

OFFICIAL RULE BOOK

2026-2027 SEASON

SNOCROSS.COM

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No express or implied warranty or safety will result from publication of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to spectators or participants.

These regulations are comprised of definitions and allowable modification or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.

Existing rules may be revised, or new rules may be added after this rulebook was printed. For the latest updates, please check the website at www.snocross.com.

INTRODUCTION

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

The regulations are comprised of definitions and allowable modifications or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component.

It is a racer's responsibility to present a snowmobile that is legal at all times. It is not ISOC's responsibility to detect every rule violation at every inspection.

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

This rulebook was posted 11/6/2026. All rules in this rulebook are subject to change. Please check the ISOC website (www.snocross.com) for rule changes, additions and information not included in this rulebook. It is the rider's responsibility to visit our website prior to each race to make sure they have the latest updates. ISOC reserves the right to change or modify these rules at any time.

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

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

If you have any questions about your membership, please contact ISOC Headquarters, info@snocross.com. Should you have any questions about a specific event, please contact the appropriate ISOC affiliate holding the event.

RIDERS UNDER 18 YEARS OF AGE

1. Riders under the age of eighteen (18) are required to have a Birth Certificate, Minor Waiver, & Power of Attorney form completed on their racer profile before they will be allowed to compete. This must be completed every year, even if you had one on file the previous season.
2. Riders under the age of eighteen (18) are required to sign the Minor's Assumption of Risk Acknowledgement at rider check-in at each event. No Exceptions!
3. Riders under the age of eighteen (18) must have a parent or legal guardian with them at rider check-in. If a parent or legal guardian is not able to attend rider check-in, the Power of Attorney form on the racers profile must match the adult accompanying the minor at rider check-in with proper ID. Please see www.snocross.com for the appropriate form.
4. Any rider or parent caught falsifying a rider's age or producing false documents will be penalized, possibly up to a year, at the discretion of ISOC.
5. A Jr. 10-13 rider may not apply for advancement.
6. A Jr. 14-15 rider may apply for advancement to the Sport Lite class with proper verification and documentation.
7. Girls aged 14 may advance to the Pro AM Women class and run Jr. 14-15 in conjunction with Pro AM Women until they age out of the Jr. division.
8. A junior rider must be the age of the class to run it. For example, to run the Jr. 10-13 year old class, you must be 10 when you start running that class. If you turn 14 during the season, you can continue in that class or advance to Jr. 14-15, not both.
9. Jr. 14-15 class uses "Throttle Restricted" 600cc Super Stock models. "Throttle Restricted" kits are available only from the manufacturer.

CLASSES

ACS NATIONALS

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

1. **Pro Classes** – (See ISR rulebook for acceptable models)
a. Pro – (minimum age is 16 by the first event day of the current season)
b. Pro AM Women (minimum age is 14 by the first event day of the current season)
c. Pro AM +30 (minimum age is 30 or older by the first event day of the current season.

2. **Pro Lite Class -** (See ISR rulebook for acceptable models)
a. Pro Lite (minimum age 16 by the first event day of the current season)

3. **Sport Classes -** (See ISR rulebook for acceptable models)
a. Sport
b. Sport Lite – Top five in year end points from the previous year MUST move up to Sport Class. Top 30 from the previous year's Sport class or anyone who won five times the previous season in Sport are not eligible to run this class. This class was incorporated to be an entry level class.

4. **Junior & Transition Classes -** (See ISR rulebook for acceptable models)
a. Jr. 14-15
b. Jr. 10-13
c. Jr. Girls 9-14
d. Transition 9-13
e. Stock 200 (Ages 6-12)
f. Stock 225 (Ages 7-12)
g. 120 Champ (Ages 6-12)

Minimum age by the first event day of the current season.
- 120 Champ riders may also ride the Transition, Stock 200, Stock 225, and/or Jr. 10-13 class (age appropriate)
- Jr. 14-15 may also race Sport Lite with approval

ACS NATIONAL CLASS ADVANCEMENT

The advancement policy for ISOC National will be as follows:

Based off the year end season points standings you must advance to the next class level if*

- You have won a points championship two years at the same level.
- After two years at the same level and been in the top three in points both years.
- Once you have been at the same level 3 or more years, have at least one race WIN and have been in the top 5 in points 2 times. (Starting 2027-2028 season)
- Pro riders who have been in the class for two years without a top 10 points finish in both years, may request to move down to Pro Lite. Requests must be submitted to ISOC prior to the start of the season.
- Top 5 in Sport Lite year-end points must move up to Sport class the following year

*Junior classes must fall within the age category to advance to the next level. No one under 10 will be allowed to move into the Jr. 10-13. No one under 14 will be allowed to run in the Jr. 14-15 (by the first event day of the current season). These are insurance parameters.
If you run the Jr. 14-15, for example, and during the season turn 16, you can finish your year in the Jr. 14-15. Once 16 you may also advance to the Sport class if you have not been previously approved to do so.

