



SNOWCROSS COMPETITOR INFORMATION 2023 NEWSLETTER #1

Racers & Crew Members:

On behalf of Canadian Snowcross Racing, we welcome you to the 2023 racing season. This newsletter represents general information regarding our CSRA racing classes, rules and safety requirements. If you are a new competitor, interested in trying Snowcross racing for the first time, or experienced racer, this newsletter will provide you with the necessary information to get you started.

CSRA events will feature competition classes for Snowmobiles, Snow Bikes and UTV Off Road Vehicles. Classes are available for new racers including children as young as (4) years of age on 120cc snowmobiles, Novice, Transition, Junior, Trail Sport 0, Sport, Pro/Am Women, Pro/Am Vets (30+), Pro-Lite and Pro classes.

Most late model stock snowmobiles and limited build race sleds 0-600cc are eligible to compete in designated classes providing they meet our safety standards.

SNOW BIKES:

CSRA has (2) race classes for Snow Bikes, a 450cc Pro/Am Snow Bike race class, and a Kids 110cc Ripper class, see rules and information on Page #10.

OFF ROAD UTVs:

CSRA has (2) race classes for UTVs. See information on Page #11 & 12.

All CSRA racers and crew members are required to purchase a CSRA annual membership to attend or participate at our events. Members will receive a lanyard and ID Hard Card for identification purposes at our events.

Crew members are required to fill out their own membership form with contact information for personal hard card ID.

CSRA members will receive detailed information on race events, hotel accommodations, manufacturer contingency programs, race entry information etc.

CSRA members are eligible to participate at CSRA sanctioned or affiliated events in Canada.

The 2023 membership application is attached and is also available online www.snowcross.com

Racers may compete in race classes based on their age as of January 1st, 2023.

If you are a former racer and would like to retain your current race number, you need to purchase your new annual membership **before October 1st**.

Note: After October 1st, racer numbers are allocated on a first come first served basis.

Note: After November 1st. All 2023 racer membership Fees will increase by \$50.

(See membership information attached).



(ISR) INTERNATIONAL SNOWMOBILE RACING RULES

The rules in this newsletter are general racing guidelines. The CSRA operates under (I.S.R.) International Snowmobile Racing rules unless otherwise written in one of our CSRA newsletters. Competitors **can not** modify, or remove, or change, any part of their snowmobile in any Stock racing classes unless it is written that you can do so or approved in the International Snowmobile Racing (ISR) rule book, or in a CSRA newsletter.

If CSRA or ISR rules do not say a specific change can be made to a race sled, it is to be assumed the change can not be made or the rider will be disqualified.

Racers and their crew members are responsible to know CSRA & ISR Snowcross rules.

www.isrracing.org

SAFETY FIRST

Safety is our #1 priority at all CSRA events. Your race machine and personal safety equipment will be inspected before you compete for the first time.

RACER SAFETY REQUIREMENTS

Helmets:

Racers must wear a **Snell 2020** or newer, or **ECE 22.05** approved full coverage helmet and eye protection. The helmet safety approval ID must show on the outside or inside the helmet, otherwise the helmet is not legal to use.

Digital Video devices or mounts for Helmet Cams, or data collection devices are not permitted on helmets. It is recommended that helmets are a Hi-Vis safety colour such as Orange, Green, Yellow. It is recommended that helmets are not painted and do not have graphics applied by the owner. Chemicals from paint and adhesives may effect the helmet structure. Paint and other decals applied by the helmet owner leaves the liability with the helmet owner.

Upper body Safety:

Racers on full size sleds are required to have a minimum of 144 sq. inches of International Blaze Orange on upper body race apparel / jackets front and back.

Upper body orange is recommended for 120cc and Novice 200cc racers, however due to the size of the kids 144 sq. inches is not required).

All racers also need eye protection such as goggles, gloves, above ankle boots, knee and shin pads, a approved upper body Tekvest that provides full chest and back protection. Crew members are also required to wear a Tekvest when they are in the Staging warm up area and the Starting Line area.

Note: Motocross Vests are not legal for snowmobile racing classes.



RACE SLED SAFETY REQUIREMENTS

Your race sled must be equipped with the following:

A tether cord kill switch, as well as a thumb activated shut off switch. The thumb switch must be located on the right hand side of your handlebars.

Head lights and tail lights must be operational, glass lenses must be covered with clear tape.

The Ski tips or loops on your skis must be a minimum of 1" inch in diameter or width.

Ski loops must loop around and attach under the front Ski tip.

