

## 2026 New England X Country Racing Rules

**“Our mission at NEXC is to grow and honor the tradition of cross country snowmobile racing by delivering a safe, fair and competitive environment through professionally run events that connect riders from all across our region.”**

*NEXC and its affiliates have the right to change and or alter these rules whenever we see fit or necessary.*

### Cross Country Classes

#### Pro

Pro racers must be approved by NEXC Committee & at least 16 years of age at the time of the event

#### Pro Factory

(EFI non snocross STOCK snowmobiles, up to 600cc liquid cooled, 1.25" track lug height)

#### Pro Improved

(Up to 600cc liquid cooled modified machines, 1.25" minimum track lug height)

(Open Class will allow Semi Pro Riders to compete in specialty pro classes such as Pro Open 150 and Enduro Races)

#### Pro Factory Women's

(EFI non snocross STOCK snowmobiles, up to 650cc liquid cooled, 1.25" track lug height)

#### Semi-Pro:

Semi Pro racers must be approved by NEXC Committee & at least 16 years of age at the time of the event

### **Semi Pro Factory**

(EFI non snocross STOCK snowmobiles, up to 600cc liquid cooled, 1.25" track lug height)

### **Semi-Pro Improved**

(Up to 600cc liquid cooled improved machines, 1.25" minimum track lug)

### **Sport classes:**

Sport class racers must be at least 14 years of age at the time of the event

#### **Sport Stock**

(Any 600cc STOCK snowmobile, 1.25" minimum track lug height or OEM lug height for model) Can be older than 10 years.

#### **Sport Improved**

(Up to 600cc liquid cooled improved stock machines, 1.25" minimum track lug height or OEM lug height for model)

### **Specialty classes:**

#### **Classic**

#### **Production Snowmobiles 2004 Model Year and older up to 600cc**

**Must follow all Improved Stock Rules**

**Rider must be 14 years of age or older**

### **Junior Classes:**

#### **Junior 10-13 600cc**

**(Up to 600cc STOCK snowmobile, 1.25" minimum track lug height or OEM lug height for model)**

#### **Junior 14-17 650cc**

**(Up to 650cc STOCK snowmobile, non snocross 1.25" minimum track lug height or OEM lug height for model)**

## **Trail Classes:**

**Up to 650cc / Up to 850cc / Trail Open**

**This is grass roots racing and Trail Classes are generally Stock rules however in an effort to grow the sport we will make adjustments as needed.**

**Trail Modified Snowmobiles may be bumped up to next class on a case by case basis.**

## **Snowmobile Rules**

### **2026 Factory Stock Class Rules**

**Up to 600CC factory stock snowmobiles with oil injection or up to 1049CC 4stroke model naturally aspirated.**

**Snowmobile must be OEM factory chassis for the make, model, year, and vin of the snowmobile.**

**Front and rear suspension travel must maintain a minimum of 2" Track must be a minimum lug height of 1.25".**

**Studs must not be more than  $\frac{3}{8}$ " above the top of the lug.**

**Carbides Must be commercially available and match ski configuration.**

**Front ski stance can be no wider than 43.5", measured from center of carbide to center of carbide.**

**Aftermarket suspension components allowed. Must maintain OEM configuration.**

**Available OEM or aftermarket brakes allowed. Must maintain OEM mounting location. No lightweight or carbon disks. Brake cooling allowed.**

**Venting Allowed, No more than 36 square inches, multiple holes no bigger than 1".**

**Aftermarket commercially available skis allowed.**

**Aftermarket commercially available oversized gas tanks allowed.**

**Seat must maintain factory mounting location and be OEM option and commercially available.**

**Clutching and gearing are open to all available aftermarket and OEM options. Primary and secondary clutches must be OEM for the make, model, year, and vin of the snowmobile.**

**Snowmobile must have OEM length snowflap, no cut down snowflaps.**

**Snowmobile must have working tether and be worn at all times anywhere near race venue. NO EXCEPTIONS!**

**Snowmobile must have a working headlight, taillight, and brake light at start of race.**

**Factory stock snowmobiles in Pro Stock and Semi Pro Stock cannot be more than 10 years old.**

**Factory stock snocross sleds are not allowed in this class.**

### **Engine Configuration**

**Engine must remain stock bore and stroke for the model year and model designation.**

**No internal machining of the Cylinders or Crankcase or Head (no porting, polishing, decking, matching, grinding, or surface alterations).**