Junior (ages 14-15)
A Junior rider may advance to Sport Lite/Sport ONLY with permission from ISOC.

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

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

RACE DIRECTOR AUTHORITY

1. The Race Director and Technical Director will be certified by the sanctioning organization.
2. The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility, including design.
3. The Race Director shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event, and/or fines.
4. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
5. Race Directors may not have a vested interest in the events in which they act in an official capacity. They may not work in an official capacity when they have a vested interest in that class.
6. Race Directors may compete in events other than those in which they officiate.
7. The Race Director may cancel any race or the entire event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give riders adequate notice in advance.
8. A Race Director may judge the mechanical integrity of all timing equipment.
9. The number of competitors that can be safely on the course at any one time will be determined by the Race Director.
10. Before the completion of the given race weekend, all race incidents, DQ's, scoring issues, protests, etc., must be addressed to a Race Director. Any objections beyond the completion of the weekend will not be applicable and all results will be finalized by the Race Directors.
11. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestant machines. The Technical Director may not work in official capacity when he has a vested interest in that class.
12. All equipment and specifications will not be allowed to be used for any other purpose other than for use at sanctioned events.
13. Disciplinary action by the Race Director other than a disqualification or prescribed fines will be under provisions of the board.

FLAG DEFINITIONS

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

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

YELLOW FLAG
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 rider to not put the downed rider/incident in harm's way through careless and aggressive acceleration out of yellow flag zone.

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 will slow down to observe the caution, and most importantly NOT PASS or gain any significant ground on 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 will be scored last in his/her heat or final. All calls are at the Race Directors discretion.

NO JUMPING
Jumping under yellow constitutes 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 caught jumping under yellow may receive last place points, DQ or a position determined at the Race Directors discretion.

GAINING UNDER YELLOW
Gaining "too much" ground on 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 1 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 gaining too much ground under yellow flag zone may be scored last, DQ, or a position determined at 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 Director 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 racecourse without gaining ground or race position.

Penalty: Riders 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 downed rider 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 DQ'd at the Race Directors discretion. The rider may change their goggles and/or gloves before the restart of the race but, the sled will restart the race just as it was when the red flag was thrown. Crew members must stay away from the sled. They are not allowed on the track. Once called to restart, riders have 2 minutes to be at their sleds. Rider will restart and position sled when told to do so. If the

sled cannot be started by the rider one crew member will be allowed to help at the discretion of the starter. A downed rider will be responsible for letting the track officials know if they are injured. If they are not injured, they must raise their arm immediately to let officials know that they are 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 later in the day until cleared by medical. If a red flag is thrown that does not involve injury and sled or sleds are able to continue, those sleds will restart at the rear of the field. We will use a staggered restart. The restart line up will be by finishing position of the previous lap. Lappers will be at the back of the field in the position they would be in if the race ended.

The restart position of the riders reverts back to the last officially counted lap. If only one (1) lap or less has been completed, the restart will be the same as the start of the race. No work may be performed on the machines without permission from a race official. If a rider is concerned that his sled is not safe to continue, he must have an ISOC official examine it before he can touch it.

BLACK FLAG

A furled black flag (the black flag is wrapped around the stick) signifies a warning for either equipment failure or for rider conduct. A furled black flag pointed at you is a warning to stop whatever activity has caught the eye of the officials. You should proceed to the start line to speak to the starter for your penalty. Should you not cease the offending activity, you WILL promptly be displayed an open black flag. (Example here would be rough driving or passing in a yellow flag zone).

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 3 sleds by you and then resume racing.

An open black flag – the display of this flag is an immediate disqualification. Pull off the track immediately and safely. Rider is not allowed to stop and talk to flagman at the finish line. For questions, go to the start line flagman. A penalty will be assessed after the race.

In the event that you disagree with the decision of the officials regarding a black flag penalty, please be advised that all such calls will be made solely at the discretion of the Race Director, after any and all necessary information has been gathered. Should you disagree, you may fill out a “challenge form” and ISOC will review the form. It is ISOC’s sole discretion whether to reverse the call or leave it as is. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. This is a professional series, and we expect ALL involved to act accordingly. Your argument, when presented in an appropriate manner, will be duly considered and, should your protest have merit, the decision of the officials could be reviewed.

Note: 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, the 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

The blue flag will be displayed to riders being lapped. Lapped riders should move out of the way of the leaders. This is a “courtesy flag.”

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. Should a checked flag be displayed earlier or later than the official distance, the finishing order will be decided on the lap the checkered flag was thrown. ALL sleds are to proceed immediately to the tech area. You may be required to stop for a post-race technical inspection unless otherwise instructed by an ISOC official. Be sure to clear the landing zone/tabletop 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. Rule updates and/or changes will be posted on the ISOC website, on the pit board in staging, or in the Tech Inspection area. It is the responsibility of the rider and crew to be aware of such changes.

