



SNOWCROSS COMPETITOR INFORMATION 2025 NEWSLETTER #1

RACERS AND CREW MEMBERS

On behalf of Canadian Snowcross Racing, we welcome you to the 2025 racing season. This newsletter represents general information regarding our CSRA racing classes, rules and safety requirements.

CSRA events will feature competition classes for Snowmobiles and UTV Off Road Vehicles.

If you are a new competitor interested in trying Snowcross racing for the first time, or an experienced racer, this newsletter will provide you with the necessary information to get you started. You will receive additional information to keep you updated throughout the race season after you become a CSRA member.

SNOWMOBILES:

Classes are available for new racers including children as young as (4) years of age on 120cc snowmobiles, Novice 200cc, Transition, Junior, Trail Sport 600, Sport, Sport-lite, 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.

New for 2025

CSRA will include a Ditchbanger Open race class at **ALL CSRA NATIONAL EVENTS.**

CSRA will be offering a new specialty race class that features the stock 200cc snowmobile chassis with a sealed drop in Tillotson 225 race motor.

OFF ROAD UTVs:

CSRA has changed its UTV racing format. Please see information on Page #15 & 16.

REGISTRATION:

All CSRA racers and crew members are required to purchase a CSRA membership to attend or participate at our events. Members will receive a lanyard and ID Hard Card for identification purposes and Free gate admission at all our Ontario 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 2025 CSRA membership for Racers and Crew is available online:

www.snowcross.com/racerregistration

Racers may compete in race classes based on their age as of January 1st. 2025.

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

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

Note: After November 1st. 2025 Racer and Crew membership Fees will go up.

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-Viz 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 affect the helmet structure. Paint and other decals applied by the helmet owner leaves the liability with the helmet owner.

New ISR Rule:

Optional: If LED lights are added to helmets or goggle straps, the light must be orange.

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.

New ISR Rule:

If a racer is caught not wearing a approved safety vest the racer will be disqualified.

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 Taillights must be operational.

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.

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.

See the ISR Snow Flap rule description. www.isrracing.org

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.

Shut off switch:

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.

TRACTION PRODUCTS

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

Studs are not permitted in 120cc, Novice 200, Junior/Novice, Transition, or UTV classes at CSRA events. Carbides are not permitted in 120cc, 200cc, or the Briggs 206 classes.

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.



COMPETITION AND 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 200-1, 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 Novice 200-2, Pro 225 use white plate & back numbers. 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, MUST 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.

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: Sunoco Race Fuels, Ultimax Belts, and Pennzoil Lubricants.

TRANSPONDERS

Transponders are required for all race classes except 120cc Stock-1 and 120cc Stock-2. Rentals are available on a weekend basis, or you can purchase a transponder and Subscription through: <https://speedhiveshop.mylaps.com/mx.html>

NOTE: Snowcross requires a much deeper detection line than other motorsports. **A FULLY CHARGED TR2 transponder will put out the strongest signal for accurate scoring.** Please connect your TR2 transponder to the Speedhive app and monitor battery life and many other useful features in real time.

FUEL REQUIREMENT

ALL FULL SIZE SLEDS ARE REQUIRED TO USE SUNOCO SURGE 105.

ISR RULE

RACERS AND CREW MEMBERS WILL NO LONGER BE PERMITTED TO STAND ON THE RACETRACK, OR WITHIN 50' FEET OF THE RACETRACK SURFACE TO VIEW THE RACES.



2025 SERIES CHAMPIONSHIP POINTS ALLOCATION

Points will be awarded to the top (15) racers in the 120cc, Trail Sport, Junior, Novice 200, Junior/Novice, Transition and Ditchbanger 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 UTV race classes. UTV qualifying will be scored as a moto.

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 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 racetrack 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 2025 race season, snowmobile racers will be scored with the points system below.

FINISHING POSITION & POINTS ALLOCATION

	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 and 200cc classes.

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



RACE DIVISIONS / CLASSES, ENTRY FEES & PRIZES

120cc Stock-1: (4-6) years of age. (Speed limit is 15 mph.)

(ISR stock class)

The only engine modification allowed is the governor may be disabled.

RPM limit is 6850.

Aftermarket sprockets and rev limiters may be used to restrict RPM and speed.

See ISR gearing ratio rules for the Stock 120cc class to achieve 15 mph.

Bumpers, Ski loops and handlebars must be padded.

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

(ISR Improved stock class)

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:

Stock 120s must use commercially available 91 Octane pump Fuel with no additives.

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

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

BRIGGS 206 RACING CLASSES

(ISR Briggs 206)

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.

Fuel: Must use commercially available 91 octane pump fuel with no additives OR Sunoco Optima 95 OR Sunoco Surge 105.

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

Awards 1st. – 5th. each race day.



NOVICE 200cc CLASSES:

(ISR Stock 200)

Novice 200cc Beginner: (6-12) years of age.

The Novice 200cc Beginner class is restricted for first year racers and Novice 200cc racers that have never won a medal or had a top 5 final position in a Novice 200-1 or Novice 200-2 class.

