# MICHIGAN SNOCROSS

# OFFICIAL RULE BOOK

# 2026/27

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MICHIGAN
SNOCROSS
MSX

# MICHIGAN SNOCROSS RULES

## Introduction

Our mission at Michigan Snocross is to provide a fun and safe racing experience for those of all ages and skill levels. Entrants, riders, and participants are required to know and understand the rules and regulations outlined here by Northern Power Race Park, LLC, and Michigan Snocross and are (by reason of their entry) bound by such. In the case that a rule determination is not defined in these rules, the decision of the Michigan Snocross Race Director will be final.

Each participant has the responsibility to assess the safety aspects of the track facilities and conditions and must assume all risks associated with the competition. Northern Power Race Park, LLC and Michigan Snocross do not provide medical insurance coverage. We strongly encourage you not to compete without adequate personal medical insurance coverage. If you have any doubts, at any time, about your personal ability to participate in any event, if you have not sufficiently prepared yourself and your equipment, or if you believe your personal insurance coverage is not adequate to compensate you for any loss that may occur, you should not participate.

If you need more information on the rules please contact Rene at rene@northernpowerracepark.com.

***We follow the ISR Rulebook unless otherwise stated in these rules. The ISR Rulebook can be found here. Michigan Snocross racers and crew members are not required to purchase an ISR Membership.***

Being a Michigan Snocross member allows you to race any MSX-sanctioned events, provided the appropriate entry and waiver forms are completed and submitted by the appropriate deadlines.

Any addendum to these rules/information that occurs during the period these rules are in effect will be posted on the website and highlighted in red in the rule book.

# General Rules

1. **HAVE FUN AND BE RESPECTFUL** - We are all here to have fun and do what we love - race snowmobiles!! It is each person's responsibility to respect every entrant, rider, and participant and conduct themselves in a sportsman-like manner. Northern Power Race Park, LLC reserves the right to remove anyone from the premises who violates the rules and/or code of conduct.
2. **General Liability:** Everyone entering the Northern Power Race Park property must sign the Northern Power Race Park Accident Waiver and Release of Liability form and obtain a wristband. Wristbands must be worn throughout the entirety of the event. Riders or their crews caught without a wristband, switching wristbands, or using old wristbands could subject their rider to disciplinary actions, fines, and possible disqualification.
3. **Age classifications are determined as of December 1, 2026.** Whatever age you are on December 1, 2026, is the age group you can compete in through the final race of the season. Racers may advance to the next age group upon turning the appropriate age (Season Championship points do not carry over to the next class).
4. Any race machine that fits the respective class may be entered by two or more riders. Standard race registration applies for each individual entry.
5. The rider is responsible for the actions of his/her parents, family members, crew, mechanic, friends, or anyone associated with him/her, and may be penalized or disqualified for the actions of those persons. Verbal harassment of officials will not be tolerated. Physical abuse of officials will be reported to Law Enforcement and will be grounds for permanent expulsion of the rider from any Northern Power Race Park, LLC events.
6. **Proof of age:** If necessary a Certified copy of a birth certificate or Driver's License will be accepted as proof of age. Proof of age must be provided within 5 days of the request to Northern Power Race Park. Failure to comply will result in disqualification.
7. All trophies, payouts, etc. not picked up on the day of the event or designated pickup time will be forfeited if not claimed by the winner or the representative.
8. **Riders Meeting: ALL RIDERS MUST BE PRESENT.** The time and place of the rider's meeting will be announced on the schedule. Instructions and important information will be given at this time. No one is allowed to question or contact the Race Scorers after racing begins unless allowed by Michigan Snocross officials. All questions and matters must be resolved at the rider's meeting or after the races are completed.
9. Each rider is responsible for being at the start line for his/her class race. It is not the responsibility of Michigan Snocross officials to locate riders for their class race.
10. **Leaving and reentering the course:** If a rider leaves the course during the race, for any reason, and then decides to resume the race, he/she must re-enter at the point of exit before another lap may be counted in his/her favor. If it is unsafe or impossible to

re-enter at his/her point of exit, he/she must re-enter at the safest place possible closest to his/her exit without improving his/her position. Chronic course-cutting penalty will be assessed by race officials on a case-by-case basis.

a. When a rider goes off track, he/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 be able to clearly see that they have not gained ground and have re-entered the race course without gaining ground or position.
    i. Penalty: The rider caught not looking or gaining position after going off track shall be scored last, docked position, or a DQ at Race Director discretion.
b. Riders may not stop on the race course. If mechanical problems force this, the rider is responsible for getting the machine off the course.