RIDER & MACHINE

1. A rider and the machine's chassis and motor shall be considered a unit and once the class has begun, neither will be substituted. If a rider qualified on a machine, both the rider and the chassis and motor must be in the same final event of the class. Any rider caught substituting a chassis or motor will be subject to immediate disqualification and possible disciplinary action and may lose all points at the event in that class. This applies to all classes except PRO and PRO LITE.
2. Rider AND machine MUST report directly to Post Race inspection before returning to the pit area, failure to do so, may result in disqualification.
3. PRO / PRO LITE Sled Change Per Each Race Day

Once a chassis or motor (snowmobile) is damaged beyond repair in the time frame between rounds, a driver and/or mechanic can elect to change to a different chassis and motor combination (i.e. backup sled). This rule applies to the Pro and Pro Lite class *ONLY*. Once the chassis or motor is damaged, the snowmobile must go through tech after the race the damage occurred in. The Tech Director *MUST* look over the snowmobile to validate the damage, fill out the "Snocross Sled Substitution Request Form", and give approval for the sled change. Chassis, motor, and track information must be provided to the Tech Director before the snowmobile can be used in competition. Once the snowmobile has been elected by Rider and/or Mechanic to be used, the rider and/or mechanic *CAN NOT* use the original snowmobile they changed from. This rule covers *all* races on the ACS tour.

RACE REGISTRATION & ENTRY REGULATIONS

1. A signed Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form is mandatory for all personnel in non-spectator areas (paddock, staging and track) at each event.
2. All riders must have registered properly and have signed a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement before any runs are made (practice or racing). Any rider practicing or racing without proper waiver and registration forms filled out will be disqualified. All entries must be submitted by the proper deadline. (Please check the members.snocross.com website for entry deadline information.)
3. Late Entries – in the event an entry is submitted after the specified deadline, ACS may accept the late entry with a late registration fee. Late fees are $100 per day, per class after specified deadline. A late entry may be placed in the last starting position.
4. All refunds must be requested through Amsoil Championship Snocross Headquarters within 7 days of the scheduled event. Once a sled enters the racecourse, whether in practice or competition, a refund can no longer be issued for that event day.
5. Service fees or insurance fees are not considered part of entry fees.
6. Gate admission fees for rider and crew members will be regulated on a regional basis. Please check with your ISOC racing affiliate.
7. ACS will provide a schedule of events.
8. The maximum number of classes a rider can enter per day will be regulated on a regional basis. Rider and machine may race other higher classes in the same division.
9. Any class or event can be eliminated when there are less than three (3) official entries at the close of registration.
10. All participants in events must be fully familiar with the Rules and Regulations, and any additional rules by Race Promoters that may be specifically applied to any event.
11. All participants are responsible for at least a 10 BC fire extinguisher in their pit area. Any pit area without the proper fire extinguisher is subject to a $250 fine.
12. All riders are responsible for the proper disposal of hazardous materials (examples; gasoline, oil, antifreeze, etc.) and waste (garbage). Any rider not in compliance may be suspended and/or fined.

RIDER PROTECTIVE EQUIPMENT

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

1. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2025 or newer “Snell Foundation Approval Code.” Helmets carrying European Standard ECE 22.06 are also approved. Helmet must display original ECE, or Snell decal as provided by the manufacturer. Decals that are covered or eliminated will

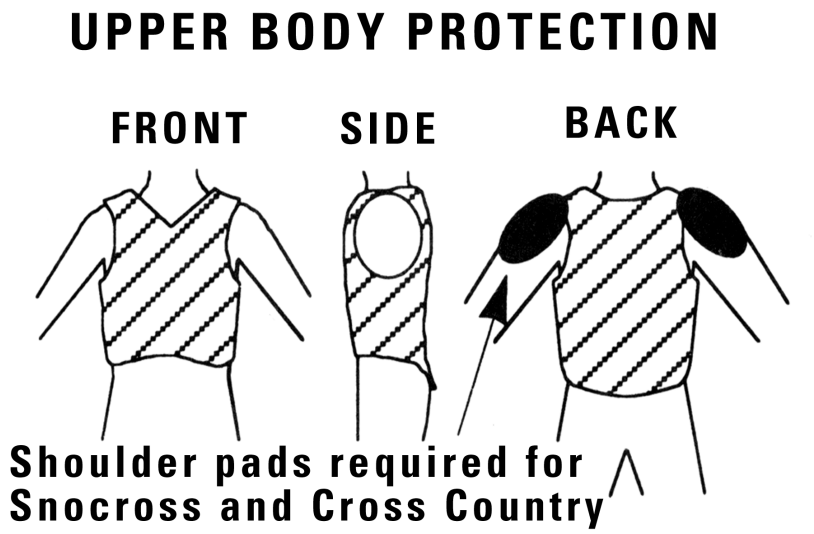
be cause for rejection of the helmet. The helmet must be securely fastened at all times. Riders competing without their helmet securely fastened will be immediately disqualified.