Rear Snow Flaps:

All full size race sleds including Junior and Transition sleds must be equipped with a rigid rear snow flap that touches the ground when the racer is sitting on the sled.

ISR Snow Flap rule description. www.isrracing.org

A functional and operational secondary safety shutoff switch (kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handlebar. The switch may be either the “click-on, click-off” type or the spring-loaded, push and hold type.

The attachment point of the retention strap to the snow flap shall be a minimum of 10 inches from the top of the flap. The retention strap shall be fastened to the snow flap in a position greater than 10 inches to control the flap in the following manner. The snow flap must touch the racing surface with the driver seated and the sled not in motion. When in motion the snow flap shall not extend at an angle greater than 45 degrees from the chassis. The intent of the snow flap is to limit snow and debris discharge onto competing drivers. Allowing the flap to extend beyond that dimension or any other method of defeating the effectiveness of the flap will be a disciplinary action. Observation by Race Director, Tech Director, or Course workers will be the control factor and will not be subject to appeal 8. Location of where the limiter strap mounts to the tunnel will be at builder’s discretion but must have 2 inches of chassis material minimum at the point it is mounted. 9. The snow flap will be fastened to the chassis/tunnel in the manufacturer’s normal methods and design. If this method proves failure prone a method for the individual brand will be dictated. 10. Appropriate technical inspection gauges will be constructed to allow the technical inspector to determine compliance to the above rules and mounting criteria.



TRACTION PRODUCTS & CARBIDES

In selected race classes, you are permitted to use a maximum of **(108)** studs

Studs are not permitted in 120cc, Novice 200, Junior/Novice, Transition, Snow Bike or UTV classes at CSRA events.

In all other classes studs are permitted, the studs and backer plates must be located in the centre area between the slide rails. Studs must be located no more than 1.25" inches directly behind a leading track lug. Studs must be located a minimum of 4.25" inches from the edge of the track measured parallel to the surface of the track and measured from the track edge to the outside edge of the stud shaft. No part of the traction device including the backer plate, may be closer than 3.75" inches from the outside edge of the track.

Studs may not be more than 3/8" taller than the track lug located directly in front of the stud.

The maximum track lug height is 1.75 inches.

Individual studs can not have more than (2) traction tips, (3) point Studs are not permitted.

Studs must be commercially available, trail type studs with a minimum 60% angled carbide tip.

Studs and backing plates can not be sharpened or modified at any time.

Ski Runners: Carbide runners must be commercially available 60% or 90% trail type carbides with a host bar that has rounded edges. Maximum carbide cutting edge insert length is 10" inches. Carbides can not be sharpened at any time. Oval or Ice racing carbides are **not** permitted. The minimum width for a carbide runner is 3/8" inch. Maximum width 5/8" inch. The maximum height for the carbide runner from the bottom of the ski is a maximum of 1/8" higher than the width of the carbide runner, not to exceed 5/8" inch.

Example #1: If your carbide runner is 3/8" inch wide, the maximum total height for your carbide runner including carbide insert is 1/2" inch from the bottom of the ski surface.

Example #2: If your carbide runner is 1/2" inch wide, the maximum total height for your carbide runner including carbide insert is 5/8" inch from the bottom of the ski surface.

Warm up Stands:

Warm up stands must be used when warming up all snowmobiles, including 120cc sleds.

Warm up stands are required to have a complete enclosure panel with side deflectors that will contain debris that may be thrown off the snowmobile track during the warmup procedure.



COMPETITOR RACE NUMBERS

All race snowmobiles must have race numbers on the front upper portion of the cowl or windshield, as well as, on each side of the vehicle.

All 120cc, Novice 200, Transition, Junior and Trail Sport racers must use 5-7" inch high black racing numbers on light grey or white back grounds. Racer numbers must be easy to read, located on both sides of the snowmobile and must not be obstructed while you are racing.

In National race classes, Sport 600 use Yellow Plate & Black numbers, Pro Lite use a Black Plate & White numbers, and Pro racers use White Plate & Black numbers. National Class Racers that are leading in National points, may use a Red Plate with White numbers to signify that they are the current National Points leader each weekend.

(1 & 2) digit numbers are reserved for Pro, and Pro-Lite racers only.

All other racers must choose a (3) digit number between 100 – 999.

RACE DIVISIONS / CLASSES, ENTRY FEES & PRIZES

1. 120cc Stock-1: (4-6) years of age. (Speed limit is 12 mph.)