11. **Race Finish:** If a mechanical breakdown happens near the finish line, the driver ONLY may push/pull the machine with the rider's own unaided muscular energy across the finish line. A rider is said to have finished the race when the rider is in contact and control of the machine as it crosses the finish line.
12. There will be no re-starts unless it is the opinion of the Race Officials or Medical Attendants that it may endanger the participants involved or if there is a malfunction at the start line or some interference as determined by the Race Official.
13. **Unsportsmanlike Conduct:** Any unsafe and/or intentional hitting or bumping, taking out, or unsafe riding or course cutting that is deemed dangerous or unsafe by the Track Officials will be grounds for disqualification or penalty as deemed appropriate. Blocking by lapped traffic could lead to disqualification. Unsportsmanlike conduct will NOT be tolerated.
14. Michigan Snocross officials will not be responsible for any occurrence that results in back-to-back races for riders who enter multiple classes. The rider or his/her representative must notify officials of that occurrence and be available at the start area for consultation.
15. All machines are subject to Michigan Snocross impound evaluations or teardown if decided by the Michigan Snocross Race Director that a particular race machine of interest needs further evaluation. Failure to submit a machine for official inspection will result in the disqualification of that machine for the day and no points, prizes or refunds will be awarded.
16. **Penalties and protests:** All protests, whether of rider age classification, engine displacement, machine, or rule violation, must clearly state, in writing, which part of the rule violation is being protested. The rider submitting the protest must sign all protests.

a. The protest period is 15 minutes following the conclusion of each respective class final. The signed protest must be submitted to the Race Director within the period. Submissions outside this period will not be accepted.
b. The party declaring a protest against another rider/machine is required to post a protest fee with the Michigan Snocross Race Director of $200 for engine teardown and $100 for a non-teardown protest.
c. Michigan Snocross will not be responsible for re-assembling protested machines.
d. If the machine is found to be of legal configuration for the class, the protested rider will be awarded the entire protest fee. If the machine is found to be of illegal configuration for the class, the protesting party will be refunded the entire protest fee and the protested rider will forfeit the trophy or award for the event, all points for the day, and the protested machine will be moved to the proper class for the remainder of the season. A protested machine will not be torn down or evaluated in any matter that would be detrimental to its function in between races; that is, a race official may impound machines that are protested until the completion of that machine's racing activity. Failure to submit a machine for impound will result in disqualification. All teardowns will be performed by the machine owner or their representative and witnessed by technicians designated by Michigan Snocross.
e. Only riders (parents of) in the same class may declare a protest.

17. **Number Plates**: All numbers must be easy to read - it is the responsibility of the drivers to have clear, legible numbers. If the numbers cannot be read while the sled is moving, you risk not being scored.
    a. Standard block-style lettering. No overlapping numbers or numbers that are outlined only. Numbers/letters must all be one size and placed straight across the number plate. Make your numbers large and bold.
    b. Pick any number - you are allowed one number. Make sure all your machines have the same number on them to match the rider. In the event of a duplicate number, we will add an “X” to one for scoring purposes.
    c. All numbers must be black on a white background. If you race ISOC snocross and have another color background, you can use that same background color at Michigan Snocross.
    d. If you are sharing machines with another rider, you must change out numbers to match the rider on the machine.
    e. If you have a combination of letters and numbers on your machine, you must have all numbers and letters displayed as equal size.
18. No two-way radios between riders and pit crew.
19. Sandbagging is NOT ALLOWED. The Race Director has the authority to move riders to the next class level if they deem it necessary.

**On Track Observance**

Drivers, crew members, team owners, and support people may not be physically on the racing surface or within the gate surrounding the Northern Power Race Park/Michigan Snocross track once the event has started. This includes walking the track to inspect for changing track conditions or other concerns. If your rider crashes you are NOT permitted in the fence to help the rider turn or restart their sled, the rider and/or team will be penalized at the Race Director's discretion. If a rider crashes: crew members, team owners, support people and/or other riders not in the current race are NOT permitted within the fence. Michigan Snocross track officials and the EMS team will aid the riders and get them to safety. Anyone doing so will be penalized at the Race Director's discretion. If a Red Flag occurs, you are permitted within the fenced-in area once the Race Director deems it safe. Penalties range from a verbal warning to ejection from the facility.

Safety is our number one goal at Northern Power Race Park. The safety of our riders, crews, employees, and spectators will always be our top priority. The rules are put in place to ensure we maintain the safety of every individual. We will have a team of Licensed and Highly Trained EMS professionals at every event we host, their job is to keep our riders safe.

# Flags

All riders must obey the flags to ensure everyone's safety. If a rider “chooses” not to obey a flag, a penalty of one placement position or more may be assessed.

**Greenlight/Green Flag:** GO! The green light is shown 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 extend 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. If there is a yellow flag on the track, regardless of whether the rider or crew agrees with the flag, they must obey. Disobeying a yellow flag will result in a penalty.

> **No passing** is permitted 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 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 furled black flag. If a rider mistakenly passes under yellow, he or she has the opportunity to immediately correct the situation by dropping back and allowing the passed sled to regain the position. If the situation is not corrected, the rider may receive a position determined by the Race Director, last place points, or DQ. All calls are at the Race Director's discretion.
>
> **No jumping.** Jumping under yellow constitutes as a safety hazard. The track 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 waving in conjunction with a checkered flag, the riders must still obey the yellow and “roll over” the finish line.
>
> Penalty: Any rider jumping under yellow may receive a position determined by the Race Director, last place points, or DQ. All calls are at the Race Director's 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: A rider caught gaining too much ground may receive a position determined by the Race Director, last place points, or DQ. All calls are at the Race Director's discretion.

