. Any safety equipment questions should be directed to the Sunday Funday Tech Director

#### **RIDER IDENTIFICATION BIB AND DECALS:**



1. Pick any race number. In the event of a duplicate number, we will add an "X" to one for scoring purposes. It is the rider's responsibility to provide themselves with a bib or other form of their number on their back.  
In addition, rider bibs / jackets must contain approximately 144 sq. inches of orange material on the back side.
2. The rider's number must be displayed on both sides of the snowmobile tunnel. The number must be a minimum of 6" tall, with a minimum 1" stroke. 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.  
*ALL NUMBERS MUST BE CLEARLY VISIBLE OR YOU WILL NOT BE SCORED.*
3. All numbers must be black on a white background.
4. If your race bib number has changed since the previous race, you MUST verify your bib number at time of registration.

#### **RIDER RESPONSIBILITY AND PIT CREW:**

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

#### **RIDER'S MEETING:**

The mandatory riders meeting will be held at an announced time and place. It will be conducted by the race director and/or race promoter. Descriptions of the course, flags etc. will be made. Tickets, pins, etc. may be used to check the identity of riders at the meeting. Riders not attending this meeting are subject to penalties (i.e. no practice)

### **PRE-RACE SAFETY INSPECTION:**

There is a mandatory pre-race, pre-practice safety inspection at all races in the staging area. Pre-race inspections do not certify that the machine is qualified or constituted as legal for class participation. The technical director may remove any machine from competition that does not meet safety requirements. Damaged or broken safety equipment (not including tether) not detected during a race is not grounds for disqualification after completion of that race, unless the rider is black flagged during the race in question.

### **STAGING AREA:**

Reasonable speeds (zero track spin) will be observed in the pit and staging areas. (5 mph maximum), failure to comply will result in a disqualification for that heat. The order of events will be posted on the red board in the staging area. The rider and one (1) crew member are the only persons allowed in staging. It is the rider's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called. Anyone who misses their heat and then runs in a subsequent heat will be given their finish position, but no year end points for that heat. A rider will not be able to run in another heat if they have missed their designated heats. It is the riders' responsibility to be there on time and ready to race. All riders and pit crew will be required to have tethers securely attached to their bodies while driving through the pit and staging area as well as eye protection.

### **WARM UP STANDS:**

Snowmobile stands that catch and retain traction components and other items that may be thrown by the track are mandatory. A proper stand must be used whenever the machine is raised to clean out the engine or the track and must be used in the pit/staging areas at all times. The stand must be constructed of a metal material sufficient to contain studs or other items that might be thrown from track. Side extensions are mandatory and at a minimum must extend to the center of the back axle. No full throttle is allowed while the machine is on the warm-up stand and must have tether attached at all times the snowmobile is running. Whenever the sled is running on the warm up stand tether must be attached to someone for safety.

### **RACE START AND START LINE:**

1. The rider and one (1) crew member are the only person allowed at the start line.
2. Once the machine reaches the start line on its own power, the machine is considered to have started the race.
3. A rider may raise his hand if there is an equipment problem on the start line. The starting flag man will wait a maximum of two minutes for the rider to correct the problem. **RIDERS MAY BE PENALIZED AT THE START OF THE RACE FOR JUMPING THE START - RIDERS WILL BE LINED UP IN THE BACK ROW, BEHIND ANOTHER MACHINE.**

### **RACE RESTART PROCEDURE:**

1. The race director may order a restart at his/her discretion. The racer directors' decision is final.
2. All machines will be stopped under the red flag. The flagger will notify riders when to move machines and will have them proceed slowly to the point of restart.
3. The restart position of the machines reverts back to the last officially scored lap - single file. If only one lap or less has been completed, the restart will be the same as the start of the race.
4. Any and all riders involved in causing the red flag restart must restart from the back row or the tail

end of single file restart, depending on how many laps have been completed.

5. If an injured rider (they do not get up and return to the point of restart within two minutes) is the cause of a red flag restart, they will not be permitted to restart the race, but will receive last place points.
6. Snowmobiles will be restarted in a staggered line.
7. Upon being summoned to restart, all crew members shall leave the track surface except the designated crew member who assists in the engine starting procedure with the rider.