**Pistons, rings, rods, crankshafts must remain OEM dimensions and OEM equivalent.**

### **Internal Components**

**All internal engine components must remain stock-spec and unaltered.**

**No lightening, balancing, or blueprinting of any internal components.**

**No aftermarket performance coatings (ceramic, thermal barrier, friction-reducing, etc.)**

### **Intake & Exhaust**

**Stock OEM intake system must be used (airbox, intake boots, throttle bodies).**

**Filtering components may be replaced but must be non-performance-enhancing.**

**Exhaust must remain OEM stock for the model/year.**

**No cutting, gutting, or modifying exhaust components.**

**Replacement mufflers must be OEM or OEM-spec direct replacements.**

### **ECU / Tuning**

**ECM/ECU tuning allowed but:**

**Must use stock injectors, stock fuel rail, and stock throttle body size.**

**No additional piggyback fuel controllers unless approved by tech.**

**No nitrous, methanol injection, or auxiliary fuel systems.**

### **Cooling System**

**Cooling system must remain OEM configuration.**

**Heat exchangers may not be modified or enlarged.**

**Aftermarket coolant (non-performance) allowed.**

### **Replacement Parts**

**Replacement parts must be:**

**Commercially available**

**Direct replacements**

**Same material and dimensions as OEM**

**No custom or one-off machined items**

### **Electronics / Sensors**

**All sensors (air temp, coolant temp, O<sub>2</sub>, knock, etc.) must be OEM or OEM-equivalent.**

**No sensor spoofers or signal modifiers.**

**No traction control systems or aftermarket power-adders.**

### **Tech Inspection Authority**

**Tech officials may inspect any component at any time.**

**Refusal to allow inspection = automatic DQ.**

### **Improved Class Machine Rules**

**Open to any 600CC 2 stroke or up to 1049CC 4stroke model or stock 650CC.**

**OEM stock chassis**

**Engine fuel injection system must remain OEM for make and model year snowmobile (fuel controllers may be added).**

**Front A-arms and rear skid frame must be OEM for make and model year snowmobile.**

**OEM bore and stroke for make and model, no internal motor modifications allowed**

**Bolt on performance parts (i.e., pipes, exhaust can, ECU tuner, etc.) allowed**

**Front spindles may be changed but only with your manufacturer's OEM part numbers, no aftermarket spindles.**

**Shocks and springs are to all available manufacturers and Aftermarket (suspension travel must remain 2").**

**Sway bars can be added, with the use of aftermarket parts when necessary.**

**Engines can be ported.**

**Cylinder heads must remain OEM appearing but can be altered or milled.**

**Engine exhaust can be altered or modified to duals, singles, pipes or any style can, but must exit snowmobile at factory OEM location.**

**Cooling system can be altered or modified to accept cross country racing.**

**Fuel tanks can be changed out to any OEM or commercially available option.**

**Track and track drivers may be changed out to any commercially available option (tracks must remain 1.25" minimum lug height).**

**No aerodynamic kits (hood and body panels must remain OEM) venting can be added.**

**Snowmobile must have working tether.**

**Snowmobile must have working headlight, taillight, and brake light at start of race.**

**OEM primary clutch for make and model year snowmobile, with any OEM or aftermarket springs and weights.**

**Secondary clutch can be changed out to any OEM or commercially available aftermarket equivalent.**

**No slide rail lubrication devices or tanks.**

### **Classic Class Rules**

**2004 model year and older.**

**600CC and under snowmobiles.**

**Engine must remain stock, no milling, porting etc.**

**Exhaust can be replaced with aftermarket equivalent (if engine came with single pipe from factory, it must remain that way).**