Any snowmobile operator under the age of 18 must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.

2. While helmets no longer have to be 50% orange covered, it his highly recommended that racers utilize an orange or high vis color. Helmet wraps are strongly discouraged to allow on track medical staff to diagnose possible head trauma in the event of an accident. Absolutely NO recording devices or rigid items allowed on the helmet or visor. (Refer to "Diver Protective Equipment" on pg. 5 of the ISR Rule Book: Sno Cross - Isrracing)

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 (288" total). This is required at all Snocross events. If the rider has a question, they should see the Race Director or Technical Director.
4. Gloves and appropriate clothing, along with at least above ankle leather boots are mandatory (above ankle boot must have a minimum of 6 inches of leather above the ankle).
5. Eye protection is mandatory. If corrective lenses are required to drive a motor vehicle, the rider will also be required to wear them while racing.
6. Noise silencers or hearing protection are mandatory in all modified classes. It is recommended in stock classes.
7. The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas. It will protect the rider in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Motocross vests and hockey equipment do not meet this rule.
8. Shoulder pads must be added to the upper body protection.
9. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
10. Elbow pads, mouth guards, chin guards and neck collars are highly recommended.
11. Blue jeans or jackets, overalls or any clothing displaying vulgar language is not allowed.
12. Mouth guards are mandatory for 120/200/225 competitors. Mouth guards must remain in place for the duration of the race.
13. Any safety equipment questions should be directed to the ISOC Tech Director.
14. Racers with long hair – hair must be tucked inside helmet.

15. Hoodies are not allowed outside of the jacket; it is considered a safety concern.
16. Pit coats are not allowed during racing.



RIDER IDENTIFICATION BIB & DECALS

1. All riders will wear the number listed on their racer profile (members.snocros.com). It is the rider's responsibility to provide themselves with a bib or other form of their assigned number on their back and be of contrasting colors of the uniform. The numbers on the riders back will be a minimum of 8 inches high and a minimum of 1-inch wide. Uniform numbers must match the number on the machine. It is also recommended, the rider have their race number and first name placed on the front upper left or right-hand side of the uniform, minimum 1" in height. Riders will be required to keep the machine numbers and bib numbers in legible condition. Riders without legible numbers or numbers assigned to them may not be scored. The Race Director has the final call on what is deemed legible.
2. If a rider's numbers are not legible, they may not be scored. If a rider has been notified either at the race site or by letter or email after an event and the problem is not fixed, they will not be scored.
3. All racers are required to display three (3) ASC decals on their machine(s); one on each upper side of the hood and one on the windshield.
4. *There will be no unauthorized logos allowed. Only the assigned number will be allowed displayed on the snowmobile.*

All the riders taking part in AMSOIL Championship Snocross, will be required to display a number on each side of the rear portion of the snowmobile along with a number on

the front of the sled. The background color of the number must correspond to the class you race, and the background must be large enough to display a full 5 ¾ inch number with a minimum of a one-inch stroke, (line thickness.) Number must be somewhat horizontal and not vertical. If unsure, a rider must approve number through the ISOC Tech Director.

Front number requirements: All classes will need to have their number on the front of the snowmobile in a space that is highly visible. Must have half inch around number and be two inches tall. This will help not only with scoring, but for identification in photo credits, TV shots, and fan recognition. Other front of sled locations may be used, but locations must be approved by ISOC.

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

This rule will be enforced at pre-and post-race tech with no exceptions.

	STANDARD	POINTS LEADER
PRO & PRO AM PLUS 30 BLACK NUMBERS ON WHITE BACKGROUND		
PRO LITE WHITE NUMBERS ON BLACK BACKGROUND		
PRO AM WOMEN WHITE NUMBERS ON PINK BACKGROUND		
SPORT & SPORT LITE BLACK NUMBERS ON YELLOW BACKGROUND		
TRANSITION, JUNIOR & YOUTH BLACK NUMBERS ON WHITE BACKGROUND		N/A

RIDER LIABILITY

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

claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

RIDER RESPONSIBILITY & PIT CREW

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

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

MISUSE OF PIT PASSES

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

FRAUD, BRIBERY & ILLEGAL ASSISTANCE

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

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

RIDER CHECK-IN

1. All riders and crew members are required to check in, sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and WEAR a release wristband on the appropriate wrist.

2. Everyone who is in the pit area must be wearing a wristband on their wrist. Riders or their pit crew caught in the pit area without a wristband, switching wristbands, or using old wristbands could subject the rider to disciplinary action, fines, and possible disqualification.
3. Riders must be checked in by the appointed time.

RIDERS MEETING

The mandatory Rider's Meeting will be held at an announced time and place. It will be conducted by the Race Director and/or Race Promoter. Descriptions of the course, flags, etc. will be made. Roll call will take place at each Riders Meeting. If your name is called and you are not in attendance, you will be starting last in all of your heats for that given race day. You may not have a representative attend the meeting for you, these are MANDATORY for all racers.