**Off track & re-entry.** When a rider goes off track, he/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 be able to clearly see that they have not gained ground and have re-entered the race course without gaining ground or position.

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

**Red flag:** The race will stop immediately, regardless of your track position. 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. Riders will be told when to move to the starting area. If a red flag is shown during the last lap of the race, the race will resume with two laps being run - a white and a checkered.

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 disqualified at the Race Directors' discretion. Crew members are not allowed on the track and must stay away from the sled. Once called to restart, riders have 2 minutes to be at their sleds. If the sled cannot be started by the rider, one crew member will be able to help at the discretion of the starter.

A downed rider will be responsible for letting the track officials know that he/she is injured. If he/she is not injured, he/he must raise their arm immediately letting track officials know that they are ok. It is at the discretion of the Race Director to pull the red flag. At this time medical will be sent to the incident and the rider will not rejoin the race. The rider will not race again until cleared by medical. If a red flag is thrown that does not involve an injury and sled(s) can continue, those sleds will restart at the rear of the field.

If only one lap or less has been completed the restart will be the same as the start of the race. If more than one lap was completed the restart will be staggered in order of the previous lap completed. Restart with the same time/laps remaining unless on the final lap. +1 lap if on the final lap.

**Black Flags**

**Furled black flag:** A furled black flag (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 be promptly 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 the race. If you are shown a furled flag during racing, you likely gained position illegally and you must drop back and let at least three (3) sleds by you and then resume racing.

**Open black flag:** The display of this flag is an immediate disqualification. Pull off the track immediately and safely. Riders are not allowed to stop and talk to flagman at the finish line. For questions, go to the start flagman. A penalty will be assessed after the race.

Please be advised that all such calls will be made solely at the discretion of the Race Director. Should you disagree, you may fill out a “challenge form” and Michigan Snocross will review the form. It is Michigan Snocross’ sole discretion whether to reverse the call or leave as is. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. Your argument, when presented appropriately, will be duly considered, and, should your protest have merit, the decision of the officials could be reviewed.

Note: if the clutch side panel comes open exposing the clutch, it will prompt a black flag as it is a potential safety hazard. This may also occur if the 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:** Blue flags will be displayed to riders who are being lapped, please move out of the way of the leaders.

**White Flag:** A “courtesy flag”, a white flag will be displayed when riders have started their last lap.

**Checkered flag:** The race is over. Follow through “race speeds” past the landing of the finish line jump. Ride slowly when exiting the track.

The race is not over until the checkered flag has been displayed. Each rider must cross the checkered flag to earn full finishing points for their respective position.

# Rider and Machine

**Machine**

1. All machines must be suitable for competition. Any machine deemed unsafe for competition by Michigan Snocross officials will not be allowed to race.
2. Brakes must be in good working order, properly adjusted, and capable of locking up the track.
3. Throttles must be spring return and in proper working order.
4. No part shall protrude from the machine in such a way as to present a safety hazard to riders.
5. All machines must have a working tether cord kill switch and thumb-operated kill switch. Track officials will be checking riders to prove that they have a proper working tether and kill switch before practice.
6. All riders must have the ability to control the machine using all features/functions of the machine.
7. Track and Traction technical rules can be found in the ISR Rulebook.
8. Ignition and Electrical technical rules can be found in the ISR Rulebook.
    a. All lenses must be taped over with transparent tape.
    b. The 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. Lighting required for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.
    c. 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.
    d. All headlights must be OEM. No substitutes.
    e. Flashlights shall NOT be used as headlights. Refer to the line above.
9. Ski Suspension and Steering technical rules can be found in the ISR rulebook.
    a. Maximum ski distance is 43.5” measured under the spindle.
    b. The carbide runner must be centered on the ski board.

   c. Bar risers may be used.
10. Ski technical rules can be found in the ISR Rulebook.
    a. Aftermarket skis are allowed. Skis must be commercially available.
    b. The minimum ski width is 3.5". The Main keel and ski runner must be centered on the ski board. The Main keel maximum depth is 1.5" without runners. Other keel(s) maximum depth is ⅝". No sharp edges are allowed on skis.
    c. You may reinforce the ski on the top side only.
    d. 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 may be padded.
    e. Ski skins are allowed.
11. Ski Runner technical rules can be found in the ISR Rulebook.
    a. Runners must be commercially available.
    b. Only one cutting edge is allowed. The minimum cutting angle is 60 degrees. No grinding or modification of the host bar or cutting edge is allowed.
    c. The host bar may be any shape that conforms to the rules. Except for the cutting edge and groove for affixing cutting material, the edges must have a minimum radius of 45 degrees.
12. Frame and body technical rules can be found in the ISR Rulebook.
    a. Dulled foot traction devices are allowed on the running boards.
    b. Running board blocks are allowed.
    c. The rear snow flap must be in contact with the course surface when the rider is seated.
    d. The rear snow flap must be held down and restrained for rearward movement.
    e. Snow flaps must be retained with non-elastic material.
    f. The rear snow flap must be constructed of a semi-rigid material.
    g. Snow flaps must overlap the widest part of the rear tunnel opening by at least 1" on each side.
13. All classes/sleds must conform to ISR Rules unless otherwise stated in this rulebook.

