NPRP Ditchbanger Snow Oval Enduro

March 13, 2027

Introduction

We're bringing oval racing to Northern Power Race Park - Ditchbanger Style!

The NPRP Ditchbanger Snow Oval Enduro combines the excitement of oval racing with the grassroots spirit that defines Ditchbanger racing. Teams of four will compete in a grueling 200-lap race featuring non-stop action, pit lane drama, and crowd-pleasing battles throughout the day. The race is designed to unite the snowmobile racing community, bringing together top-level oval racers, seasoned Ditchbanger competitors and everyone in between. Combining two styles of racing into one single event creates a unique experience for racers and fans alike.

Rules At A Glance:

- 200 Laps
- Team Event - up to 4 drivers per team
- NPRP Mod Class Rules - 2003 and older, "run what ya brung" (No Skidoo Revs)
- Main event capped at 40 entries
- $300 entry fee per team
- MyLaps TR2 Transponder required
- Tether & tail light required
- Payout to the top 10 teams
    - $8,000 guaranteed purse based on full field

RACE SCHEDULE

SATURDAY, MARCH 13, 2027

(Format is contingent on the number of entries for the enduro)

7 - 8:30 am: Driver Check-in (no late check-ins will be accepted)

9 am: All Drivers Meeting

9:30 - 9:45 am: Group 1 Practice (1/2 of the field)

9:50 - 10:05 am: Group 2 Practice (other 1/2 of the field)

10:30 am: Qualifying Starts (Top 35 teams advance straight to the main event)

11:30 am: 25 Lap LCQ (top 5 teams advance to main event)

1 pm: NPRP Ditchbanger Snow Oval Enduro

RACE REGISTRATION

1. ***Online registration is required for this event;*** there will be no in-person registration.
2. Online registration closes at midnight on Wednesday, March 10, 2027.
3. The cost of race entry is $300.00 per team.
4. Up to 4 racers per team (you can have fewer than 4 people).
    a. **All Crew Members entering the hot pit area or pit road must be present with the team at check-in to sign an additional waiver.**
5. One person from each team will submit the online registration and sign the waiver for themselves. The remaining team members will complete their waivers at driver check-in from 7 - 8:30 am on race day; no late check-ins will be accepted.

GENERAL REGISTRATION INFORMATION

1. A signed waiver is required for all personnel, crews, and racers at each event. You will be required to sign a Release of Liability Agreement upon entering Northern Power Race Park.
2. All racers must sign an additional waiver when registering. Any racer caught on the track without first registering or signing the waiver will be disqualified and ejected from the race site.
3. All participants are required to be familiar with the rules and regulations outlined in this rulebook.
4. No race entry refunds after practice begins for any reason.

NPRP GATE FEES

All drivers, crew members, personnel, and spectators must pay the NPRP Gate Fee upon entering the facility.

Adults (13 and up): $20.00
Children (6 - 12): $15.00
Children (5 and under): Free

Gate fees are subject to change without notice. Gate fees are nonrefundable for any reason, including delays or cancellations due to weather, as stated in the Northern Power Race Park Release of Liability. Weekend events: weekend spectator passes may be available and will be posted on our website and Facebook page.

GENERAL RULES

RIDER PROTECTIVE EQUIPMENT

- **Jersey/jacket/pullover:** At least one hundred forty-four (144) square inches of visible area on both the driver's front and back (upper body) will be blaze orange in color. Jerseys/jackets/pullovers will be teched laying flat on the ground front and back.
- **Helmets:** Full-coverage helmets are mandatory. Helmets must be securely fastened on the track, violation of the helmet strap will result in disqualification for that race. Racers with long hair must tuck hair inside of the helmet.
- **Eye protection:** Eye protection is mandatory. Goggles or full-length face shields are permitted. You must start each race with goggles, if visibility becomes obstructed during the race you are allowed to remove the goggles.
- **Gloves & boots:** Gloves and sturdy boots are required, we highly recommend wearing leather boots with a minimum of 6 inches of leather above the ankle.
- **Chest protection:** Upper body equipment is mandatory. We recommend the use of a snocross-designed chest protector such as TekVest. Motocross vests that provide both front and back protection will be allowed.
- **Shin & knee guards:** Shin and knee guards are mandatory and are to be worn on both legs.
- **Recommended items:** Elbow pads, mouth guards, kidney belts, chin guards and neck collars are highly recommended.