PRACTICE LAPS

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

STAGING AREA

Reasonable speeds will be observed in the pit and staging areas. Riders will report to the staging area to run practice laps. The schedule of events will be posted on a board in the staging area. It is the rider's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called. It is the riders RESPONSIBILTY to be there and ready to race. Anyone who misses their heat and then runs in a subsequent heat will be given their finish position, but no year end points for that heat. For example, you miss your heat and finish first, you will be given a "1" for your qualifying but will not be awarded the "10" points that accompany that finish for year end points. A rider will not be able to run in another heat if they have missed their designated heats more than two times in a season. It is the rider's reasonability 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 pit and staging areas as well as eye protection.

WARM-UP STANDS

1. Snowmobile stands that catch and retain traction components, and other items that are thrown by a track, are mandatory. The machine must be placed on a legally approved stand, placed within six (6) inches of the rear of the tunnel opening, and within twelve (12) inches of the track. This stand is to be used whenever the rear of a machine is raised to clean out the engine or track and must be used in the paddock and pit area at all times. The stand must be constructed of a metal material sufficient to contain cleats or other items that might be thrown from a track. This material must be constructed of a metal equivalent to 6061 T6 aluminum 1/16 inch thick. Side extensions are mandatory and at a minimum, the side extensions must extend to the center of the back axle.
2. No full throttle operation is allowed while the machine is on the warm-up stand and must have the tether attached at all times the snowmobile is running.
3. Whenever the sled is running on the warmup stand the tether must be attached to someone for safety.

TUNE-UP AREA

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

RACE START & START LINE

1. The rider and one (1) crew member are allowed on the start line. The crew member must wear a TEK vest or appropriate chest protection approved by ISOC and must also have a crew ISR membership. There will be no gate packing by crew or racer. If you have an issue with your gate, you may notify an official on the starting line and they can fix it for you.
2. Once the machine leaves the start line on its own power, the machine is considered to have started the race.
3. A rider may raise his hand if there is an equipment problem on the start line. The starting flagman will wait a maximum of two (2) minutes for the rider to correct the problem.

SIGNAL LIGHT RULES

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

RIDER MAY BE PENALIZED AT THE START OF A RACE

1. Jumping the start.
2. Causing a restart.
3. Unsportsmanlike conduct (at the discretion of the Race Director (See “CONDUCT OF PARTICIPANT” on pg. 27)

START LINE PENALTY

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

PASSING

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

LEAVING THE COURSE

1. Riders leaving the course must re-enter in a safe fashion and without gaining a position or advantage. The rider must re-enter in the closest and safest area. Failure to follow this procedure may result in a penalty or disqualification at the discretion of the Race Director.
2. Riders may not stop on the racecourse. 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 transponders 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 transponder line. The transponder line is the official finish line.

INJURED RIDERS & DAMAGED MACHINES

1. An injured or otherwise incapacitated rider or damaged machine shall be prohibited from racing with exception that, if in the Race Directors judgment, the rider or machine is determined not to be a danger to rider's self or any other competitor. The rider may only re-enter a race if a race official and the medical staff have cleared such rider. The Race Director's decision is final.
2. If for any reason a rider is forced to stop on or near the course during an event, it would be the rider's first duty to remove the machine from the track so as not to endanger or obstruct other riders
3. A rider who has spun out or stalled should raise both hands over their head to indicate that no more movement will be made until the field has passed and to indicate no injury.

UNSPORTSMANLIKE CONDUCT

1. The deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for a Stop and Go penalty or disqualification at the discretion of the Race Director.
3. Any dangerous or foolish driving, crowding, chopping, **cross** jumping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race

grounds could subject contestant to disqualification at the discretion of the Race Director.

RADIOS

1. There will be no independent radio transmission on sanctioning body's radio frequency.
2. Radio communication between crew and driver is not allowed while the driver is on the course.
3. Helmet IPODs, MP3 players or musical device radios will be NOT allowed at ANY events, National or Regional.

CAMERAS

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

ON TRACK OBSERVATION

Drivers, crew members, team owners, and support people may not be physically on the race surface at any time once an event has started. This includes walking the track to inspect for changing track conditions and other concerns. Anyone doing so will be penalized at the race director's discretion. Penalties may range from a verbal warning to ejection from the facility.

SUPPORT VEHICLES

No unauthorized motorized vehicles are allowed in the pit or staging areas. Machines have to return under their own power. Only disabled machines may be towed from the track. Pit bikes are not allowed. No one under 18 years old is allowed to drive any pit vehicles anywhere on the premises.

SPEEDING

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

TEMPORARY SHELTERS

No temporary construction of the following types will be permitted in the pit area; tents, unless flame resistant and have been tested within one (1) year and proof of testing is

supplied to fire officials or fire marshal; make-shift wooden enclosures are not allowed. Any and all shelters are subject to approval by an ISOC official.