The only engine modification allowed is the governor may be disabled. RPM limit 6850. Aftermarket sprockets and rev limiters may be used to restrict RPM and speed to 12 mph. Chain pitch must remain stock. Bumpers, Ski loops and handlebars must be padded.

2. 120cc Stock-2: (6-10) years of age (Speed limit is 18 mph.)

Modifications that are allowed:

Adjustments to the stock governor to increase rpm. RPM may not exceed 6850 RPM.

Rev limiters may be used to restrict RPM.

Gearing **or** clutch cover with attached gear and drive chain may be changed.

Chain, and chain tensioner may be changed.

Aftermarket drum clutches may be used. No disc clutches.

Use of any commercially available aftermarket skis. (No carbides).

Adjustments of stock carburetors. (Adjustable main jets are permitted).

Use of commercially available rear suspension idler wheel kits.

Commercially available aftermarket shocks may be used.

Bumpers, Ski loops and handlebars must be padded.

The following must be left box stock, no modifications allowed.

Motor, Frame, Exhaust, Air box and filter must remain box stock.

Track, track drivers, suspension arms and geometry must remain stock.

120cc Fuel:

All 120s must use commercially available fuel with no Ethanol and no additives.

Options include: Esso 91, Shell 91, Canadian Tire 91.

120cc Stock Class Entry fees are \$75 per day.

Awards for 1st. to 5th. place each race day.



3. **120cc - PRO 206 1: 6-7 years of age (No Speed Limit).**

120cc - PRO 206 2: 8-10 years of age (No Speed Limit).

Rules: PRO 206 class to use only Briggs Racing Engine, Model LO206e with an ISR spec silenced exhaust pipe from Recreation Motors - long version # 206B91 fits Arctic Cat – Yamaha, or Polaris. Polaris requires a chassis engine mount bracket kit and a replacement valve cover to fit in the chassis. Ski-doo chassis requires short pipe version # TPLo206. Engine must retain factory engine anti tamper seals and stock rev limiter @ 6100rpm with stock carb and slide as supplied. This will be tech inspected. No engine blueprinting. Drum clutches only with # 35 chain may be used. Also a fabricated Chain guard must be used - .080 in Aluminum sheet minimum-no screen material. This is for safety to retain chain or clutch due to a failure. No Disc clutches or CVT drives.

Engine pull start handle must be located in the original OEM position, Handlebar & riser may be changed but commercially available, a bar pad must be used. Aftermarket front shocks and springs, bearings may be used - no other suspension changes.

Aftermarket rear skid shock only may be added - no other suspension changes.

Front drive axle may use extrovert drive sprockets on stock axle no substitute materials.

Commercially available Tunnel or running board reinforcement kits, or complete running board kits are allowed to increase structural integrity.

Kits must be commercially available.

Oil Breather: Oil breather must vent into a catch container.

Oil Catch Container: An oil overflow catch system is mandatory. Overflow tube must run from the Crankcase breather to a catch container. The catch container must be vented to the atmosphere. Carburetor overflow must be vented to the catch container.

Pro 206 Engines may be purchased through one of the following suppliers:

Brock Norris Motorsports – 705-772-3601 brocknorris12@gmail.com

Recreational Motorsports – 319-462-6932 www.recmotors.com

Fuel: Pro 206 race sleds must use commercially available fuel with no Ethanol and no additives.

Options include Sunoco Optima or Surge Race Fuel., Esso 91, Shell 91, Canadian Tire 91

Pro 206 Entry Fees are \$90 each race day.

Awards 1st. – 5th. each race day.



NOVICE 200cc CLASSES:

Novice 200-1 (6-8) years of age.

Novice 200-2 (9-12) years of age.

These classes are for Stock Yamaha Sno Scoot, Arctic Cat ZR200 and Ski-doo MXZ200.

At CSRA events Shocks and Skis may be changed. Aftermarket shocks are permitted but can not exceed OEM shock length, Studs are not permitted.

Electric start components (Starter motor and battery) may be removed.

Remote adjustable main jet system allowed.

Stock drive clutch engagement must be maintained. OEM drive clutch rollers and spring must be stock with no modifications. Driven clutch spring and helix must be OEM. Driven clutch spring and rollers must be OEM.

Commercially available tunnel or running board reinforcement kits, or complete running board kit are allowed to increase structural integrity. Kits must be commercially available.

Fuel: Must use commercially available fuel with no Ethanol and no additives.

Fuel options include Sunoco Optima or Surge Race Fuel., Esso 91, Shell 91, Canadian Tire 91.