**Fuel system must remain OEM stock for the model year snowmobile.**

**Front and rear suspension must remain OEM for model year snowmobile.**

**Suspension may be lowered but must have 2" of travel front and rear.**

**Front ski stance can be no wider than 43.5", measured from center of carbide to center of carbide.**

**Any OEM or aftermarket track is permitted.**

**Studs must not be more than  $\frac{3}{8}$ " above the top of the lug.**

**Any OEM or aftermarket clutching is permitted.**

**Snowmobile must have a working tether, headlight, taillight, and brake light at start of race.**

## **Memberships**

**A \$150 annual membership fee is required to earn NEXC season points. Only annual members are eligible to receive year-end awards and championships. Additionally, annual members will "lock-in" their race number for the year and will have the first opportunity to retain the number in future years. A racer may join the points membership at a pro-rated amount during the season.**

**Benefits of being a yearly member include:**

**Season race number assignment**

**Point accumulation for year-end championships and awards**

## **RACER REGISTRATION**

**All registrations for this season will be available online at**

**[www.northstarmotorsportsme.com](http://www.northstarmotorsportsme.com)**

**All online entries must be received by 6pm the Thursday before the event.**

## **DROPPING OR ADDING CLASSES**

**After you pre-register, if you decide to drop or add a class(es), you MUST contact NEXC Committee via email at [registration@northstarmotorsportsme.com](mailto:registration@northstarmotorsportsme.com) by 6pm the Thursday before the event. Dropping or adding classes cannot be done via text or social media; ALL changes must be made by email!**

## **DRIVER CHECK-IN**

**All racers and crew members must check in on race day to receive transponder and sign a liability waiver.**

Driver check-in times and locations vary by event; those details will be posted on each event page on the website as well as on social media.

All racers and crew members must sign all liability waivers at each event. Failure to do so may lead to disqualification.

## **PAYMENT METHODS**

Credit Card is accepted ONLY with pre-registration; on race day, check, or cash will be accepted. A \$30 fee will be added to all NSF/declined items. Any racer with a declined payment will be required to pay in cash for any future registration payments.

## **REFUNDS**

Entry fee refunds will be given if NEXC Committee is notified of the cancellation before race day.

All race day cancellations and race entry withdrawals (dropping a class when entered in multiple classes) are permitted before the first race starts. However, once the first race begins, there will be NO refunds. If the race weekend has already started and the event is canceled due to weather, there will be NO refunds.

Any funds paid will be transferred to the rescheduled event if applicable.

## **Machine Requirements-all classes**

### **Race Numbers**

Your race number must be displayed on both sides of your snowmobile's hood, tunnel, or windshield, and it must be in lettering at least 6 inches tall and  $\frac{3}{4}$  inch wide. It is the rider's responsibility to ensure their numbers are legible so scorekeepers can read them from a distance during the race; if not, you might not be scored!

### **Transponders**

We utilize the MYLaps TR2 MX TRANSPONDER with the MYLaps system for scoring. It is the rider's responsibility to ensure their transponder is charged and functioning properly prior to their race. During the parade lap

all riders will pass over the scoring loop to verify their transponders are working, this is the only time you have to make sure they are registering with the scoring system. At select events there will be live timing and scoring available, results shown on this system may not be the official results.

### **Identification Numbers-all classes**

Drivers must have the race number assigned to them by NEXC. It is the drivers' responsibility to have their assigned race number on their machine and legible. Numbers that are not legible may not be scored.

All classes will be required to run white background with black numbers or black background with white numbers on both sides of snowmobile, on windshield ALL sleds must run Hi Viz yellow numbers.

Sleds with numbers deemed too hard to read by NEXC tech officials may be disqualified.

Red number plate backgrounds are reserved for the defending Pro Overall season champion. NO other racers will be allowed to run red number plate backgrounds.

The drivers assigned number must be displayed on both sides of the snowmobile hood or tunnel.

The number must be a minimum of 6" to a maximum of 8". Numbers must be  $\frac{3}{4}$ " wide.

Your race number must ALSO be on the windshield facing forward. The number is to be in "Hi Viz Yellow" color for visibility, to aid officials for ease of identification. Windshield must be in place at start of race.

Race numbers will be held from the previous season until October 1 of the following year.