ANIMALS

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

PROTESTS

1. All formal protests must be made in writing, by a rider in the competition at the event, from the class in question, on a formal protest form accompanied by a $250 cash protest fee per specific item. Protest letters are available upon request from an ACS Race Official at the tech trailer.
2. Protests, grievances, etc. must be submitted within thirty (30) minutes after affected class has been completed. No protests, grievances, etc., will be accepted more than thirty (30) minutes after the completion of the affected class.
3. When the official protest is made with the fee, teardown will not be complete until protest is satisfied or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If a protest against another rider is made and found invalid, the fee will be given to the protested machine owner for the inconvenience. This is to be accomplished before the machines are released from teardown.
4. Protests in the case of driving infractions during an event need to be written on the appropriate “challenge form” which are available at the Tech Trailer. The ISOC team will look over any such alleged infractions and decide whether or not to change a call. This type of procedure is implemented so that the Race Director can continue watching racing. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. ISOC will not tolerate verbal abuse or accosting of a Race Official. (See “CONDUCT OF PARTICIPANT” on pg. 27)
5. A protest must be valid in the eyes of the Race Director, or he has the option not to accept it for action.
6. No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.
7. It shall not be possible to protest or appeal technical inspection equipment, scoring or timing equipment.

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

EJECTION FROM RACE SITE

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

CONDUCT OF PARTICIPANT (OFFICIALS, RIDERS, CREW, FAMILY MEMBERS, ETC.)

All following actions are general examples of behavior that may fall under different penalty levels and are not limited to only the listed examples. Crew members are the rider's responsibility and may fall under these penalties for their actions. These actions may result in a fine/and or loss of Championship points (2-point minor, 4-point major), ejection from the race site, or suspension (Race Directors discretion):

1. Verbal abuse of a Race Official, Event Official, any ISOC staff member, media, or fan.
2. Any participant that threatens bodily harm or assaults any official, rider, crew, etc.
3. Vandalism, tampering, or stealing of competitors snowmobile(s), equipment, etc.
4. Vandalism, tampering, or stealing from venues or series
5. Refusal to submit a machine for inspection/allow examination or measurement of a machine's components.
6. Competing under a false name, age, or producing false documents.
7. Use of radio communication while on-track
8. A physical confrontation with another participant, ISOC staff member, media, fans, etc. on the premises prior to, during, or after the event.
9. Attempting to manipulate the outcome of a race or championship.
10. Substance abuse (zero tolerance)

FUEL

All racers are required to use Sunoco fuel at the nationals. The fuel designated for all pro classes and sport classes is surge. All classes below Sport Lite have the option to run Surge or to run Optima. The fuel must not be blended of any sort and must pass all ISOC test standards. Sunoco fuel is not required at ISOC regionals. If you have any questions, please feel free to email tech@snocross.com

Penalty for a failed fuel test will be disqualification for the race he or she participated in with illegal fuel. Residual fuel remaining in the tank or contaminated tanks causing failed fuel tests are the responsibility of the racer and will result in an automatic disqualification of that race.

TRANSPONDERS

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

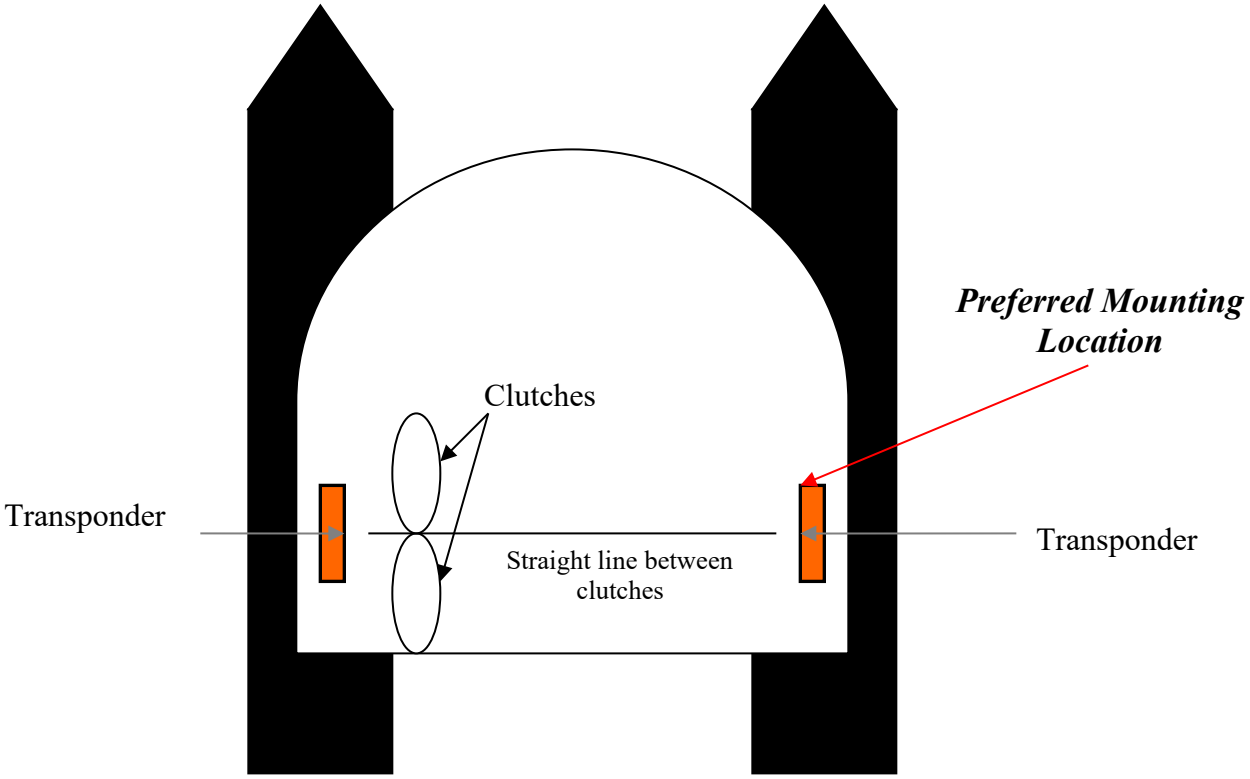
1. Transponders must be hard mounted on the center line, between the two clutches on either side of the snowmobile as low to the ground as possible. It should be mounted vertically so that you can see the indicator light on top pointing up and the arrow that says “track” points towards the racing surface.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