Novice 200 Entry Fees are \$90 each race day. Awards 1st. 2nd. & 3rd.

TRANSITION & JUNIOR / NOVICE CLASSES:

Racers in these classes compete with limited build race sleds with detune ECMs and throttle limiters. All race sleds for these classes must be a minimum of (1) year old, 2021 model or older.

Transition-1 (Age 8-10) 600cc Stock Limited build race sleds with Detune ECM 6500RPM

Transition-2 (Age 11-13) 600cc Stock Limited build race sleds with Detune ECM 6500RPM

Transition Girls (Age 8-13) 600cc Stock Limited build race sleds with Detune ECM 6500RPM

Junior / Novice (Age 10-15) 0-600cc Stock Limited build with 50% throttle & Detune ECM 6500 RPM

Detune kits for Polaris sleds 2020 or older may have a 4100RPM engagement and 6600 max RPM.

Detune kits for Arctic Cat & Polaris sleds need the appropriate exhaust valve stop kits.

Fuel: Must use Sunoco Surge Race Fuel with no additives.

Transition, Junior/Novice Maximum track lug heights is 1.75 inches. No Studs permitted.

Note: Racers that compete in the Transition and Junior/Novice classes will not be permitted to race in the 120cc Stock-2 class.

Junior (Guys & Girls Age 14-17) 0-600cc Liquid Stock with throttle limiters.

Entry Fees for all the above classes: \$90.00 per class. Awards for 1st. 2nd. 3rd.



TRAIL SPORT 600 DIVISION - FIRST YEAR RACERS ONLY

This division is designated for **first year racers**. If you raced in Trail Sport last year or if you have prior racing experience you are required to compete in the Sport, or Pro-Lite classes.

Trail Sport 600 class racers may compete with any 0-600cc production snowmobile, as well as, with 0-600cc Limited build race sleds providing that the race sleds are noncurrent or a minimum of one year old. (2021 or older). Trail Sport racers may also race in the Sport 600 classes.

Fuel: Must use Sunoco Surge Race Fuel with no additives.

Trail Sport 600: 0-600cc Limited build race sleds (1) year old or older & Stock Trail sleds.

Trail Sport Entry Fees: \$90.00 per class. - Awards for 1st, 2nd, 3rd. place finishers.

SPORT 600

The Sport division is designated for racers with previous race experience.

Fuel: Must use Sunoco Surge Race Fuel with no additives

Entry Fees for the Sport 600 class is \$110.00 per class.

Prize Money: 100% of entry fees to the top three positions.

Awards for 1st. 2nd. 3rd.

PRO/AM WOMEN

PRO/AM Women 0-600cc Stock

Fuel: Must use Sunoco Surge Race Fuel with no additives.

Entry Fees: \$110.00 per class.

Prize Money: 100% of entry fees to the top three positions.

Awards for 1st, 2nd, 3rd.

PRO/AM VET (30+)

The Pro/Am Vet class will race to finals each race day.

Fuel: Must use Sunoco Surge Race Fuel with no additives.

Pro/Am Vet 0-600cc Stock

Pro/Am Vet Entry Fees: \$110 per class.

Prize Money: 100% of entry fees to the top three positions.

Awards for 1st. 2nd. 3rd.

PRO-LITE

The Pro-Lite class will race to finals each race day.

Pro-Lite race sleds may use aftermarket canisters / silencers.

The Stock OEM Y-Pipe and Main Pipe must be used with no modification.

Changes permitted include Aftermarket Silencers, Shocks, Bearings, Skis, and Handlebars. -

Fuel: Must use Sunoco Surge Race Fuel with no additives.

- Pro Lite 0-600cc Stock with Aftermarket Canister/Silencer Optional

- Pro-Lite Entry Fees: \$130.00 per class.

- Pro-Lite class Prize money: 1st. \$500 - 2nd. \$250 - 3rd. \$150



PRO

Pro racers will compete with Limited Build race sleds.

Pro class race sleds headlights must be operational but must be covered so light does not show.

Changes permitted to a Pro race sled include Silencers, Shocks, Bearings, Skis, and Handlebars.

The Stock OEM Y-Pipe and Main Pipe must be used with no modification.

Fuel: Must use Sunoco Surge Race Fuel with no additives.

Pro Class Entry Fees: \$190.00 each day.

Pro Class

Minimum Prize money each day: 1st. \$1500, 2nd. \$750, 3rd. \$500, 4th. \$300, 5th.-10th. \$200 ea.