## **ANTICIPATED RACE DAY SCHEDULE**

**TETHERS MUST BE USED AT ALL TIMES THROUGHOUT THE DAY.**

**Racer and Crew**

Check-in site for each race will be posted on NEXC website.

### **Pit area setup**

Pit locations are on a first come basis.

### **Drivers Meeting**

Mandatory for all drivers.

Time and location will be posted at the driver check in.

Roll call may be taken to verify driver attendance.

### **Pre-tech inspection**

Safety inspection for machines and drivers.

Rider must wear their helmet, chest protector, and other safety gear.

Tech will “mark” your machine and helmet when it passes tech.

Riders MUST arrive at pre-tech with ALL safety equipment being worn; you will not be pre-teched without all proper safety gear.

### **Parade Lap**

Low-speed escorted lap around the race course that allows the racer to examine the course followed by an additional lap. No racing and be cautious of other riders.

### **Machines to staging**

Please No Jackstand Running In parking Areas or outside race area. Any racers acting in an unsafe manner will be asked to leave. An approved warm-up stand with side shields is required at all times in pits and staging when the rear of the snowmobile is elevated and the engine is running.

### **Racing begins**

Classes are typically staggered so racers in multiple classes have rest periods.

### **Post-race tech inspection**

Technical inspection of the top finishers in each class.

Awards ceremony is generally at the end of the event. Awards may not be available prior.

Location will be announced at driver check in.

## Race Information

### **FLAGS**

A series of colored flags will be used to communicate race information to the drivers.

#### **Flag Definitions**

##### **GREEN FLAG**

The green flag is lifted to indicate the start of the race.

##### **YELLOW FLAG**

Absolutely NO passing is allowed in any yellow flag zone (defined as the area from the yellow flag to the end of the incident). A yellow flag indicates that there is an incident ahead and there may be significant blockage of the track.

##### **RED FLAG**

The race will stop immediately when the red flag is displayed. Slow down and stop with caution, making sure that any drivers behind you see where you are and that they too have ample room to slow down and stop.

##### **BLACK FLAG**

**Rolled black flag-** If you receive a rolled up black flag on your first lap by the start finish line, that implies you jumped the start, at this point pull off to the side of the track and drop to back of pack. A rolled black flag (black flag wrapped around the stick) pointed at you by the flagman means that you are being warned for either a driver conduct issue or equipment failure. If

the conduct resulting in the warning does not improve or the equipment is not repaired, a full black flag will result.

### **Full (open) black flag**

A full (unrolled) black flag means that you will be required to stop at the start/finish line, or nearest location as indicated by the race official present. A full black flag doesn't necessarily mean you are disqualified. It can be used as a time penalty or as a way for officials to relay important information to you. When allowed to resume the race following a black flag incident, please use caution when rejoining the race as other racers traveling at race speeds may be on your intended line of race course re-entry. If you are notified by race officials that you have been disqualified, exit the racecourse safely and report back to your pit area.

### **BLUE FLAG**

**The blue flag indicates that you are being lapped. Please allow extra room for the lead-lap sleds to get by in a safe manner.**

### **CROSSED FLAGS**

**Two flags held in an "X" formation mean that you have reached the half-way point of the race.**

### **"DRUM STICK" FLAGS**

Two rolled flags moving up and down in the fashion of a drummer indicate two laps remaining.

### **WHITE FLAG**

The white flag indicates that you are beginning your last lap.

### **CHECKERED FLAG**

The race is complete. Safely exit the track and proceed to the tech area as directed.

### **COURSE MARKERS**

**While racing, Cutting the course at any point will result in a last place finish.**

**While racing**, if you hit a course marker at any point you must pull off outside the track and come to a complete stop before continuing on. If failure to stop, racer will be given a last place finish.

**Normal course** markings consist of two stakes spaced roughly 25-35 feet apart. You must go between the course markers to avoid penalties. Caution areas will be marked in a special way that will be explained during the drivers' meeting. Signs with arrows may be used to show a change in course direction.