2. It is the rider’s responsibility to ensure a working transponder is in place prior to the start of the race.

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 ACS requires: MX TR2, MX X2, or any old version of MX mylaps transponder (orange). If you have any questions, please contact Timing & Scoring at info@snocross.com



All Classes (except Pro): QUALIFYING & ELIMINATIONS

ROUND ROBIN

A Round Robin will be used for ALL classes. It will consist of two rounds where rider entries will be divided into heats. Finish positions will be added together with the low score being the best. Ties will be broken with the last round counting the most and the first round counting the least, then "TIE BREAKERS" come into effect. All riders who start a round will be given a finish position. Riders failing to start will be given a DNS and twenty-five (25) will be used on that round for the master score sheet. Technical penalties will result in a last place finish. Disqualification penalties will be given a DQ, and thirty (30) will be used on that round for the master score sheet. If the DQ penalty is issued, no “year-end” points will be awarded to the rider. If a crash occurs on the first

lap involving more than one racer and none of these racers can continue on, all the racers involved will be scored in the last highest finishing position and all receive the same points. For example, if there are 10 competitors in that heat and three crash on lap one and can't continue, all three would receive 8th place points. However, if the crash occurs after lap one, the finishing order will revert to the last officially completed lap prior to the crash.

Anyone who misses their heat and then runs in a subsequent heat will be given their finish position, but no year end points for that heat. For example, you miss your heat and run in a different heat, you finish first, you will be given a "1" for your qualifying but will not be awarded the "10" points that accompany that finish for year end points.

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

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

Youth, Junior, & Transition classes, Pro AM Women, & Pro AM Plus 30: The top fifteen (15) riders from the round robin will move into the final, the next ten (10) will race in the LCQ, if applicable.

Sport classes & Pro Lite: The top ten (10) riders from the round robin will move into the final, the next ten (10) will race in the LCQ, if applicable.

TIE BREAKERS

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

Qualifying tie breakers:

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

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

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

PROVISIONAL STARTS
Provisional starts will be used ONLY at National events. Riders who are in the top ten (10) in the point standings going into the event will be allowed a back row start in the Last Chance Qualifiers (LCQ), should they not qualify for the LCQ through results from the rounds. There is no limit on the number of races you can use a provisional start providing you are top 10 in points coming into the event. This applies to all classes.

In the Pro AM +30 and Pro AM Women classes, the top five (5) will use provisional starts for row three (3) of the final if they didn't make the top 20.

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

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

NATIONAL EVENTS

Pro: Two heats and a final (winner takes all). There will be one Practice session and one Qualifying session. Two 5 minute plus one (1) lap races and one 10 minute plus one lap Final. Each round will include all riders who qualified. Round 1 starting order will be based off fastest qualifying times, Round 2 starting order will be a complete invert of the front row (10) based off finishing position from Round 1. The two round finishing score will determine the starting positions for the final. If you place 1st and 2nd in the heats; you will receive 3 points. Lowest combined score from the two heats will provide the starting position for the final. There will be points awarded to heats (10,9,8,7, etc.). The final will be (25, 22, 20, 18, etc.)

- A tie-breaker will be determined by the second Round finishing position
- If you are unable to qualify, you will start last in Round 1.

1. Pro Lite, Sport, Sport Lite: The top 10 qualifiers from the two-round robin format will advance to the final making up the front row. The remaining riders will run an LCQ with the top 5 going into the final (completing the back row). Points will be assigned in the rounds and final but not in the LCQ.