Items not allowed: Hoodies are not allowed outside of the jacket as they are considered hazardous. Pit coats are not allowed during racing.

MACHINE REQUIREMENTS

- **Brakes:** Any brakes are allowed. Brakes must be operational at all times.
- **Tail Light:** Every sled must start the race with a working tail light. Battery-operated lights are permitted.
- **Tether & Kill Switch:** All machines must have a working tether cord kill switch and thumb-operated kill switch. Tethers will be tested on the start line, if your tether does not work, you will not be allowed to race.
- **Track/traction:** Studs can measure a maximum of ½" max past cleat or lug.
- **Fuel:** Pump gas, race fuel, and non ethanol gasoline only. No E85, alcohol, Nitro Methane or any other fuel allowed.
- **Frame/body:** Dulled foot traction devices are allowed. All sleds are required to have a secured hood and seat. Rear snow flaps are mandatory.
- **Clutches/air box:** Clutches must have a secured and solid cover that protects the rider from the clutches. Aftermarket clutches and clutch components are allowed.

MOD CLASS RULES

- This class is for heavily modified sleds with internal engine modifications.
- Any open sled 2003 and older and any skill level racer.
- ***Racers 18 and older.***
- NO SKIDOO REVS - Firecats permitted.

TRANSPONDERS

Transponders are required for this event.

1. Transponders should be hard-mounted to 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 pointing up and the arrow that says “track” points towards the racing surface. (It is recommended the transponder be mounted on the muffled side, away from the moving clutch components.)
2. It is the rider's responsibility to ensure a working transponder is in place prior to the start of the race.
3. It is the rider's responsibility to ensure the transponder is charged prior to an event.
4. Transponders will be mandatory for practice.
5. It is the rider's responsibility to ensure they are using the correct transponder NPRP requires: MX TR2, MX X2, or any old version of the MX mylaps transponder (orange). If you have any questions please contact rene@northernpowerracepark.com
6. If you do not have a Transponder, NPRP will have some available to rent or purchase at the park.

SNOWMOBILE IDENTIFICATION

1. Race numbers will not be assigned; each team will select their own race number.
2. The team's number must be displayed on both sides of the snowmobile hood (window and tunnel are optional). The number should be a minimum of six (6) inches high, 3/4 inches wide and be displayed in contrasting colors. Note: If the scorers cannot read your number, you will be scored last.
3. These numbers must be displayed on the snowmobile in a permanent manner before being allowed to race.

GENERAL COMPETITION

FLAG RULES

Green Flag

- Start of race or signifies course is clear and race is in progress

Yellow Flag

- Displayed in track corners or along straightaway, signifies there is an additional safety hazard on the track

Red Flag

- The red flag means the race will stop immediately regardless of position of snowmobiles on the track. The red flag will be used if, in the opinion of the Race Director, Chief Starter or authorized track personnel approved by the Race Director, the track is unsafe to continue the race. Snowmobiles should be brought back to the starting line or pre-designated holding area if possible, using extreme caution. Snowmobiles must not leave the track proper unless directed to do so by the Race Director.

Red Flag Conditions

- Outside of the track: Any snowmobile stopped or disabled on the outside edge of the track will cause a red flag.
- Inside straightaway: A snowmobile that pulls to the inside of the track on a straightaway is subject to the flagman's discretion on whether to stop or continue the event.
- Corner approach or exit: Any snowmobile stopped on the inside of the track within 100 feet of a corner entrance or exit may also cause a red flag. This call is at the flagman and race control's discretion and is not subject to or fall under review of the appeal process.