## **PASSING / GETTING OVERTAKEN**

**While racing**, if you force another racer outside the course which results in them hitting or missing a stake, you must pull off outside the track and come to a complete stop before continuing on. If failure to stop, racer will be given a last place finish.

## **MECHANICAL BREAKDOWN**

In the event of a mechanical breakdown, the racer must move his machine as far off the racing line as possible. If repairs are possible, the racer may attempt to fix his machine using tools and parts he brought with him at the start of the race. The driver should also signal to other racers behind him that he is uninjured and okay. A simple "thumbs up" gesture is commonly used. Other racers approaching the broken-down racer should relay his race number and approximate location to a race official. The racer providing this information will receive a time credit for their assistance.

## **INJURED RIDER**

If you come across an injured racer on the course, it is recommended that you assess the situation and get help to the injured person as quickly as possible. Usually, notifying a race official to summon the proper medical personnel is the best approach; however, depending on the specific circumstances, other methods may be more appropriate given the variety of conditions encountered in cross-country events.

## **WITHDRAW/DNF**

If, for any reason, you do not finish the race, you must notify a NEXC race official about your situation. This is especially important when returning to

the pit area. Please report to the NEXC scoring trailer immediately after arriving back in the pits. This will allow us to inform your crew members of your location and help us to continue the race program without unnecessary delay.

### **REFUEL PROCEDURE:**

#### **ONLY 1 Fuel Person ALLOWED.**

Prior to the Pro class races, there will be a race director meeting to review the refueling procedures. Any rider or crew not present will result in DISQUALIFICATION from the applicable Pro class race, loss of points, and no refund will be given. Goggles and fluids can be given to the driver. A minimum of 4 gallons is required.

Fuel stops will be “walk in/walk out,” where a “STOP” sign near the fuel lane entrance signals the driver to come to a complete stop, dismount his snowmobile, and walk alongside the machine until reaching the fuel area. Racer must remove fuel cap themselves.

Fueling must be done with a canister provided by or approved by an NEXC OFFICIAL.

Once fueling is finished, the racer should replace the fuel cap, , and then walk alongside the machine out of the fuel area until reaching the “END WALK” sign. At that point, he may get back on the machine, check for and yield to any oncoming racers already on track, and then resume the race.

Fuel stop must be completed before the start of the white flag lap. Failure to do so will result in disqualification; no exceptions!

#### **“NO SLED REPAIRS, ADJUSTMENTS, OR MAINTENANCE IS ALLOWED IN THE FUEL LANE” DURING FUEL STOP.**

Each team is **REQUIRED** to have a fire extinguisher in the refueling area.

Pit people need to have waivers signed! If they do not sign them at racer check-in on Friday night or Saturday morning, they will not be allowed in the refueling area.

### **FUEL JUG RULES (ALL Classes):**

LC style fuel jug is the only approved fuel container for fueling at fuel stops.

Filler hose size must stay as manufactured. Larger hose diameter is not permitted.

The jug cap must be securely tightened at all times during refueling.

All cans will be teched in the fuel lane each day. Once a can is teched, it cannot leave the refuel area. After fueling, the can must be post-teched and cleared by officials.

## **Penalties**

### **Fuel Lane Violation**

Fuel jug altered / does not meet fuel jug rules, working on sled in refuel lane, fuel lane.

Fuel jug altered / does not meet rules- disqualification

Working on sled in refuel lane- disqualification

Fuel lane procedure violation- Black Flag for Stop and go penalty, if failure to take stop and go penalty then racer will be penalized 5 spots

Failure to take minimum fuel – 5 spots

Violation of Start Walk / End Walk- Black Flag for Stop and go penalty failure to obey the black flag will result in a 5 position penalty

## **Track/Rider Rules**

**All riders must meet the following safety equipment rules**

**All riders must have a tekvest or equivalent, No Motocross vests.**

**All Riders Must Have Hi-Vis Colors on gear.**

**All Riders Must have a closed face helmet or an open face helmet with goggles.**

**There are to be no helmet communication devices whatsoever, this includes rider to rider and/or rider to crew communications.**

**All riders must adhere to the following track rules.**

#### **JUMPING THE START:**

**Stop and Go Penalty.** Rider should recognize they jumped the start, pull over and drop to the rear of the pack before continuing on. If not rider will be black flagged for a stop and go penalty, failure to obey the black flag will result in a 5 position penalty.