2. All Remaining Classes: These races will all consist of the two-round robin race format. At this point if there are more than 20 riders in any class, we will run the two rounds and then an LCQ with the top 15 qualifiers going directly into the final (10 in the front row, 5 in the back row) and the top five from the LCQ completing the back row. If there are exactly 20 riders or less, we will NOT run an LCQ and the top 20 from the two-round robin race format will advance to the final. The top 15 will fulfill the front row & half of the back row with the 16th-20th qualifiers making up the back row. Points will be assigned in the rounds and final but not in the LCQ. This only applies on tracks large enough to support the 20-racer field, otherwise only 15 riders will go through to the final. Race Directors will decide on the 20 or 15 rider count field. (This includes Pro AM Plus 30 & Pro AM Women).

3. **All Classes:**

PLACE	HEAT	FINAL
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
DQ	0	0

4. Seeding: A seeding process will be used for select classes at select events. Riders will be allowed to run for a specified amount of time to get their fastest lap time during seeding. The lineup for the final will be determined by the fastest lap times.

5. Parade Laps: You must use the same sled on the parade lap as the sled you will be racing.

6. Pit Boards: Pit boards will not be allowed. Rider's are NOT allowed to have radios.

POINT SYSTEM

1. For the Rider Championship, the points stay with the rider.
2. ISOC reserves the right to ask any rider to move up to the next highest class if necessary.
3. No points will be awarded in an LCQ.
4. All events count towards the season championship in their respective series unless stated otherwise.
5. At National events, all classes (besides Pro) will use the round robin format and point structure.
6. Please check with your local regional circuit for their format and point structure.
7. It is the responsibility of the rider to verify they have received the correct points for a race. Riders will have ten business days from the posting of points on the website to file a written protest to ISOC Headquarters regarding the rider's concern. After ten business days, points will be reviewed at ISOC's discretion. Please contact megan@snocross.com for timing and scoring questions.

TIE BREAKERS & END OF SEASON POINTS STANDINGS

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

AUTOGRAPH SESSIONS

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

RIDER PAYOUT

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

1. Added purse money will be in the Pro class.
2. ISOC reserves the right to modify payout schedule for any event.
3. Payouts for the ACS National series will be mailed out after the events.

4. Any rider with over $600 in winnings at the end of the calendar year will be issued a 1099 tax form for the following year for tax purposes.
5. It is the rider's responsibility to know what manufacturers and other sponsors contingency program requirements are and to follow up on all necessary procedures to collect on these programs.
3. Trophies may be available at all ISOC events. The location where you can pick up your trophy will be announced at the riders meeting.
4. All non-US residents could be subject to US tax laws and withholdings; ISOC reserves the right to withhold taxes per US tax laws.
5. You must fill out a W9 (W8 if not from U.S.) to receive payout

TECHNICAL RULES – See ISR Rulebook
(Rulebook can be found and printed at isrracing.org)

Additional Rules:

Safety pre-tech takes place every morning in staging. Top 5 to tech after every round. Those failing to report to tech will be DQ'd.

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.snocross.com.

PLEASE REFER TO ISR RULEBOOK FOR ALL THE UPDATES
Sno Cross - Isrracing

CODE OF CONDUCT

CONDUCT

Every Entrant or other member of ISOC is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or may have their existing membership and/or license suspended or revoked by ISOC. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties.

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

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

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

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

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

During each event, there may be several mandatory meetings scheduled, including riders' meetings and entrants' or crew chiefs' meetings. Failure to attend, or late arrival is a breach of this CODE.

RESPONSIBILITY

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

DRUGS AND ALCOHOL

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

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

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

It is forbidden for any participant to consume any alcoholic beverage in a manner which may affect his/her behavior during practice, qualifying or the racing portions of an ISOC Event. ISOC's standard for being "under the influence" is that any person who is deemed to be acting abnormally or is impaired, at the sole discretion of ISOC, and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at ISOC's sole discretion, shall be deemed in violation of this Code.

Further, while it is not a violation of this Code for any participant or ISOC Member to consume alcoholic beverages, in accordance with law and regulations, at an event site, it is a violation for any member to act in an unsafe manner anywhere at an ISOC Event as a result of any impairment. It is a violation of this Code

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

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

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

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

Any participant or ISOC member who is found in violation of any part of this section may be required to undergo testing or re-testing prior to any further participation in any ISOC sanctioned event or reinstatement of any ISOC membership or privileges.

ISOC does not provide rehabilitation services. Nor does this Code provide for periods of rehabilitation, with respect to this section of the Code. However, nothing contained herein is intended to dissuade anyone from seeking treatment or help for drug or alcohol problems, and ISOC strongly encourages participants or members in need to seek such treatment or help.

ISOC Circuit Contact Information
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Registration/Scoring/Communication: megan@snocross.com
Website: www.snocross.com

ISOC Affiliates:

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Website: Youth Snowmobile Racing - Two Eighty Six Sno Series
Sandi Blessum

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