

## KC PRO-EAST 2025 RACE PROCEDURES



### 1. REGISTRATION & INSURANCE

- a. Prior to the race season, each racer must go on the ISR website and pre-register under the [KITTY KAT Registration Only](#) link (even for 206, Champ and 340 classes). You will be given a registration number which must be provided to KC PRO East on your registration before each event.
- b. All racers must have the annual consent form signed by all guardians prior to any racing activity.
- c. **“PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT”** must be signed before the races begin each race day. (Form to be signed virtually on the RaceDay Registration site.) The same waiver must be signed for any additional minors attending the event in the pit area as a spectator before the races begin each race day. (Form will be located at the CHECK-IN trailer during morning check in.)
- 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 KC PRO-East, you will be asked to complete the Photo Release Waiver for your racer prior to participating in our event(s). If you are a member of KC PRO-East this form will be completed as part of your annual Membership Package and kept on file.

### 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. If the EMTs have not arrived at the race for the day when practice is set to begin the sleds will be allowed to practice one at a time 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.

### **3. LINE-UPS**

**a.** All line ups will be posted on the board in the proper race order

**b.** Race order is determined by the race board operator in a fair manner either by random draw or computer-generated draw.

**c.** If you're not in staging (the "hot pit") when the race before yours goes onto the track you are late.

**d.** 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.

**e.** 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.

**f.** After the 5 minutes the Race Director may consult with the parents of the other racers waiting in your class and decide if any further courtesy time will be allowed. This only applies prior to the start of the race.

**g.** No sled shall enter the racing surface until directed to do so by the Race Director or board operator. We all want to help, but there may be a reason the sleds are not being staged yet. Please get approval before sending anyone out.

**h.** Racers will be sent onto the starting grid one at a time, starting from first (inside pole) to last (outermost) except for the 340 class. The 340 class will be lined up starting last, going to first. This is to try to maximize the amount of room for the sleds to enter turn 1.

**i.** Round Robins will be used in the event there are more than 12 machines competing in a class. Racers will be divided into heat races of 6 or less machines. Then the race board operator will determine the starting order for each heat race. Machines will compete in 3 heat races and based on how they finish in all 3- may qualify for the consolation or the feature. Only the top 12 machines will qualify for these races. All others have been eliminated for that class.

**j.** If 2 or more machines have earned the same amount of points after the heat races, those machines will compete in a race off if it affects the specific race they will be placed in. All other point disputes will be determined by highest overall finish. If necessary machines will be lined up according to the highest finish in the heat races. The race off will be 2 laps and the finishing order will determine either the starting order for the upcoming race- or what machine(s) qualified for the upcoming race.

**k.** The top 2 sleds eliminated from competition for the consolation, are encouraged to stay in the "hot pit" until that race has completed one lap. In the event a qualified sled can't compete- the top sleds will be used as alternates. They of course will be starting in the outermost spot as all qualified sleds will advance up to fill the empty spot.

### **4. STARTS**

**a.** A jumped start is defined as any forward motion of a sled before the 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.** Often the offending racer lets off and if no advantage is gained the start of the race **may** be continued.
- c.** 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.
- d.** 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.
- e.** If a racer jumps the start twice in one race they will be moved to the outermost (or in the case of a jumped red flag start) the rearmost position.
- f.** On bitter cold days or if the races start to fall behind, the Race Director may choose to stagger an original start if the racers are too jumpy. In severe weather such as minus 20 below with windchill we will not race.
- g.** 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.
- h.** 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.
- i.** Racers are reminded to keep their feet on the sled always. Sleds that need to be “held back” from rolling need to be done so with the brake or by an idle adjustment. In the interest of keeping the show moving, if a racer is having problems keeping their sled from rolling forward, an official or parent 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.
- j.** Races will never start more than 6 machines.
- k.** 206 classes will be running a new format in which the top sleds in the consolation event will transfer up to the feature. This is an option for any of the classes (except round robin) and can be implemented with the approval of the parents in a class. We want to get away from the single racer consolation events.
- l.** In all stock gear 120 and kitty cat classes- it is the racer that qualifies for the event – not the machine, therefore machines may be interchanged at any time during the racing of a class except under green flag conditions. In all other classes the rider must compete on the sled he or she started the heat race on.
- m.** If the machine is switched after the heat races are complete in an above stock class, that rider must start at the tail of the field in the consolation event and if necessary the next place finisher will get their spot in the feature. However, they will get the result of their finish in the consolation event.