The CSRA Pro National Champion will win a free ride in a 2023 GMC Denali 2500 or 3500 4x4 truck for (1) year.

Sponsored by Truenorth FLR and Tom Smith Chevrolet Buick GMC in Midland, Ontario.

CSRA SERIES SPONSORS

CSRA has many sponsors that help to support our race series, we encourage all racers and crew members to support the sponsors that make your race series possible. CSRA has a few exclusive corporate sponsors that provide financial support for racer awards and prize monies.

CSRA requires all racers to support our exclusive sponsors by applying their decals as supplied. Decals must be easily visible on the front or both sides of your race sleds to be eligible for CSRA awards and prize money. These sponsors currently include Ultimax Belts, Sunoco Race Fuels, and Motul Lubricants.



SNOW BIKE RACING INFO 2023

PRO/AM SNOW BIKE RACE CLASS INFO:

CSRA will include a 450cc Pro/Am Snow Bike class for youth (14+) and adults, and a Kids 110cc Timbersled Ripper Class for kids ages (6-13 yrs.) Snow Bikes will race to finals each day. Moto's / Qualifiers may be required based on the total number of racers.

Snow Bike Rules:

- Must have a operational thumb activated Kill Switch.
- The bike must be equipped with a functional approved silencer.
- AMA engine mod rules apply.
- Traction products / **Studs or other devices are not permitted.**
- Racer numbers must be a minimum of 5" High on the front and both sides of the bike.
- Racers under the age of 18 must have a parent or guardian crew member with them on site.
- Racers must wear a Snell 2020 or ECE 22.05 approved full coverage helmet and goggles.
- The helmet approval ID must show on the helmet, otherwise the helmet is not legal.
- Helmet Cams and data collection devices or mounts are not permitted on helmets.
- Racers must wear Motocross or Tekvest upper body protection.
- All 450cc racers must use Mylaps Transponders. Available to rent at each race site if needed.

Snow Bike participants must purchase a CSRA Membership to allocate a racer number.

Snow Bike Membership cost is \$150 plus HST.

CSRA Racer & Crew Membership Forms are attached., Entry Forms are available online at: www.snowcross.com Racers are required to register their entry fee in advance with CSRA the Monday prior to each race weekend.

- 450cc Snow Bike Entry Fee for each race day is \$90.
- 110cc Snow Bike Entry Fee is \$75
- The Kids 110cc class will be scheduled with the kids 120cc snowmobile classes.

Snow Bike prize money and awards:

450cc Snow Bike racers compete for awards and Prize money each race day:

Prize money each race day is 100% of entry fees to the top three participants.

Awards medals will also be allocated to the top (3) racers each race class each day.

Additional contingency money may be available from Snow Bike Kit manufactures.

Note: There is no Free riding or testing at the race site properties. You must ride slowly and directly to the Snow Bike Staging area, the off-track speed limit around the pit area is a maximum of 10 kmh.



UTV RACING INFO 2023

UTV RACE CLASSES:

CSRA will include (2) UTV Racing classes at select events.

- **Production 1000cc** (Non Turbo UTVs may race in both classes)
- **Production 1000cc Turbo:**

RULES:

- UTVs must be commercially available 0-1000cc maximum engine displacement.
- Maximum width in the Production class is 72.5" inches to the outside edge of tires.
- Maximum width in the Production Turbo class is 78" inches to the outside edge of tires.
- Tires must be commercially available. Maximum tire size diameter is 32" inches.
- Rims: Bead lock bolts must be recessed and not protrude past the face of the ring.
- Traction products / **are not permitted.**
- Engines may be modified but must run on commercially available automotive fuel with no Ethanol, and no performance enhancing additives.
- Fuel Options: Esso 91, Canadian Tire 91, Shell 91, Sunoco Race Fuel.
- Must have original OEM Roll Cage or commercially available aftermarket cage with aluminum or steel roof.
- Aftermarket commercially available brakes are permitted.
- Aftermarket aluminum doors and panels including aluminum or steel roof are permitted.
- OEM Fuel tanks, lines, fuel filler, filters and components may not be altered, or relocated.
- Racers must wear a Snell 2020 or ECE 22.05 approved helmet, neck support and eye protection
- Must have a 4-5 or 6 point motorsports specific restraint harness.
- Must use side safety window net on the driver side. Polaris RS1 must have nets on both sides.
- The UTV must be equipped with a OEM or commercially available silencer.
- Fire Extinguisher: Must be fully charged and securely fastened in the rear area of the UTV.
- Aftermarket shocks may be used but may not exceed OEM shock length.
- Suspension geometry, must remain OEM for the make model and year of UTV.
- Race Team numbers must be a minimum of 7" High on both sides of the UTV.
- Season Championship Points are allocated to the Race Team number not the individual driver.
- Age requirements are 16+, racers under the age of 18 must have a parent or guardian on site.