Black Flag

- On closed course races, if a vital snowmobile component such as clutch guards, ski, or ski loop becomes dislodged or discarded, the starter, upon his own recognition or being informed by track officials, will display the black flag to the involved driver, immediately signaling an infraction. This also includes the hood, seat, seat pad, side panel, windshield, or any other body parts.
- Rolled black flag: This is a warning to a driver that he/she may have an equipment failure or that he/she may have committed a driving infraction. He/she must leave the track immediately and report to the nearest Race Director, flagman or starter, this does not necessarily mean disqualification; however, failure to obey a rolled black flag could result in disqualification, suspension, or penalty.

White Flag

- When displayed, drivers have started their last lap.

Checkered Flag

- When displayed, it means the race is complete.

Blue Flag

- This flag is for passing / this flag may be displayed to snowmobiles being lapped or operating in a manner that prevents faster snowmobiles from passing - hold your line.

RACE STARTING PROCEDURES

1. All participants (including crew members) entering the startline area are required to wear eye protection or safety glasses.
2. Snowmobiles must be placed on an approved stand for warm-up and/or for clearing out the track.
    a. Snowmobile safety stands that catch and retain track, track lugs, traction components, and other items that are thrown by a track are mandatory.
    b. The stand must be no more than six (6) inches from the rear tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory, and they must extend at least to the center of the rear axle. Vertical coverage must be no more than one (1) inch off the ground/ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes).
    c. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.
    d. No full throttle operation while the snowmobile is on the warm-up stand.
3. All snowmobiles on the starting line must have the track and both skis flat on the course surface before the starter begins the race.
4. The driver's feet must be on the running boards or stirrups. The Race Director may disqualify a driver if the driver's method of start interferes with the other contestants.
5. On a false start, a racer will be penalized by the Chief Starter, Race Director or Flagman, and a penalty, if designated, will apply.

RACE RESTART PROCEDURES

1. The Race Director may have a restart at their discretion. The Race Director's decision is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in a restart.
3. All snowmobiles will be stopped under the red flag. The flagman will notify drivers when to move snowmobiles and he will have them proceed slowly to the point of restart. If only one (1) lap or less have been raced, the order of snowmobiles for the restart will be the same as the beginning of the race with the following exceptions:
    a. Any snowmobile causing the stop of the race and a subsequent restart will be placed to the rear of the restart sequence.
    b. Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
    c. After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap.
    d. Snowmobiles will be restarted in a single file line.

4. Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.
5. In the event of red flag conditions that cause time spent for track safety work, sled retrieval, barrier reconstruction, etc. sleds must not enter pit road and must remain in the hot pits area.
6. Under certain red flag conditions, permitted crew members may enter the track to assist their rider once they receive approval by the Race Director or the Tech Director. Crew members must remain outside of the track fence until they are given explicit permission to enter.

LEAVING THE COURSE

1. Drivers should stay on the confines of the marked course. At the discretion of the Race Director, a driver may be disqualified for leaving the confines of the course.
2. Drivers may not stop on the racecourse. If mechanical problems or other factors require stopping, the driver should try to pull over safely to the outside of the track for ease of tow sled to pull the downed machine back into the pits. Drivers are not to stop in the middle of the track. That can delay the speed of tow back to the pits to let the entire field catch up to the pace sled. The tow sled has to be able to enter the race track in a safe manner.

BLOCKING AND FOOLISH DRIVING

1. The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the Race Director. Any dangerous or foolish driving, bumping, chopping, or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject the contestant to disqualification at the discretion of the Race Director.
3. Any driver causing two red flags in any practice, qualifying round, LCQ, or main event will not be permitted to restart after the second red flag (including races red flagged for jumping the start).