**Rider Protective Equipment**

1. **Helmets:** Full-coverage helmets are mandatory. Helmets must be securely fastened on the track; violation of the helmet strap will result in disqualification for that race.
    a. While it is no longer a requirement, It is highly recommended that riders utilize an orange or high-vis (green or yellow) color on their helmet. All helmets must be intact and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and not a platform for foreign objects - no cameras or other accessories are permitted to be attached to the rider's helmet.

NEW ISR Rule: Optional - If LED lights are added to helmets or goggle straps, the light must be orange.

2. **Goggles:** Eye protection is mandatory. Goggles or full-length face shields. If you require corrective lenses to drive a motor vehicle, you will be required to wear them while racing.
3. **Orange:** For racers on full-size sleds, at least 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. Upper body orange is recommended for 120cc and 200cc racers, however, due to the size of the riders 144 square inches is not required. Jackets/pullovers/jerseys will be teched laying flat on the ground front and back.
4. Gloves and appropriate clothing, including at least above-ankle leather boots, are mandatory. Note: Above ankle boots must have a minimum of 6 inches of leather above the ankle.
5. **Upper body equipment is mandatory.** Michigan Snocross strongly recommends using snocross-designed protection such as TekVest, which provides full chest and back protection. ***Crew members are also required to wear a TekVest when they are in the staging area and at the starting line.***

   NEW ISR Rule: If a racer is caught not wearing an approved safety vest the racer will be disqualified.
6. Shin and knee guards are mandatory and are to be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of impenetrable material.
7. Elbow pads, mouth guards, kidney belts, shin guards, and neck collars are highly recommended.
   a. Mouth guards are mandatory for Kitty Cat and 120 Competitors and must remain in place for the duration of the race.
8. Racers with long hair must tuck hair inside of the helmet.
9. Hoodies are not allowed outside of the jacket; it is considered hazardous.
10. Pit coats are not allowed during racing.

**Technical Infractions**

Driver or team found in non-compliance with the rules concerning fuel, sled construction, specific dimensions, materials used, or components used not conforming to the rules for each specific class, the following will be the procedure:

The Tech Director or Race Director determines the infraction and makes the appropriate decision considering the gravity of the offense. The Director(s) may:

1. Verbally warn the driver or team.
2. Disqualify driver from event for the class specified.
3. Disqualify drivers from all events entered in a day's competition.
4. Suspend the driver or team for the season.

**Staging Area**

- Maintain a reasonable speed (zero track spin) in the pit and staging area. 5 mph maximum. Failure to comply will result in a disqualification for that heat.
- The order of events will be posted on the 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 runs in the subsequent heat will be given their finish position, but no year-end points for that heat.
- It is the rider's 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.

**MECHANIC VIEWING CONTAINER**

- The container located in the Hot Pits / Staging Area is ***strictly*** for crew members and racers. Spectators, family members, etc. who have not purchased an NPRP or MSX Crew Membership, signed their crew waiver, and received a crew wristband are not permitted inside the staging fence or on the container. Wristbands will be checked.

**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 track and must always be used in the pit/staging area. No full throttle is allowed while the machine is on the warm-up stand. Whenever the sled is running on the warm-up stand a tether must be attached to someone for safety.

**Race and Start Line**

1. The rider and one (1) crew member are the only persons 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/her hand if there is an equipment problem on the start line. The starting flagman will wait a maximum of two minutes for the rider to correct the problem.
4. 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.

**On Track Observance**

Drivers, crew members, team owners, and support people may not be physically on the racing surface or within the gate surrounding the Northern Power Race Park/Michigan Snocross track once the event has started. This includes walking the track to inspect for changing track conditions or other concerns. If your rider crashes you are NOT permitted in the fence to help the rider turn or restart their sled, the rider and/or team will be penalized at the Race Director's discretion. If a rider crashes: crew members, team owners, support people and/or other riders not in the current race are NOT permitted within the fence. Michigan Snocross track officials and the EMS team will aid the riders and get them to safety. Anyone doing so will be penalized at the Race Director's discretion. If a Red Flag occurs, you are permitted within the fenced-in area once the Race Director deems it safe. Penalties range from a verbal warning to ejection from the facility.

Safety is our number one goal at Northern Power Race Park. The safety of our riders, crews, employees, and spectators will always be our top priority. The rules are put in place to ensure we maintain the safety of every individual. We will have a team of Licensed and Highly Trained EMS professionals at every event we host, their job is to keep our riders safe.

**Pit Vehicles**

No unauthorized motor vehicles are allowed in the pit or staging areas. Pit bikes are not allowed.

**Helmets in the Pits**

Children under the age of 18 who are operating a snowmobile or any other type of pit vehicle are ***REQUIRED*** to wear a helmet at all times. (1) verbal warning will be given for no helmet; the second instance will result in a race penalty, disqualification, or ejection from the premises.

# Enforcement, Discipline, and Violations

**Ejection from Race Site**

Northern Power Race Park Management and Race Director(s) have the right to eject any person(s) from the pit, staging area, racetrack area, or Northern Power Race Park property.

**Conduct of Participant (Officials, Riders, Crews, etc)**

Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from Northern Power Race Park, and be subjected to fines and penalties.