RECOMMENDATIONS:

- OEM or aftermarket Nerf Bars Rock Sliders, Front & Rear bumpers are recommended. Ends must be capped with no sharp edges.
- Driver fire suit, gloves and balaclavas are recommended. Protective racewear is available from: Fast Eddie Speedwear (905) 642-1010 www.fasteddiespeedwear.com
- Rock / Snow screens are recommended in front of the driver.



Each UTV racer must purchase a CSRA Racer Membership to be eligible to participate. Annual UTV Membership cost is \$150 plus HST..

A membership form is attached. Entry Forms are available online at www.snowcross.com
Racers should register their entry fee in advance with CSRA the **Monday** prior to each race weekend.

Entry fee for each UTV race class is \$90 each race day.

UTV POINTS ALLOCATION:

UTV racing points are allocated to the UTV vehicle race number.

A UTV Race Team may have multiple drivers throughout the race season.

UTV PRIZES & AWARDS:

UTV racers compete for awards and Prize money.

Minimum prize money each race day: 1st. \$300 - 2nd \$150 - 3rd \$75

Awards Medals will be allocated to the top (3) racers each race day.

The Production 1000cc Turbo Champion Racer / Team will win a free ride for (1) Year in a 2023 GMC AT4-X or Chevy ZR2 Truck sponsored by Truenorth FLR and Tom Smith Chevrolet. in Midland Ontario.

NOTE: There is no Free riding or unauthorized testing at the race sites. You must ride slowly and directly to the UTV Staging area, the offtrack speed limit at the race site is idling or 10 kmh.

www.snowcross.com



2023 SERIES CHAMPIONSHIP POINTS ALLOCATION

Points will be awarded to the top (15) racers in the 120cc, Trail Sport, Junior, Novice 200, Junior/Novice, Transition, 110cc Snow Bike and UTV classes in Finals only.

Points will be allocated in Moto's and Finals in the Pro, Pro-Lite, Sport 600, Pro/Am Vet, Pro/Am Women and Pro/Am Snow Bike classes.

Each race class will have a minimum of (2) Motos that are scored for overall results. If qualifying is required based on the number of participants in each class, the top (15) performers will then advance to a final.

If there is a tie in Moto points for advancing to a final. The racer with the higher placing in Moto #2 will be scored higher.

If LCQs. are implemented, points will not be allocated in LCQs.

If there is a tie in Championship points the racer with the highest finishing position at the final race of the series will be declared the Champion.

Racers that are injured will not be permitted on the race track until they have been approved by a doctor or by CSRA medical staff.

Injured racers CANNOT start a race then pull off to accumulate last place points.

During the 2023 race season, snowmobile and Snow Bike racers will be scored with the points system below.

	<u>FINISHING POSITION & POINTS ALLOCATION</u>														
	1 st .	2 nd .	3 rd .	4 th .	5 th .	6 th .	7 th .	8 th .	9 th .	10 th .	11 th .	12 th .	13 th .	14 th .	15 th .
MOTOS	30	27	25	23	22	21	20	19	18	17	16	15	14	13	12
FINALS	35	32	30	28	27	26	25	24	23	22	21	20	19	18	17

SERIES CHAMPIONS

The top (3) racers in each race division will receive Championship awards for each race class. Awards will be provided to the top (5) racers in each of the 120cc classes and the 110cc Snow Bike Class.

The CSRA Pro National #1 Plate will be awarded to the overall high point leader from the PRO class.



ATTACHMENT #1 TRANSPONDER INFORMATION

Transponders are mandatory for all race classes except the Kids (120cc Stock 1 and Stock 2 classes). Also not required for UTVs.

If you do not have your own transponder, you can buy one direct from MYLAPS.com or you can rent one on site at each race from CSRA. The rental fee is \$30 for the weekend and CSRA Tech staff will assist you with the installation procedure on your race sled. It takes just (5) minutes.

Racers that currently own MYLAPS or AMB MX Transponders can use their transponders with the CSRA system.