## **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. 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 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 can 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 may be 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 a red flag is displayed on the first lap- before the whole field has crossed the start finish line to signify one completed lap- the restart will be in the original order on the starting grid. If 2 attempts have been made to start a race and the same or similar incident continues to occur, the starting grid may be staggered from the start finish line as if it was a restart. The original order will be maintained. This option is at the discretion of the Race Director.
- g.** 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.
- h.** The race will be red flagged for a cone stuck on a sled with no penalty assessed unless it is the last lap of the race or that machine is alone and stands neither to gain or lose any positions as a result. If a sled is forced into the cones because of rough driving, the offending rider will be sent to the tail of the finishing order.
- i.** If some outside force or the race track caused the caution the race will be restarted without any penalties assessed.
- j.** No adjustments will be allowed on machines once a race has started. Repairs are allowed but you will be sent to the tail if you work on your machine during a caution. This does not include adding fuel or lube.
- k.** If a machine needs repair to continue a race, the parent or owner of the machine may "call for five" indicated by holding five fingers up toward a race official. This will put you on a 10-minute clock as judged by the scoring staff, after 5 minutes a horn will sound, and the race will be realigned. At the 10-minute mark the race will restart with or without you.
- l.** Additionally, you will be permitted only one "call for five" per class. This includes both races.
- m.** All gear change classes may be subject to a two-lap finish (green white checkered) to maintain fairness should the caution come out on the last lap.
- n.** Intentional cautions will not be tolerated.
- o.** ISR requires 4 corner flaggers and a flagman while racing at all times. Flaggers must be able to react appropriately in case of a crash and be able to remove a sled off a racer safely. Children are not allowed on the race track.
- p.** In the higher classes: pro-206, champ, and 340 classes the last lap will not be red flagged unless an immediate threat or safety risk has called the attention of the flaggers or flag man. We will allow the racers to finish the last lap.

**q.** Please feel free to come to the race director with any questions, comments or suggestions you have. That is the only race official you can talk to about a call or policy. Please keep in mind they will reciprocate the same attitude back that you bring to them. The ISR also provides an appeal form if you wish to dispute any on track incident. This form must be filled out and given to the President or Race Director of KCPRO-East no more than 45 minutes after the incident occurred.

## **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 number 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. 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 to prevent last lap rough driving.

**g.** Be advised that even if a racer misses the heat race for his or her class, they are still qualified for the last starting spot in the feature or consolation (depending on the number of sleds in the class) In 120 stock gear and kitty cat classes- The RIDER is what has qualified- not the machine. Therefore it is not mandatory for the racer to compete on the qualified machine- if the qualified machine isn't able to continue. This will not include situations where we have more than 14 machines competing. In that case the racer is welcome to participate in the rest of the heats they are scheduled for. (In a round robin) However they are subject to the finishing order points system as described above.

**h.** 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.

**i.** Always exit the track slowly at the track exit. Never use the track entrance for an exit or vice versa.

## **7. MISCELLANEOUS**

**a.** Always use slow speeds in the pits

**b.** Never go the wrong way around the race track

- c.** Along with Kids Pro Ice (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. You must see the Race Director for its return.
- 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. In severe weather such as minus 20 below with windchill we will not race.
- f.** Parents can 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. This will not count as a “call for five” as in a repair scenario. However, any machines that receive anything aside from fuel or lube will go to the back.
- g.** Always go to tech after the race. Do not leave the tech area until instructed to do so by the tech man. And remember it is kids racing. Don’t cheat.
- 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!
- 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 1/2 hour past natural sunset regardless of where we are in the race order. Race Directors may stop the races at any time if he/she feels the racers are in danger due to conditions.
- k.** Race Directors may also stop for track maintenance or repair at any time.
- l.** Only environmentally friendly lubes (biodegradable) will be allowed at KCPRO-East events. Any racer caught using non-eco friendly 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.** No aerosol cans or flammable items are allowed in the “hot pit”
- n.** 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 of our operational rules are simply a clarification of ISR policies. Please talk to the Race Director if ANYTHING doesn’t make sense.
- o.** The Race Directors will not tolerate anything that has to 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
- p.** 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.
- q.** Finally- feel free to call, text, or email 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!

**The number one rule is to HAVE FUN!**

Race Directors

*AnDrew Scholler*

(218) 324-1115 | [msoko413@gmail.com](mailto:msoko413@gmail.com)

*Scott Schelde*

(218) 428-0706 | [shschelde@yahoo.com](mailto:shschelde@yahoo.com)