**PASSING:**

A rider must always be prepared for another machine to pass and must therefore be on the lookout for other machines approaching from behind. Riders will not hinder or obstruct an overtaking vehicle. A slower rider is to move over for the passing machine.

**LEAVING THE COURSE:**

Riders leaving the course must come to a complete stop before re-entering in a safe fashion, as soon as possible without gaining any positions or advantage. Failure to follow this procedure will result in disqualification with no points for that heat. Riders may not stop on the 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.

**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 the rider to DQ at the discretion of the race director. Deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director. Bumping or cutting of lanes is cause for a Stop and Go penalty or disqualification at the discretion of the Race Director.

**OBSTRUCTION:**

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

**SPEEDING:**

Reasonable speeds will be observed in the pit area. All pit areas are caution zones where the utmost rider awareness is required. Speeding/unsafe driving may result in a penalty of the rider associated with the infraction at the Race Director's discretion.

**\*\* IN THE CASE OF A CLOSE FINISH (ANY PLACE) THE FLAG MAN WILL DETERMINE THE WINNER AND HIS/HER DECISION WILL BE FINAL. \***

## **ENFORCEMENT, DISCIPLINE, AND VIOLATIONS:**

### **EJECTION FROM RACE SITE:**

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

### **CONDUCT OF PARTICIPANT (OFFICIALS, RIDERS, CREWS, ETC.):**

Vulgarity, derogatory, or offensive language could result in ejection from the race site, or penalties for participants, officials, riders, and crew, including immediate disqualification. Any participant that threatens bodily harm or assaults any official, rider, crew, etc. may be subjected to ejection from race site, DQ, and suspension.

### **SNOCROSS TECHNICAL VIOLATIONS:**

1. The rider, group of riders, or any crew member attempt to harass race officials, in any manner.
2. Course Cutting. Riders should stay on the confines of the marked course. At the discretion of the Race Director, a rider may be disqualified for leaving the confines of the course.
3. Failure to stop for post-race tech inspection.
4. Allowing non-registered riders to operate a rider's machine on the track during practice or a race.
5. Running without helmet strapped.
6. In the event a rider becomes dislodged from their machine or crashes, and the engine continues to run, the tether fails to function, or is not properly attached to the rider while the engine is running, the rider will be disqualified from the heat that the infraction occurred.

## **SCORING:**

### **RACE POINTS:**

A 1 Heat, Main Event style format will be used for all race scoring. Each racer / entry will have the opportunity to run 1 heat & 1 main per class, and the finish position in the main event will determine the final positions. All riders who start a round but do not finish (DNF) will be given a finish position with points. Riders failing to start will be given a DNS and no points for that heat will be awarded. Trophies will be awarded in all classes 1st through 3rd place.

### **PROTEST & SCORING ISSUES**

PROTESTS, GRIEVANCES, ETC. MUST BE SUBMITTED WITHIN THIRTY (30) MINUTES AFTER THE AFFECTED CLASS RESULTS HAVE BEEN POSTED.. NO PROTESTS, GRIEVANCES, ETC., WILL BE ACCEPTED MORE THAN THIRTY (30) MINUTES AFTER THE POSTING OF THE AFFECTED CLASS. NO EXCEPTIONS!

### **GENERAL REQUIREMENTS - ALL CLASSES MACHINE REQUIREMENTS:**

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

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

Brake Lever - Brakes shall be operational at all times. Brake lever must remain on the left, front side of

the handle bar.

**TRACK AND TRACTION:**

Please refer to the ERX Rulebook at [www.ermotorpark.com](http://www.ermotorpark.com) for technical rules with Track and Traction.

**IGNITION & ELECTRICAL:**

Please refer to the ERX Rulebook at [www.ermotorpark.com](http://www.ermotorpark.com) for additional technical rules with Ignition & Electrical

1. All lenses must be taped over with transparent tape.
2. Tail Light must be operational at all times. Headlights not operational at the start of the event will be allowed to compete but must be repaired before the next heat/final is entered (excluding Pro open and 120's). Lighting required for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.
3. Wet cells must be enclosed in a non-conductive box. The positive terminal must be shielded. The battery box must be securely held in place.
4. All headlights must be OEM. No substitutes will be allowed.
5. A flashlight shall NOT be used as a headlight (please see reference to "No substitutes will be allowed in bullet #4)

**SKI SUSPENSION & STEERING:**

Please refer to the ERX Rulebook at [www.ermotorpark.com](http://www.ermotorpark.com) for additional technical rules with Ski Suspension & Steering

- 1) Maximum ski distance is 43.5" measured under the spindle.
- 2) The carbide runner must be centered on the ski board.
- 3) Bar risers are acceptable.