Any participant who threatens bodily harm or assaults any official, rider, crew, etc may be subject to disciplinary action, ejection from Northern Power Race Park, and be subjected to fines and penalties.

Any participant that destroys Northern Power Race Park property will be subject to disciplinary action, ejection from Northern Power Race Park, criminal charges,  and be subjected to fines and penalties.

**Fuel**

Sunoco fuel is required. The fuel designated for all Pro classes and Sport classes is surge. All classes below Sport Lite have the option to run Optima. The fuel must not be blended of any sort. We will have fuel available to purchase at all events.

**Transponders**

Transponders are required for all Michigan Snocross classes (excluding Kitty Kat).

1. Transponders should be hard-mounted to 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 muffled 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.
3. It is the rider's responsibility to ensure the transponder is charged prior to an event.
4. Transponders will be mandatory for practice.
5. It is the rider's responsibility to ensure they are using the correct transponder Michigan Snocross requires: MX TR2, MX X2, or any old version of MX mylaps transponder (orange). If you have any questions please contact rene@northernpowerracepark.

# Qualifying and Eliminations

**Qualifying:** Each round will consist of two qualifying rounds where rider entries will be divided into heats. Finish positions from the two heat races will be added together and gate picks for the final race will be determined by the cumulative score (higher scores are better). Ties will be broken with the last round counting the most and the first round counting the least.

- All riders who start a round will be given a finish position.
- Riders who do not finish the race will receive a DNF and will be awarded one point.
- Riders who do not start will receive a DNS and be awarded no points.
- Technical penalties will result in a last-place finish.
- Disqualification penalties will be given a DQ and be awarded no points.

If a crash occurs on the first lap involving more than one rider and none of these riders can continue, all the riders 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 cannot 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.

## 2026/27 Michigan Snocross Points System

| Place | Heat | LCQ | FINALS |
|---|---|---|---|
| 1 | 10 | - | 25 |
| 2 | 9 | - | 22 |
| 3 | 8 | - | 20 |
| 4 | 7 | - | 18 |
| 5 | 6 | - | 16 |
| 6 | 5 | - | 15 |
| 7 | 4 | - | 14 |
| 8 | 3 | - | 13 |
| 9 | 2 | - | 12 |
| 10 | 1 | - | 11 |
| 11 | 1 | - | 10 |
| 12 | 1 | - | 9 |
| 13 | 1 | - | 8 |
| 14 | 1 | - | 7 |
| 15 | 1 | - | 6 |
| 16 | 1 | - | 5 |
| 17 | 1 | - | 4 |
| 18 | 1 | - | 3 |

| | | | |
|---|---|---|---|
| 19 | 1 | - | 2 |
| 20 | 1 | - | 1 |
| | | | |
| DNF | 1 | - | 1 |
| DNS | 0 | - | 0 |
| DQ | 0 | - | 0 |

The top fifteen (15) riders from the qualifying rounds will move into the final, and the next ten (10) will race in the LCQ if applicable. (200 classes will run up to 20 sleds)

**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 up for the final, that spot does not get filled by the next spot (11th place), it remains empty, and the 11th place stays in the back row.

**Points System**

1. For the rider championship, the points stay with the rider.
2. Michigan Snocross 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 - 13 Rounds of racing.***
    a. 11 Rounds of Michigan Snocross at Northern Power Race Park
    b. 2 Rounds of Hartford Snocross at the RK Compound (January 30 & 31, 2027)
5. The finish order of an event will be based on the number of laps completed by a rider.
6. It is the responsibility of the rider to verify they have received the correct points for a race. Riders will have 10 business days from the posting of the points on the website to file a protest with the Michigan Snocross Chief of Scoring by emailing msnox.scoring@gmail.com. After 10 days, points will be reviewed at Michigan Snocross' discretion.

**Tie Breakers and End of Season Point Standings**

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

**Rider Payout and Awards**

There will be a podium presentation at the end of each session (morning and afternoon).

1. Trophies will be available for all classes during the podium presentation.

Payout is based on the number of rider entries and if applicable, added purse money for an event. Payout classes are Pro, Prolite, Pro Women, and 30+.

1. Payouts will be given during the podium presentation each day for the classes listed above. If the payout is not collected at this time, it will be donated to Northern Power Race Park.
2. 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.

# Registration, MSX Memberships, Practice, and Transponders

## Online Registration

Michigan Snocross registration, purchasing of weekend and season memberships, and waivers can be completed online through TrackSide before every event. Online registration closes at midnight the Wednesday before each race weekend. ***We highly recommend registering online.*** (If you have any issues with online registration, please email rene@northernpowerracepark.com)

## In-Person Registration

If you choose to register in person, you must do so during the designated two-hour in-person registration time. Unless otherwise noted, in-person registration will be held at the park the Friday before each race weekend. A $50 registration fee for both race days (Saturday & Sunday) will be added to all in-person registrations.

***There will be no race day registrations this season; you must register online or during the in-person registration time on Friday.***

## REGISTRATION CHECK-IN

All riders are required to check in during the in-person registration period offered before each weekend of racing. In-person registration/check-in is offered the Friday before race weekends. If you fail to check-in, you will not be included in the race order and will receive no season points.

