

## **1. Registration & Insurance**

- a. Prior to the race season, each racer must go on the ISR website and apply for a ISR License. You will be given a license confirmation number and mailed an actual license. Which must be provided to KCPRO East on your registration before each event.
- b. All racers must have the parental consent form signed by both parents prior to any racing activity. This form only needs to be completed once with both signatures and will be kept on file.
- c. All racers must complete both sides of the “PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT” before the races begin each Saturday.
  - i. All parents must complete the same waiver for any minor attending the event in the pit area as a spectator before the races begin each race day.
- d. All non-participants who enter the pit area (everyone with the exception of the racer and any minor who has the above form signed) must sign the “RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT” before the races begin each race day.
- e. After the appropriate waivers are signed you will be somehow marked to show compliance.
- f. Failure to comply with the event and insurance waivers may result in disqualification of a sled.
- g. If you are not a member of KCPRO East, you will need to sign the Photo Release Waiver for your racer prior to the event.
  - i. If you are a member of KCPRO East you have already signed the Photo Release Waiver as part of your membership package. This form will be kept on file for the race season.

## **2. Pre-Race**

- a. All sleds must pass through safety tech prior to entering onto the racing surface. This includes practice. After successfully completing safety tech, sled will receive some type of non-permanent mark to indicate to the race director that the sled is compliant.
- b. Open practice will generally be held for one hour before the event starts. This is pending that the track is ready to race on and officials are in place. Only the race director or someone appointed by the race director has the authority to open and close the race track to both racing and practice.
- c. All sleds wishing to practice will stage in the designated “hot pit” where they will be grouped into like sleds and allowed onto the racing surface in a staggered fashion. Keep in mind this will be practice not racing.
- d. No minors will be allowed in the “hot pit” unless they are competing in that class and with their snowmobile. This is for the duration of the event.

- e. Each sled is allowed only two (2) support members in the “hot pit”. This is for the duration of the event.
- f. In the event that the EMTs have not arrived at the race for the day when practice is set to begin the sleds will be allowed to practice at the discretion of the race director. Should the race director deem the conditions safe, no more than two sleds will be allowed on the race track at a time until the EMTs are in place.
- g. All racers and their parents or guardians must attend the pit meeting which will be held approximately 15 mins prior to the start of the event. All in attendance on ice must sign waver.

### 3. Line-ups

- a. All line ups will be posted on the board in the proper race order
- b. If you’re not in staging (the “hot pit”) when the race before yours goes onto the track you are late
- c. Should you miss the call for your sled you have 2 minutes to get your sled to the line or you forfeit your starting spot and the race will proceed without you.
- d. If you have a mechanical issue please send someone up to make the starting officials aware of the problem. You will be given 5 courtesy minutes to get ready and have your sled to the line.
- e. After the 5 minutes the race director will consult with the parents of the other racers waiting in your class and decide if any further courtesy time will be allowed.
- f. Racers will be sent onto the starting grid one at a time, starting from first (inside pole) to last (outer most) with the exception of the 340 class. The 340 class will be lined up starting last, going to first. This is in an effort to try to maximize the amount of room for the sleds to enter turn 1.

### **4. Starts**

- a. A jumped start is defined as any forward motion of a sled before clear intent of the flag man to start the race. Our flag man will point the rolled up green flag at the ground. As soon as the flag starts in an upward motion with the clear intent to start the race the racers are free to leave the line. Any movement before the flag goes up is considered a jump.
- b. If a start has been determined as a jump either the flagman will drop the green flag onto the ground or the race director (or appointed official) will wave the red flag. If everyone has left the line the sleds are to drive around the track and back to the line. Please instruct your racers to never go the wrong way or turn around on the racetrack.
- c. In the event a start is jumped by one or more sleds, the first sled to move will be charged with the jump and announced by the official who made the call. That racer will receive a warning and the race will be restarted at the starting line in the original order.
- d. If a racer jumps the start twice in one race they will be moved to the outer most (or in the case of a jumped red flag start) the rear most position.

e. We will not disqualify any racers for jumped starts, regardless how many times it happens in one event. We will however restart the race as many times as it takes to get a clean start. This goes for both starting line and red flag restarts.

f. Once all the racers have completed one lap, we will consider that lap scored. Once one lap is scored, racers will be lined up in a staggered fashion at the finish line. The sleds will be staggered nose to tail in such a way as to prevent a sled from crashing into the rear of another sled should it not take off on the green.

g. Racers are reminded to keep their feet on the sled at all times. Sleds that need to be “held back” from rolling need to be done so with the brake or by an idle adjustment. In interest of keeping the show moving if a racer is having problems keeping their sled from rolling forward, an official may hold the rear bumper until the green is displayed. This will be at the discretion of the race director. It is a courtesy and should be treated as such.