- CSRA will rent out MYLAPS CLASSIC transponders at each event. The Rental Fee is \$30 for the weekend. An additional \$100 deposit or valid credit card will be required until the transponder is returned at the end of the weekend.
- You can buy your own Flex or Classic MX transponder in advance direct from MYLAPS.com. If you purchase your Transponder from MYLAPS.com, you should order it early and plan on waiting a minimum of (2) weeks from the time you place your order to when you receive it.

TRANSPONDER MOUNTING INFORMATION & RULES:

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 and the arrow that says “track” (or the black/white bottom) points towards the racing surface.

(It is recommended the transponder be mounted, away from the moving clutch components.)

2. It is the driver’s responsibility to ensure a working transponder is in place

prior to the start of the race. (If not, the driver will be scored last in that event.)

3. It is the driver’s responsibility to ensure the transponder is charged prior to an

event. If a driver has a transponder that is not fully charged, they will be required to

rent a transponder prior to the event. If a driver participates with a non-charged

transponder and the signal strength is too weak to register, the driver will be scored last and must rent a transponder for the remainder of the weekend.

Transponder Info: Page 1 of 3

TRANSPONDERS FAQ'S

Below is a list of Frequently Asked Questions (FAQ), we hope will help you better prepare for the racing season with CSRA.

Is CSRA using MYLAPS Transponders as a revenue source?

No. The MYLAPS Transponder scoring system cost thousands of dollars. At CSRA we see it as an investment in the CSRA Racing program and not as a revenue source.

It is simply impossible to recover this level of investment, however it makes racing better. A better racing product for you as racers is the number one goal for CSRA and our supporting sponsors.

Racers DO NOT purchase MY LAPS Transponders from CSRA. You may purchase directly from MY LAPS.

FLEX Transponders from MY LAPS start at \$125 US, plus shipping, plus tax. www.mylaps.com

Your personal transponder kit comes with the Transponder, mounting bracket, 110v charger, 12v charger that works in your vehicle. Additional mounting brackets are \$5.

Does my AMB or MYLAPS Transponder that I have from another organization work with CSRA.

Yes. One of the major deciding factors in choosing MYLAPS was other organizations are, and intend on using MYLAPS transponders. If you own a AMB or MYLAPS transponder it is compatible with the CSRA system.

Do I still need numbers on my race sled?

Yes. There will be manual backup on scoring at CSRA events and you must still use the proper numbers and colors. (Black 6-7" number on White background). Officials use your numbers and colors to identify you during events.

What if a rider wishes to just try racing for the first time?

Often first time riders are introduced to the sport, by a friend. If those riders are not riding in the same class, transponders can be shared.

How do the transponders attach to the race sled?

You attach a quick mount clip to your sled with zip ties, then snap the transponder into the quick mount clip & secure with the strap. Note: The transponder comes with one clip. Additional clips

will be available to purchase. (See transponder mounting information on page #10).

How does the transponder communicate with the scoring computer?

A cable is buried across the finish line and the Transponder is recognized from below. Every time you pass the finish line, no matter the number of snowmobiles, you are recorded. This will produce immediate, accurate race results. When you fill out your race entry form, there is a block to include your (7) digit transponder ID number. The number is located on the front of the transponder.

If you rent a transponder on site at the event, the CSRA administrator will record your transponder ID number for you.

How long do the transponders last? What is the warranty?

Life expectancy is 8 – 10 years. Warranty is 3 years – full replacement for non working items – assuming they are not busted up & broken. If you purchase a MYLAPS Flex Transponder, it is always covered under warranty as long as you have subscribed to keep it activated. Your Flex transponder also has insurance for damage. If you damage your Flex Transponder, you can return it for a replacement once every three years.

What happens if I want to borrow a sled to ride?

Simply use your Transponder on your borrowed sled. The computer is reading the Transponder, not the number on the sled.

What is the cost of the MYLAPS Transponder & what is included?

Contact www.mylaps.com

How long will the battery charge last?

A full charge of (16) hours, will last 3-4 days in cold weather. The transponder has a motion detector that turns off when not in use, which extends the charge and the life of the battery.

For additional Transponder information, go to: www.mylaps.com

Attachment #2



CSRA WELCOMES SUNOCO RACE FUELS as the "Official Race Fuel" of the Canadian National Snowcross Championships.

Sunoco is the "Official Spec Race Fuel" of both the CSRA and the ISOC Racing Circuits. To pass tech inspection at CSRA and ISOC events racers in the classes listed below must use the following fuels.