#### **TECHNICAL VIOLATIONS**

**Machine irregularities.** - Subject to disqualification or time penalty at the discretion of race committee AND tech director.

#### **SAFETY VIOLATIONS**

Subject to disqualification or time penalty at the discretion of the race director AND scoring director.

#### **OTHER VIOLATIONS-NON-SPECIFIED**

**The race committee has final authority on all violations regardless of type.**

#### **PENALTIES & TIME CREDITS**

The race committee has the final authority on all violations, penalties, and time credits, regardless of type. The race director can review all infractions, make decisions, and assess penalties. All infractions and time credit requests are managed by the Race Committee. DO NOT enter the timing and scoring trailer.

#### **PRE-RUNNING RACE COURSE**

Pre-running is not allowed at any NEXC event, once the course is marked it is closed to riding on the course. Violators are subject to Disqualification from the event with no refund of fees, if racers or race crew members are found riding the course the racer will be disqualified from the event.

## **UNSPORTSMANLIKE CONDUCT**

The deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director. Any dangerous or foolish driving, crowding, chopping, 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 Committee.

## **EJECTION FROM RACE SITE**

The Race Committee has the right to eject any person(s) from the pit, paddock (staging area) or race track area. CONDUCT OF PARTICIPANT (OFFICIALS, RIDERS, CREWS, ETC.) Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from race site and be subject to fines and penalties. Any participant that threatens bodily harm or assaults any official, rider, crew, etc., may be subject to disciplinary action, ejection from the race site and be subject to fines and penalties

## **CODE OF CONDUCT**

Every Entrant or other member of NEXC 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 NEXC. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties. NEXC 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 pit 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 a NEXC official or NEXC designated Series/Promoter representative, as such pertain to the procedures and rules that govern the organization and administration of any NEXC event will be considered a breach of the CODE. Any Entrant or member that publicly criticizes NEXC or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to NEXC 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 NEXC event, which is deemed by NEXC 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 Committee 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.

## **PETITIONS**

1. All formal petitions must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee of fifty (\$50) for a technical / rule / result protest
2. Racers may only petition matters regarding a class in which they were a registered participant.
3. When the official petition is made with the fee, the item to be petitioned must be stated (a general petition will not be accepted).
4. There is no need for formal petition in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or assigned official on the course.
5. Race Committee has the authority to determine the validity of a petition.
6. No petition will be accepted that refer to a Race/Technical Director's judgement or decision.

7. It shall not be possible to petition or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.
8. Petitions must be filed within sixty (60) minutes following the “time posted” that is written at the top of the posted results for the class in question.
9. Properly filed petitions must be addressed by sanctioning body before finalizing class results

## **PROTESTS**

1. All formal protests must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee five hundred dollars (\$500.00) machine / equipment protest
2. Racers may only protest matters regarding a class in which they were a registered participant.
3. When the official protest is made with the fee, the item to be protested must be stated (a general protest will not be accepted), teardown will not be complete until protest is found to be valid or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If the protest is invalid, the fee will be given to the protested snowmobile owner for the inconvenience (to be accomplished before the snowmobiles are released from teardown).
4. There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or assigned official on the course.
5. Race Committee has the authority to determine the validity of a protest.
6. No protests will be accepted that refer to a Race/Technical Director’s judgement or decision.
7. It shall not be possible to protest or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.

8. Protests must be filed within sixty (60) minutes following the “time posted” that is written at the top of the posted results for the class in question.
9. Properly filed protests must be addressed by sanctioning body before finalizing class results. In the command center trailer officials will have the two (2) forms:

## **AWARDS**

### **INDIVIDUAL RACE**

Awards, based on finish results, are typically given out at a post-race presentation following the completion of the event. The awards are based on the number of entries in the class and the amount of added purse money available at each event. Typical awards available are as follows:

#### **Pro Factory 600, Pro Open, Pro Women's**

##### **Cash payout**

50%

10% payback goes towards year end purse

Number of positions paid out: Top 3 Racers

1-3 Trophies

#### **Semi Pro Factory, Semi Pro Improved Stock,**

##### **Cash payout**

50% payback event entries

5% payback goes towards year end purse

Number of positions paid out: Top 3 Racers

1-3 Trophies

#### **All other classes**

## **Trophies**

### **Positions 1, 2 and 3**

### **YEAR END AWARDS**

Year-end awards are based on the season-long point standings and are awarded at the season year end banquet.