## Refunds

**NPRP/MSX will not issue refunds or transfer registrations to another event unless requested before the event begins. Once the sled/rider enters the racecourse, whether in practice or competition, a refund can no longer be issued.**

## Memberships

All Michigan Snocross racers and crew members are required to purchase an MSX membership to participate in any Michigan Snocross events. We have two options for memberships: weekend or season.

- All season members must stop at the gate on race weekends to check in and receive the event wristband.
- A Crew Membership is required for the person(s) who will be entering the staging and starting area. If a person in the staging and starting area is found with no crew membership, the rider will be issued a penalty at the discretion of the Race Director.

**2026/27 Michigan Snocross Racer and Crew Memberships must be purchased online.**

## Practice Memberships (Open Practice Days)

You must register for practice, pay in full, and receive a practice sticker before getting on the Michigan Snocross track. Season Practice Pass holders must check in at each practice to receive that days sticker.

- If you are caught on the track by a Northern Power Race Park employee, you will be asked to leave the facility and will not be allowed to participate in one round of Michigan Snocross. Stickers must be placed on the right side chin of the helmet.

Season Practice Passes can be purchased online or at Northern Power Race Park.

### Transponder (Rental & Sales)

**Rental:** We will have transponders to rent each weekend if you choose not to purchase your own. Rentals will be $55 per transponder each weekend (this is for the TR2 Transponder only, we will have mounting clips available to purchase for a small fee). A $100 deposit is required for transponder rentals, this deposit will be refunded when the transponder is returned. We encourage anyone who is planning to run multiple Michigan Snocross races to purchase a transponder. (Please note, a transponder can be used on multiple sleds that will not be racing the same class).

**Sales:** We will have transponders available for purchase at the park. Each transponder comes with a two-year subscription. ***Transponder bundles are $150/each and include TR2 Transponder, Charge Cradle and cable, and TR2 Mounting Holder.***

## Classes

| 2026/27 Michigan Snocross Classes | |
|---|---|
| **MORNING SESSION** | **AFTERNOON SESSION** |
| Kitty Kat (4-7) | Junior 14-17 |
| Stock 120 (4-7) | Beginner/Novice |
| 120 Champ (6-12 years) | Sport Lite |
| Pro 225 (7-12 years) | Sport |
| Stock 200 (6-8 years) | Pro Lite |
| Stock 200 (9-12 years) | Pro AM Women |
| Transition 8-10 | Pro AM Plus 30 |
| Transition 11-13 | Pro |
| Transition Girls 8-12 | 40+ |
| Junior Girls 9-13 | |
| Junior 10-13 | |

***Transition Girls 8-12*** This class is included to encourage female athletes to participate, to learn the sport of Snocross, and to feel comfortable on the track. However, female athletes are allowed and encouraged to join the other classes.

***Age classifications are determined as of December 1, 2026.** Whatever age you are on December 1, 2026, is the age group you can compete in through the final race of the season. Racers may advance to the next age group upon turning the appropriate age (Season Championship points do not carry over to the next class).

# Class Specifications

**Please note, we operate under ISR Rules unless otherwise stated in the section below.**

### Kitty Kat (4 - 7 years old)

This class is for children 4 to 7 years old with little to no racing experience and is designed to sharpen a racer's skills and boost their confidence! Racers registered for Kitty Kat shall not register for any other Michigan Snocross classes. A Michigan Snocross Kitty Kat Membership is available at no charge but is required. Kitty Kat registration can be done online or during in-person registration times.

- This must be a stock Kitty Kat sled with a maximum speed of 8 mph. Rear suspension wheels may be replaced with OEM bearing-type replacement wheels but must remain the same diameter as stock.
- Rider protective equipment including a helmet, chest protector, goggles (or full face shield), gloves, boots, and a mouth guard must be worn. Number plates or a number on the race jersey must be visible.
- Kitty Kat motos and the final will be done during the morning sessions of Michigan Snocross each round. These races will take place near the Michigan Snocross start line, not on the Michigan Snocross track.

### Stock 120 (4 - 7 years old)

This class is for riders 4 - 7 years old, riders must turn four years old before December 1, 2026.

- Please see the ISR Rulebook for in-depth specifications (page 38 of ISR Rulebook).

### 120 Champ (6 - 12 years old)

This class is for riders 6 - 12 years old.

- Please see the ISR Rulebook for in-depth specifications (page 41 of ISR Rulebook).

## Stock 200 (6 - 8 years old)

This class is for riders 6 - 8 years old

- Shocks and skis may be changed at Michigan Snocross events. Aftermarket shocks are permitted but cannot exceed OEM shock length.
- No studs allowed.
- Please see the ISR Rulebook for in-depth specifications (page 31 of ISR Rulebook).

## Stock 200 (9 - 12 years old)

This class is for riders 9 - 12 years old

- Shocks and skis may be changed at Michigan Snocross events. Aftermarket shocks are permitted but cannot exceed OEM shock length.
- No studs allowed.
- Please see the ISR Rulebook for in-depth specifications (page 31 of ISR Rulebook).