**SKIS:**

Please refer to the ERX Rulebook at [www.ermotorpark.com](http://www.ermotorpark.com) for additional technical rules with Skis

1. Aftermarket skis are allowed. Skis must be commercially available.
2. Minimum ski width is 3.5". Main keel and ski runner must be centered on the ski board. Main keel maximum depth is 1.5" without runners. Other keel(s) maximum depth is 5/8". No sharp edges allowed on skis.
3. May reinforce the ski on the top side only.
4. Skis and ski loops must be intact at the start of the race. In the interest of safety, a rider may be black flagged if a ski loop is damaged in such a way as to cause a hazard. Ski loop leading edges not 1" in width must be padded.
5. Ski skins are allowed.

**SKI RUNNERS:**

Please refer to the ERX Rulebook at [www.ermotorpark.com](http://www.ermotorpark.com) for additional technical rules with Ski Runners

1. Runners must be commercially available.
2. Only one cutting edge is allowed. The minimum cutting angle is 60 degrees. No grinding or modification of the host bar or cutting edge allowed.

3. Host bar may be any shape that conforms to the rules. Except for the cutting edge and groove for affixing cutting material, all edges must have a minimum radius or 45 degree chamfer of 1/16".

**FRAME & BODY:**

Please refer to the ERX Rulebook at [www.ermotorpark.com](http://www.ermotorpark.com) for additional technical rules with Frame & Body.

1. Dulled foot traction devices are allowed on the running boards.
2. Running board blocks are allowed.
3. The rear snow flap must be in contact with the course surface when the rider is seated.
4. The rear snow flap must be held down and restrained for rearward movement.
5. Snow flaps must be restrained with non- elastic material.
6. The rear snow flap must be constructed of a semi-rigid material.
7. Snow flaps must overlap the widest part of the rear tunnel opening by at least 1" on each side.

**4 STROKE/ 120 CLASSES:**

Please refer to the ERX Rulebook at [www.ermotorpark.com](http://www.ermotorpark.com) for additional technical rules with 4 Stroke/120 Classes

**120 TECHNICAL INSPECTION:**

Mandatory 120 technical inspections at all races will be enforced before the start of each round after the completion of each final. Our Tech Inspector will be looking for the following:

1. Functioning Tether
2. Operational Taillight
3. Proper Rev Limiter (If required)
4. All required safety equipment All 120's will need to pass inspection prior to the mandatory riders meeting. In the event the machine does not pass inspection, the rider will need to correct any violations before hot laps.

**Code of Conduct CONDUCT:**

Every Entrant or other member of ERX Motor Park is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or have their existing membership revoked by ERX Motor Park.

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

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

Actions or in-actions on the part of a competitor which, in the opinion of the Race Director and/or the Stewards, results in an unfair advantage to the competitor shall constitute unsportsmanlike conduct, and is a breach of the CODE.



During each event, there will be a scheduled mandatory Riders Meeting. Failure to attend, or late arrival is a breach of this CODE.

**RESPONSIBILITY:**

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

**DRUGS AND ALCOHOL:**

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

It is forbidden for any participant or Member to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time.

It is forbidden for any participant to consume any alcoholic beverage in a manner which may affect his/her behavior during practice, qualifying, or the racing portions of an ERX Motor Park/Sunday Funday Event.

**SUNDAY FUNDAY CONTACT INFORMATION:**

PHYSICAL ADDRESS

ERX Motor Park  
21591 US HWY 169  
Elk River, MN 55330

MAILING ADDRESS

ERX Motor Park  
Attn: Sunday Funday  
21591 US HWY 169  
Elk River, MN 55330

PHONE NUMBERS

TRACK PHONE: 763-772-4977

EMAIL ADDRESSES

snowbikecross@gmail.com  
info@nerscoring.com request for information  
tech@erxmotorpark.com for all tech questions

WEBSITE

[www.sundayfundayx.com](http://www.sundayfundayx.com)