Novice Beginner class racers may also compete in the Novice 200-1 or Novice 200-2 classes based on their age

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

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

The 200cc classes are for Stock Yamaha Sno Scoot, Arctic Cat ZR200 and Ski-doo MXZ200cc sleds.

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 kits are allowed to increase structural integrity. Kits must be commercially available.

Fuel: Must use commercially available 91 octane pump fuel with no additives OR Sunoco Optima 95 OR Sunoco Surge 105.

Novice 200 Entry Fees are \$90 each race day.

Awards 1st. 2nd. 3rd. 4th. 5th.

NEW FOR 2025

200cc – PRO 225: INVITATION ONLY – minimum 7 years of age + 2 years snowcross racing experience – Select Novice Pro 225 in livelaps during membership registration to apply for this race class.

Rules: PRO 225 class to use only Tillotson racing engine. Model TPP – 225RS

- Cylinder head TPP-225RS-02 may be used.
 - Must use Recreational Motorsports:
 - Silenced exhaust pipe Item #TBD
 - Intake tube Item #TBD
 - Throttle cable Item # TBD
 - Engine must retain factory engine anti tamper seals.
 - PVL 7500rpm ignition coil may be used.
 - Must use FM22 carb and slide as supplied.
 - Stock clutches and drive system must be used.
 - Primary clutch TBD gram weights may be used.
 - TBD Secondary clutch spring setting may be used.
 - 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.
 - Shocks and skis may be changed. Aftermarket shocks are permitted but can not exceed OEM shock length.
 - Commercially available reinforcement kits allowed.
 - Commercially available complete replacement running board kits are allowed.
 - Valve cover oil breather line and carb fuel overflow lines must vent to catch cans. Catch cans must vent to atmosphere.
 - A rechargeable battery may be used to operate the rear brake light, oem hand warmers and auxiliary lighting. The OEM electrical systems and harness may be removed.
- Tillotson 225RS Engines and auxiliary parts may be purchased from:
Meyers Motorsports – TBD
Recreational Motorsports – 319-462-6932 www.recmotors.com

Fuel: Must use commercially available 91 octane pump fuel with no additives OR Sunoco Optima 95 OR Sunoco Surge 105.

Pro 225 Entry Fees are \$90 each race day. Awards 1st. 2nd. 3rd

This is a new specialty race class for 2025. The CSRA is working closely with the ISR to develop this race class. This race class will race for season points and a championship. However, it is expected that race teams involved with this new class work together to share ideas and solutions to further the development. This rule set will be ongoing as the season progresses. Racers will be notified in advance of any allowed changes to this rule set. The Tillotson TPP-225RS is the GEN1 USA sealed engine package readily available in North America. The European Tillotson TPP-225RS-02 (GEN2) is an identical sealed engine to the GEN1 with the addition of a 7500rpm coil and a higher compression head. This engine is a direct bolt in replacement for the 200 chassis across all brands. *The Pro 225 class will be a featured race class during all main events Tillotson TPP-225RS-02 motors will be ordered based on initial entries. Part numbers and contact info will be sent to racers directly.



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

JUNIOR/NOVICE (Age10-15)

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

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

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

Fuel: All full size sleds are required to use Sunoco Surge 105.

Note: Racers that compete in the Transition and Junior/Novice classes will not be permitted to race in the 120cc Stock-2 class or the Novice 200cc Beginner class



TRAIL SPORT 600

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 Sport-Lite or Sport. 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. (2024 or older). Trail Sport racers may also race in the Sport 600 classes.

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-LITE 600

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

The Sport-lite class will race during the morning amateur schedule. Racers will be moved into the Sport 600 class at the race director's discretion.

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

Awards for 1st. 2nd. 3rd.

SPORT 600

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

Sport 600 will race during the afternoon main event schedule and will include high lap motos and timed finals.

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.

Fuel: All full size sleds are required to use Sunoco Surge 105.



NEW FOR 2025:

DITCHBANGER OPEN

WILL BE RAN AT ALL NATIONAL EVENTS

THIS RACE CLASS WILL BE RAN ON THE PRO TRACK DURING THE MAIN EVENT.

Must be 18+ years of age or 16+ if advanced by ISR.

All ISR and CSRA snowcross rules must be followed unless otherwise stated in this rulebook.

Last Updated: **August, 2024**

Rulebook is subject to change without notice.

It is the responsibility of the racer to maintain a snowmobile that is legal at all times.

DITCHBANGER OPEN MOD MACHINE REQUIREMENTS:

ANY CONSUMER TRAIL SLED 1995-2005

NO factory race sleds

Safety Switch

A functional and operational secondary safety shut off (kill switch) that will terminate ignition is mandatory for all classes.

Tether Switch

In the event that a rider becomes dislodged from his/her machine or crashes, and the engine continues to run, and the tether switch fails to function or is not properly attached to the rider while the engine is running, the rider will be DQ'd from the heat in which the infraction occurred. It is the rider's responsibility to make sure that the tether is attached and functioning properly. A working tether must be attached to a person or racer and operational at all times that the sled is running.