## **5. Cautions**

a. If the red flag is displayed anywhere on the speedway all sleds are to slow down but not stop unless the track in front of them is blocked. The race officials will direct them to the correct area for the impending restart.

b. Parents are encouraged to check on their kids in the event they are in a crash. However, they are not allowed on the racing surface until the racers have slowed. Please try not to run and help us prevent a bad situation from getting worse.

c. If a racer requires the attention of the medical staff, races will be suspended until such time as that racer has been released or additional medical staff has arrived. No exceptions.

d. Also if a racer requires the attention of the medical staff, even if only momentarily and is able to finish the race, a short incident report needs to be filled out. This is for the future protection of both the racer and the association. It must be turned into the association before the racer can receive any trophies for that event.

e. The racer that causes the caution will be put to the back of the field on the restart. Corner workers maybe asked for an opinion if the race director didn't clearly see the cause. Corner workers will consist of volunteers from the crowd and as such will not be asked to make a call, only offer a perspective, if they choose to do so.

f. If you see a condition or situation that you determine to be unsafe as a corner worker, wave the red flag. Do not wait for any authorization from anyone. We would much rather restart a race that should have stayed green then try to stop a race a lap too late.

g. In the event that some outside force or the race track caused the caution the race will be restarted without any penalties assessed.

h. Please feel free to come to the race director with any questions, comment or suggestions you have. That is the only race official you are allowed to talk to about a call or policy. Please keep in mind they will reciprocate the same attitude back that you bring to them.

## **6. Finishes**

- a. The finish line will be in the center of the front straightaway, directly in front of the flag man and the scoring staff. It will be marked the width of the track and the racers will be scored in the order they cross that line
- b. The race is considered complete once all the racers have crossed the finish line on the same lap as the leader.
- c. For lapped traffic this will not be the same amount of laps as the leader has completed. Any passing done after the “field” has taken the checkered will not be scored.
- d. This is done so we don’t penalize any racers that get confused because they took the checkered yet still need to make a lap to complete all the laps of the race.
- e. We do however strongly encourage the racers to make at least one “cool down” lap. This will help promote sleds leaving the track safely and allow newer racers the opportunity to complete all their laps. With this in mind please do not step onto the track or wave the red until all the racers have taken the checkered flag.
- f. The race is also considered complete if the leader crosses the finish line before or during a caution being displayed. In this case the finish will be scored as the order of the last completed lap minus any lead changes (i.e. first to the line still gets first even if they were second crossing the white). The order will also be minus the racer who caused the caution as they will be scored at the tail. This is in an effort to prevent last lap rough driving.
- g. All finishes are final as scored by our scoring staff. If you have a dispute with the finishing order, you need to calmly bring it to the attention of the race director. Any disputes (about anything) that are directed at the scoring staff, flagman or any official aside from the race director could result in suspension and removal from the race facility.
- h. Always exit the track slowly at the track exit. Never use the track entrance for an exit or vice versa.

## **7. Misc.**

- a. Always use slow speeds in the pits
- b. Never go the wrong way around the race track
- c. Along with KCPRO cities group, only approved ISR stands will be allowed in the “hot pit”. They don’t have to be to the exact drawing in the rulebook but must have the guards in place to prevent studs from passing through the stand.
- d. All running sleds must be tethered to something that cannot be pulled by the sled (i.e. person, trailer, a non-running sled). If an official sees an unattended sled running that isn’t tethered to something they are instructed to take the tether. If you want it back, you will have to see the race director.
- e. Be careful in cold conditions of wrapping blankets around your racers while warming up the sled. We would prefer that blankets and other loose items stay away from running sleds.

- f. Parents are allowed to ask for a delay in the races for warm up breaks for their racers. On cold days if we see a need we will stop the races and allow the racers to warm up before proceeding.
- g. Always go to tech after the race. Do not leave the tech area until instructed to do so by the tech man
- h. Our tech people will not disclose or discuss any disqualifications with anyone except the adult representative of that sled. It is the business of that person and the tech person only. No one else! It will also be at the discretion of the board with input from tech official and race director as to the penalty for the rules infraction.
- i. Parents are encouraged to come onto the track for pictures and hugs to their winning racer after the rest of the sleds have left the track.
- j. Races will be stopped no later than ½ hour past natural sunset regardless of where we are in the race order. Race director may stop the races at any time if he/she feels the racers are in danger due to conditions.
- k. Race director may also stop for track maintenance or repair at any time.
- l. No lube will be allowed on sleds for the Wisconsin races. This is the law in Wisconsin and the DNR has issued a warning. This also applies to the Northern Nationals and the cities group has the same understanding.

Only environmentally friendly lubes (biodegradable) will be allowed at KCPRO East races. Any racer caught using non-ecofriendly lube will be asked to clean up any spilled lube and only allowed to compete after the lube has been removed from the machine.

- m. All race teams need to have read and understand both this and the ISR rule book ([www.isrracing.com](http://www.isrracing.com)) Please pay special attention to the Verification and Control and the Driver Protection sections. Also, you will notice that most our operational rules are simply a clarification of ISR policies. Please talk to the race director if ANYTHING doesn't make sense.
- n. The race director will not tolerate anything that must do with putting a racer in a compromising position. That goes for anything from yelling at a racer to belittling a racers parent or guardian.
- o. We are here to support our kids and to ensure they have a fun, safe and rewarding experience. All our decisions and actions are based on that fact.
- p. Finally- feel free to call, text, or email me for any clarification or questions you may have.

Thank you for taking time to read and understand this. If you are a new race family do not be overwhelmed. It will all go very smooth and we pride ourselves on making sure all the kids have a super fun safe race day. Don't be afraid to ask any race officials, board members, tech people, or other race families for help or advice. We are one big racing family!

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