To qualify for year end points you MUST be a season member, compete in 80% of races (if 5 point races then you need to compete in 4 races)

Year-end awards will consist of cash and trophies.

#### **o Year End Payout is as follows:**

**o Pro Factory 600, Pro Open, CLASSICS & Pro Women - 10% of total year entries**

**o Semi Pro Factory 600, Semi Pro Improved Stock, & Masters - 5% of total year entries**

Trophies will be available at the awards presentation following the race. Arrangements can be made to bring the award to the next race or they can be shipped but shipping charges will apply to items sent out.

## **Point System Cross Country**

The NEXC point system awards points for finishers in places 1st thru 28th. In the event of a DNF, the racer will be credited with the completion of the last complete lap when determining finish order. In the event of multiple racers not finishing a lap, their total finishing position points will be added together and averaged so that each racer will receive the same point total

#### **Points are awarded as follows:**

##### **Event points:**

**1st - 50 8th - 32 15th - 18 22nd - 7**

**2nd - 46 9th - 30 16th - 16 23rd - 6**

**3rd - 43 10th - 28 17th - 14 24th - 5**

**4th - 40 11th - 26 18th - 12 25th - 4**

**5th - 38 12th - 24 19th - 10 26th - 3**

**6th - 36 13th - 22 20th - 9 27th - 2**

**\*A racer who is disqualified due to a safety or technical infraction will receive 0 points; an event you are disqualified from is not allowed to be used as a throw-out.**

### **Tie breaker for season points**

At the end of the season if after all the points are calculated and there is a tie the tie breaker will be determined by the following process: Most event wins, if still tied most second place finish, and so on.

**Class Advancement** If a rider wins a class championship in Sport or Semi Pro divisions you have the following season to defend that championship, finish top 3 the second season and then bumped up to next division.

To move down a division a rider must submit in writing a request to NEXC Committee stating the reasons they feel that they should be allowed to drop down a division. This will be a decision made by the NEXC Race.

Committee, if you drop down a division without approval you will be disqualified and forfeit any entry fees, points, or purse money earned in the lower division.

## **Glossary of terms**

### **Aftermarket**

Parts or assemblies that are produced and/or sold by companies other than the OEM snowmobile manufacturer. Also refers to companies that produce and/or sell non-OEM parts and assemblies.

### **CC or Displacement**

The volume (measured in cubic centimeters) displaced by a piston(s) having traveled through one entire stroke in a cylinder(s).

### **Staging Area**

The staging area is a point near the race-track entrance where the race order of events will be posted, as well as the drivers in each event. Drivers will be “called to staging” when the time for their event nears. The driver and pit crew members will be required to wear a helmet and observe reasonable speeds in the staging area. Anytime a machine is running in the staging area with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

### **OEM (Original Equipment Manufacturer)**

### **Snowmobile Manufacturer**

### **OEM for the model**

Parts or components used in the original manufacture of a specific snowmobile.

### **Parade Lap**

The parade lap is a slow-speed lap taken prior to the start of the race. A NEXC official will lead the racers around the race course in order for the racers to get a feel for the race course as well as inspect areas that are, or may become, hazardous.

### **Pit Area**

The pit area is a designated area in which race vehicles including trailers and transport vehicles are parked during the race. It is also the area where the majority of tuning and repair work may be completed by the race teams. All drivers and pit crew members are required to wear a helmet and to observe reasonable speeds in the pit area at all times. Anytime a machine is running with the rear of the snowmobile elevated, an approved track warm-up stand must be used and tether must be worn at all times!

***We look forward to racing with you! – NEXC RACE COMMITTEE***