Tail light

Every sled must start the race with a working tail light. It may be a battery powered light they flash or is constantly on. No wet cell batteries (lead acid)

Numbers

Every sled needs Large (black and white) numbers that are visible from both sides.

Numbers must be at least 8" tall with at least a 1" boarder around all sides.

Recommended areas are on the side of the hood/belly pan or on the sides of the windshield. If they can't be read, you won't be scored.

Traction

STUDS ARE **NOT** PERMITTED.

Frame and Body

A rear snow flap is required. It must be at least as low as the center of the rear boggy wheels in the skid.

Gussets/plating/strengthening is allowed anywhere on the sled. Components may be lightened except safety items like clutch cover, brake shrouds/guards, and areas that can trap rider in rotating assemblies.

Exhaust

Exhaust must be full covered by hood/belly pan. It cannot protrude outside the body except for the very end of the resonator/muffler. Exhaust must exit from the bottom.

Clutches

Any Clutch may be used. Clutches must have a secured and solid cover that protects the rider from the clutches.

Hoods

All sleds must have a secured hood

Steering

Steering must remain stock. This includes the steering post. Steering post cannot be mounted in a modified location

Seat

Any seat is allowed. Seat must be securely fastened

Brakes

Any brakes are allowed. Brakes must be **functional at all times**. Brake lever must remain on the left, front side of the handle bar.

Engine

Cylinder, head/domes/gasket, case, air box, intake, ignition, exhaust and carburetors may be modified/changed. Must not exceed 600cc

Chassis/Frame/Body

Shock mounts, suspension pivots, shocks, steering geometry, skid frame, trailing arms/a-arms, skis, steering post location, handlebars/controls, seat may be modified/changed

Drivetrain

Track, clutches, brakes may modified/changed

Fuel

Must use commercially available 91 Octane pump fuel with no additives. OR Sunoco Surge 105

Racers must ensure their sled is brought to the CSRA Tech Trailer for sled safety inspection prior to racing.

The top (3) racers will receive Gold, Silver & Bronze Medals

Entries will be limited per event. CSRA members will receive first opportunity for registration through Livelaps. If spots remain, weekend memberships will become available on a first come first served basis.



UTV RACING INFO 2025

NEW for 2025 - 1 Racing class for UTV's at a minimum of 6 race days.

1000cc UTV OPEN

UTV's will be ran after the pro finals during the main event. Racers will **be required to run a transponder** and qualify with lap times during the first main event of the race weekend. The second main event of the race weekend will include a full UTV line up race with gate selection in qualifying order.

The 1000cc OPEN UTV Champion Racer will win a free ride for (1) Year in a 2024 Chevy or GMC HD 2500 sponsored by Truenorth FLR and Tom Smith Chevrolet GMC Trucks, Midland ON.

RULES: UTVs must be commercially available 0-1000cc maximum engine displacement.

- Maximum width is **80" inches** to the outside edge of tires.
- Tires and rims must be commercially available. Maximum tire size diameter is 32" inches. ***UTV's will be ran on snow, please choose tires accordingly.**
- 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 fuel with no performance enhancing additives.
- 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 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 an 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 numbers must be Black numbers on a White Background. Numbers must be a minimum of 7" High on both sides of the UTV. A 5" number is also required on the front.
- 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.
- Fuel must be commercially available pump fuel, or Sunoco Race Fuel with no additives.



RECOMMENDATIONS:

- OEM or aftermarket Nerf Bars / Rock Sliders, Front & Rear bumpers are recommended. Ends must be capped with no sharp edges.
- Driver fire suit, neck support, 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 and crew member must purchase a CSRA Racer Membership to be eligible to participate and receive free gate admission at CSRA events in Ontario.

UTV Racers must purchase a Novice/Adult RACER membership via Livelaps.com

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. \$500 - 2nd \$250 - 3rd \$125
Awards Medals will be allocated to the top (3) racers each race day.
Points will be awarded to the top UTV race teams for your overall finishing position in the final only.

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.



PRO CLASSES

PRO/AM WOMEN

PRO/AM Women 0-600cc Stock
Entry Fees: \$110.00 per class.
Awards for 1st, 2nd, 3rd.
Prize Money: 100% of entry fees to the top three positions.

PRO/AM VET (30+)

The Pro/Am Vet class will race to finals each race day.
Pro/Am Vet 0-600cc Stock
Pro/Am Vet Entry Fees: \$110 per class.
Awards for 1st, 2nd, 3rd.
Prize Money: 100% of entry fees to the top three positions.

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.
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.
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 2025 GMC Denali 2500 or 3500 4x4 truck for (1) year. Sponsored by: Truenorth FLR and Tom Smith Chevrolet Buick GMC in Midland, Ontario.

FUEL REQUIREMENT FOR ALL PRO RACE SLEDS IS: SUNOCO SURGE 105

CSRA
SNOWCROSS
CHAMPIONSHIP *2025*