## PRO 225 (7 - 12 years old) (NEW CLASS 2026/27)

Pro 225 class to use only the Tillotson racing engine. Model TPP-225RS.

- Shocks and skis may be changed, aftermarket shocks permitted but must not exceed OEM shock length
- Please see the ISR Rulebook for in-depth specifications (page 34 of ISR Rulebook).

## Transition 8 - 10 (8 - 10 years old)

600cc stock race sled, minimum of one (1)  model year old.

- NO studs; maximum track lug height of 1.75".
- The electronic control unit (ECU) will be reprogrammed with rev limit restrictions (rev limited to a maximum of 6500 RPM)
- Restricted throttle to allow no more than 50% throttle opening and must be installed properly. Exhaust valves will be blocked in the shut position. Primary clutch engagement will be 4000 max RPM
- Fuel: All full-sized sleds must run Sunoco Surge 105.
- Please see the ISR Rulebook for in-depth specifications (page 27 of ISR Rulebook).

## Transition 11 - 13 (11 - 13 years old)

600cc stock race sled, minimum of one (1)  model year old.

- NO studs; maximum track lug height of 1.75".
- The electronic control unit (ECU) will be reprogrammed with rev limit restrictions (rev limited to a maximum of 6500 RPM)
- Restricted throttle to allow no more than 50% throttle opening and must be installed properly. Exhaust valves will be blocked in the shut position. Primary clutch engagement will be 4000 max RPM
- Fuel: All full-sized sleds must run Sunoco Surge 105.
- Please see the ISR Rulebook for in-depth specifications (page 27 of ISR Rulebook).

## Transition Girls 8 - 12 (8 - 12 years old)

600cc stock race sled, minimum of one (1)  model year old.

- NO studs; maximum track lug height of 1.75".
- The electronic control unit (ECU) will be reprogrammed with rev limit restrictions (rev limited to a maximum of 6500 RPM)
- Restricted throttle to allow no more than 50% throttle opening and must be installed properly. Exhaust valves will be blocked in the shut position. Primary clutch engagement will be 4000 max RPM
- Fuel: All full-sized sleds must run Sunoco Surge 105.
- Please see the ISR Rulebook for in-depth specifications (page 27 of ISR Rulebook).

## JR Girls 9 - 13 (9-13 years old)

600cc stock race sled, minimum of one (1)  model year old.

- Maximum track lug height is 1.75 inches.
- The electronic control unit (ECU) will be reprogrammed with rev limit restrictions (rev limited to a maximum of 6500 RPM)
- Restricted throttle to allow no more than 50% throttle opening and must be installed properly. Exhaust valves will be blocked in the shut position. Primary clutch engagement will be 4000 max RPM
- Holeshot function must be disabled.
- Fuel: All full-sized sleds must run Sunoco Surge 105.
- Please see the ISR Rulebook for in-depth specifications (page 28 of ISR Rulebook).

## Junior 10 - 13 (10 - 13 years old)

600cc stock race sled, minimum of one (1)  model year old.

- Maximum track lug height is 1.75 inches.
- The electronic control unit (ECU) will be reprogrammed with rev limit restrictions (rev limited to a maximum of 6500 RPM)
- Restricted throttle to allow no more than 50% throttle opening and must be installed properly. Exhaust valves will be blocked in the shut position. Primary clutch engagement will be 4000 max RPM
- Holeshot function must be disabled.
- Fuel: All full-sized sleds must run Sunoco Surge 105.
- Please see the ISR Rulebook for in-depth specifications (page 28 of ISR Rulebook).

## Junior 14 - 17

This class is open to riders 14 - 17 years old, if the rider turns 18 during the season they are permitted to continue in this class.

- Studs are allowed.
- Restricted throttle to allow no more than 50% throttle opening and must be installed properly.
- Please see the ISR Rulebook for in-depth specifications (page 28 of ISR Rulebook).

## Beginner

Minimum of 14 years old, must turn 14 years old before December 1, 2026.

- This is an entry-level class for new riders with under a year of experience on a race sled. Riders are permitted to participate in this class for one season of Michigan Snocross and must advance the next season.
- Michigan Snocross Race Director's have the authority to move riders up to the next class based on their age if their skill level greatly exceeds other riders.
- 0 - 600cc limited build race sleds. Sleds must be noncurrent or a minimum of one year old.
- Rules correspond with the Sport Lite class
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).

## Sport Lite

This class is for racers with previous race experience and is designed to bridge the gap between the Junior/Beginner and Sport class. Riders will be moved up to the Sport class at the discretion of the Race Director's.

- Minimum of 14 years old, must turn 14 years old before December 1, 2026.
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).

## Sport

This class is designated for riders with previous race experience.

- Minimum of 14 years old, must turn 14 years old before December 1, 2026.
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).

## Pro AM Women

This class is for women with previous race experience.

- Minimum of 14 years old, must turn 14 years old before December 1, 2026.
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).
- Payout class for the top three finishers.
    - Payouts are based on the total number of entries each round. Payouts will be given during the podium presentation each round.