CSRA RACE CLASSES

- Pro/Am Women
- Sport 600
- Pro/Am Vet
- Pro-Lite
- Pro

- Transition 1
- Transition 2
- Transition Girls
- Junior/Novice 1
- Junior/Novice 2
- Junior 1
- Junior 2
- Junior Girls
- Trail Sport 600

REQUIRED FUEL TO RACE AT CSRA EVENTS

- SUNOCO SURGE

- SUNOCO OPTIMA OR SUNOCO SURGE
- SUNOCO OPTIMA OR SUNOCO SURGE
- SUNOCO OPTIMA OR SUNOCO SURGE
- SUNOCO OPTIMA OR SUNOCO SURGE
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- SUNOCO OPTIMA OR SUNOCO SURGE
- SUNOCO OPTIMA OR SUNOCO SURGE

Notes:

Fuels can not be blended or mixed together.

Other race fuels are not permitted for snowmobile racing at CSRA or ISOC events.

Additives are not permitted at CSRA or ISOC events.



SUNOCO RACE FUEL STORES & POWERSPORTS DEALERS:

Sunoco Race Fuels will be available in (5) Gallon cans at all CSRA and ISOC events, as well as, at selected Powersports stores including the following locations.

For bulk orders and direct shipping of (5) Gal. cans and (55) Gal. drums call (Derek May) at Stinson Fuels 1-800-267-9714

Barrie: St-Onge Recreation	705-733-2280
Innisfil: Royal Distributing	705-431-9364
Guelph: Royal Distributing	519-822-7081
Whitby: Royal Distributing	905-619-8000
Muskoka: The Practice Compound (Glen)	705-644-3217
Sudbury: Royal Distributing	705-566-8111
Timmins: J&B Cycle (Dennis)	705-267-1417
Ottawa: Stinson Fuels (Derek May)	800-267-9714
Keswick: Superfuels	437-775-3835

ISOC USA Events: Order your fuel (2) weeks in advance to ensure availability at ISOC events.
Woodie's Racing (Paul) 307-887-1964

CSRA Racers that require large quantities of race fuel in (5) Gallon cans or (55 Gal. Barrels) should pre order their fuel well in advance of the race season.

CSRA will have limited quantities of Sunoco Surge Race fuel at each event. Inquire at tech inspection.

For more information on Sunoco Race Fuels: www.SunocoRaceFuels.com



RACE FUEL FACTS & INFORMATION

Today's new Cars, Trucks and SUVs are designed to use pump fuel with ethanol, however most small engines in Snowmobiles, ATVs, Dirt Bikes and Vintage cars and trucks are not.

High quality Race Fuel without ethanol is more expensive than commercial pump fuel, however you will receive the following benefits.

Advantages of using Sunoco Race Fuels: Sunoco Optima or Sunoco Surge:

- * Sunoco Race Fuels are NON-ETHANOL, Racing Products.
- * Approved for ISOC and CSRA racing by the Polaris, Arctic Cat, Ski-doo race departments.
- * You may run MORE laps using LESS fuel.
- * Elevated octane for INCREASED detonation protection, may save expensive engine repair.
- * No additives needed, no attraction to water.
- * Multi season SHELF LIFE/storage ability.
- * HIGH level of Quality and Consistency for efficient tuning.
- * Provided in SEALED (5) us gallon containers or (55) us gallon drums.
- * Product AVAILABLE for Pre-Order, eliminate stops at stations to fill up.
- * Avoid UNWANTED lower octane pump fuel in commercial pump filling station lines.
- * POUR and GO! No need to mix gasoline and create a mess, only add oil for 2 cycle engines.
- * NO fuel system maintenance or draining of fuel at the end of the race season.
- * Great performance fuel for all your seasonal power equipment that requires seasonal storage, ATVs, Snowmobiles, Side x Sides, Boats, Generators.
- * Available for sale at select Powersports dealers and at CSRA and ISOC race events.
- * A specified race fuel rule helps to ensure a fair racing platform for all racers and helps to eliminate the illegal use of hazardous fuel additives.

Disadvantages of Commercial pump fuels with Ethanol when used in most Small Engines:

- * Ethanol can break down rubber seals within your engine.
- * Ethanol is heavier than race fuel, and therefore less engine response than race fuel.
- * Ethanol is a water based fuel, it may allow moisture into fuel lines freezing and corrosion.
- * Ethanol runs hotter than race fuel and may cause engine damage in high revving engines.
- * Ethanol is a solvent and it may deteriorate paint and some metals.
- * Ethanol mixed fuels may use up to 25% more fuel than race fuel.

For more information on Sunoco Race Fuels: www.SunocoRaceFuels.com