## Pro Lite

Minimum of 16 years old, must turn 16 years old before December 1, 2026

- Aftermarket can/silencers allowed
- The Stock OEM Y-Pipe and Main Pipe must be used with no modification.
- Changes permitted include aftermarket silencers, shocks, bearings, skis, and handlebars.
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).
- Payout class for the top three finishers.
    - Payouts are based on the total number of entries each round. Payouts will be given during the podium presentation each round.

## Pro

Minimum of 16 years old, must turn 16 years old before December 1, 2026

- Aftermarket can/silencers allowed
- The Stock OEM Y-Pipe and Main Pipe must be used with no modification.
- Changes permitted include aftermarket silencers, shocks, bearings, skis, and handlebars.
- Headlights must remain functional but **do not** need to be covered.
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).
- Payout class for the top three finishers.
    - Payouts are based on the total number of entries each round. Payouts will be given during the podium presentation each round.

## Pro AM Plus 30

Minimum of 30 years old, must turn 30 years old before December 1, 2026

- Aftermarket can/silencers allowed
- The Stock OEM Y-Pipe and Main Pipe must be used with no modification.
- Changes permitted include aftermarket silencers, shocks, bearings, skis, and handlebars.
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).
- Payout class for the top three finishers.
    - Payouts are based on the total number of entries each round. Payouts will be given during the podium presentation each round.

## 40+

Minimum of 40 years old, must turn 40 years old before December 1, 2026

- Aftermarket can/silencers allowed
- The Stock OEM Y-Pipe and Main Pipe must be used with no modification.
- Changes permitted include aftermarket silencers, shocks, bearings, skis, and handlebars.
- Please see the ISR Rulebook for in-depth specifications (page 15 of ISR Rulebook).
- Payout class for the top three finishers.
    - Payouts are based on the total number of entries each round. Payouts will be given during the podium presentation each round.

# NPRP CODE OF CONDUCT

Welcome to Northern Power Race Park! Our team is so glad you're here and we look forward to hosting you at our events. This Code of Conduct was created to help create a safe, comfortable, and enjoyable experience for guests and participants of all ages.

***HAVE FUN AND BE RESPECTFUL.*** We are all here to have fun and do what we love - ride snowmobiles!! It is each person's responsibility to respect every entrant, rider, and participant and conduct themselves in a sportsman-like manner. Northern Power Race Park, LLC reserves the right to remove anyone from the premises who violates the rules and/or code of conduct.

***BE COURTEOUS***. Please be courteous to other attendees. Do not disrupt other patrons with disrespectful, unruly, or hostile actions or behavior. Inappropriate behavior should be reported to Race Park Management.

***RESPECT OUR EMPLOYEES.*** Our employees and volunteers work tirelessly to put on these events. Please be respectful to them, they are the reason these events are possible!

***DO NOT INTERFERE WITH THE EVENT***. Do not go on the track unless it is your time to race, throw things on the track, interfere with the race, or bother the track officials. No one is allowed to cross the track or be on the in-field without prior permission from Race Park Management or Race Director. All persons must remain 20 feet away from the active race track. No one except for riders who are properly registered may ride or practice on the track on race day.

***NO WEAPONS OR FIREWORKS.*** Weapons are prohibited on the Northern Power Race Park property. Fireworks and all other forms of explosives and/or noisemakers are not permitted.

***NO PETS.*** Pets are not permitted in the spectator area. Service animals are allowed. Pets are permitted in the pit area - please keep them on a leash at all times and remember to pick up after them

***WRISTBANDS REQUIRED.*** Everyone entering the Northern Power Race Park property must sign the Northern Power Race Park Accident Waiver and Release of Liability form and obtain a

wristband. Wristbands must be worn throughout the entirety of the event. Riders or their crews caught without a wristband, switching wristbands, or using old wristbands could subject their rider to disciplinary actions, fines and possible disqualification. Please be prepared to show your wristband at all times.

***CLEAN UP AFTER YOURSELF.*** There are numerous trash receptacles around the park. Please dispose of all trash and race vehicle parts in a respectful manner.

***NO DRONES.*** No personal drones or other aerial recording devices are permitted at the park without the permission of race park management.

***MAINTAIN SPORTSMANSHIP.*** Northern Power Race Park invites racers of all skill levels to participate in our events. Please be respectful and maintain appropriateness to everyone on and off the track.

***RESPECT OUR NEIGHBORS.*** Be courteous to the residents of the neighborhoods surrounding the park when entering and exiting the grounds.

***KEEP IT FAMILY-FRIENDLY.*** Please help us maintain a family-friendly atmosphere by monitoring profanity.

***NO SOLICITING*** No Soliciting or distributing of literature or products will be allowed at Michigan Snocross events without prior approval from Northern Power Race Park management.

## *DRUGS AND ALCOHOL*

**Drugs:** For the purpose of this code, “Illegal Substances” include any substance that 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 purpose 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.

1. It is forbidden for any participant to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time. Nothing contained herein shall be constructed to discourage the proper use of medically necessary or prescribed or over-the-counter medications.

**Alcohol:** ***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 NPRP Event***.
NPRP'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 NPRP, and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at NPRPs sole discretion, shall be deemed in violation of this Code.

# ***NPRP CONTACT INFORMATION***

***Owner: Marc Archambault*** ***Director: Rene Maier***

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