RACE FINISH

1. The finish line will be clearly marked.
2. A driver whose snowmobile is disabled before the driver reaches the finish line may be pushed or pulled by the drivers own unaided muscular energy across the finish line and will be considered to have completed the race. A driver is said to have finished the race when the driver is in contact with the snowmobile and any part of the snowmobile crosses the finish line.
3. All laps must be completed by the first (1st) place snowmobile to declare a finish. All competitors will be given a finish position per number of laps completed. Any driver that

does not complete the checkered flag lap will be scored in order of finish and laps completed. Appropriate points/prize money will be awarded based upon published formulas.

SIGNALS

1. A driver who has stalled or had another mechanical issue on the track must raise both hands over the driver's head to indicate that no more movement will be made until the field has passed and to indicate no injury.

RADIOS

1. Radio communication between crew and driver is not allowed.

RACE FORMAT & PIT STOPS

YELLOW FLAGS

1. Once the yellow flag is thrown, the pace sled will come out and pick up the leader. When the yellow flag is out, the pits will be closed immediately. Once the entire field has been caught up and in line, the pits will then be opened up to make pit stops.
2. Restarts will be completed in a single file line. No double row restarts.
3. 15 MPH Pit Road Speed will be enforced.
4. Pace Sled Speed will be set at 25 mph
5. In the event of a machine losing power under a yellow flag, shall that machine re-fire, the driver shall re-enter in line where you fall in or start from the back of the pack. Machines that lose and re-gain power are not to speed up and re-enter the line in the position they originally were in.

TRACK MAINTENANCE

1. Track Maintenance is at the discretion of the race director. It is intended to groom the track at lap 66 and at lap 132. If there is a yellow flag within 5 laps prior to scheduled groom breaks, NPRP will groom the track.

PIT ROAD SAFETY

1. Pit road shall not be used as a walking lane. Racers and crew members need to stay within their pit area. If team members need to go down to another trailer, the pit road will not be used as a walkway. Safety is our #1 priority. If a racer or team member is found walking up and down pit road, a stop and go penalty may be enforced by the race director. Multiple infractions can lead to disqualification.
2. ALL Teams MUST have a fire extinguisher at the rear of their trailer.

TECH INSPECTIONS & INFRACTIONS

Pre-Race Tech / Safety Inspections

1. Every team must complete a pre-race tech inspection during driver check-in.
    a. Inspections will be completed at the NPRP Tech Shack
2. Only snowmobiles having passed a pre-race tech inspection will be allowed on the track.
3. All snowmobiles must have:
    a. Tether
    b. Kill switch
    c. Brakes & brake lights
    d. Clutch cover
    e. Studs that do not exceed ½" max past cleat or lug.
4. All drivers must have ALL proper riding/safety gear listed previously in this rulebook

Tech Infractions

Drivers or teams that are found in non-compliance with the rules and that do not pass the technical/safety inspection will:

1. Have the opportunity to fix/resolve the issue. All issues must be fixed before event qualifying begins.
    a. Drivers/teams must return to tech and pass the inspection before qualifying begins.
    b. If they are still non-compliant with ALL rules, the team will be disqualified with no race entry refund.

PENALTIES & PROTESTS

1. All penalties will be given at the discretion of the Race Director.
    a. Penalties may include loss of position, disqualification, ejection from the race facility, or a combination thereof.
2. There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or the assigned official on the course.
3. Race Director has the authority to determine the validity of a protest.
4. No protests/appeals will be accepted that refer to a Race/Technical Director's judgement or decision.
5. It shall not be possible to protest or appeal technical inspection equipment, manual/electronic scoring, or manual/electronic timing equipment.

EJECTION FROM RACE SITE

The Race Director and NPRP Management have the right to eject any person(s) from the pit, staging area, track area, or Northern Power Race Park property.

CONDUCT OF PARTICIPANT (OFFICIALS, RIDERS, CREW, ETC)

The rider is responsible for the actions of his/her parents, family members, crew, mechanic, friends, or anyone associated with him/her, and may be penalized or disqualified for the actions of those persons.

1. Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from Northern Power Race Park, and be subjected to fines and penalties.
2. Any participant who threatens bodily harm or assaults any official, rider, crew, etc may be subject to disciplinary action, ejection from Northern Power Race Park, and be subjected to fines and penalties.
3. Any participant who destroys Northern Power Race Park property will be subject to disciplinary action, ejection from Northern Power Race Park, criminal charges, and be subjected to fines and penalties.
4. Verbal harassment of officials will not be tolerated. Physical abuse of officials will be reported to Law Enforcement and will be grounds for permanent expulsion of the rider from any Northern Power Race Park, LLC events.

PAYOUTS

To receive the payout, you must comply with the entire rulebook. We reserve the right to disqualify racers if they do not follow the rulebook and the NPRP code of conduct listed below. The $8,000.00 guaranteed advertised payout is based on a full field of 40 teams. The payout will decrease by $200 for each entry under 40, the payout will increase for each entry over 40.
All trophies, payouts, etc., not picked up on the day of competition by the winning team or a representative will be forfeited.

NPRP CODE OF CONDUCT

Welcome to Northern Power Race Park! Our team is so glad you're here and we look forward to hosting you at our events. This Code of Conduct was created to help create a safe, comfortable, and enjoyable experience for guests and participants of all ages.

HAVE FUN AND BE RESPECTFUL. We are all here to have fun and do what we love - ride snowmobiles!! It is each person's responsibility to respect every entrant, rider, and participant and conduct themselves in a sportsman-like manner. Northern Power Race Park, LLC reserves the right to remove anyone from the premises who violates the rules and/or code of conduct.

BE COURTEOUS. Please be courteous to other attendees. Do not disrupt other patrons with disrespectful, unruly, or hostile actions or behavior. Inappropriate behavior should be reported to Race Park Management.

RESPECT OUR EMPLOYEES. Our employees and volunteers work tirelessly to put on these events. Please be respectful to them, they are the reason these events are possible!

DO NOT INTERFERE WITH THE EVENT. Do not go on the track unless it is your time to race, throw things on the track, interfere with the race, or bother the track officials. No one is allowed to cross the track or be on the in-field without prior permission from Race Park Management or Race Director. All persons must remain 20 feet away from the active race track. No one except for riders who are properly registered may ride or practice on the track on race day.

NO WEAPONS OR FIREWORKS. Weapons are prohibited on the Northern Power Race Park property. Fireworks and all other forms of explosives and/or noisemakers are not permitted.

PETS ALLOWED - LEASHES REQUIRED. Pets are not permitted in the spectator area. Service animals are allowed. Pets are permitted in the pit area - please keep them on a leash at all times and remember to pick up after them

WRISTBANDS REQUIRED. Everyone entering the Northern Power Race Park property must sign the Northern Power Race Park Accident Waiver and Release of Liability form and obtain a wristband. Wristbands must be worn throughout the entirety of the event. Riders or their crews caught without a wristband, switching wristbands, or using old wristbands could subject their rider to disciplinary actions, fines and possible disqualification. Please be prepared to show your wristband at all times.

CLEAN UP AFTER YOURSELF. There are numerous trash receptacles around the park. Please dispose of all trash and race vehicle parts in a respectful manner.

NO DRONES. No personal drones or other aerial recording devices are permitted at the park without the permission of race park management.

MAINTAIN SPORTSMANSHIP. Northern Power Race Park invites racers of all skill levels to participate in our events. Please be respectful and maintain appropriateness to everyone on and off the track.

RESPECT OUR NEIGHBORS. Be courteous to the residents of the neighborhoods surrounding the park when entering and exiting the grounds.

KEEP IT FAMILY-FRIENDLY. Please help us maintain a family-friendly atmosphere by monitoring profanity.

NO SOLICITING No Soliciting or distributing of literature or products will be allowed at Michigan Snocross events without prior approval from Northern Power Race Park management.

DRUGS AND ALCOHOL

Drugs: For the purpose of this code, "Illegal Substances" include any substance that may not be legally prescribed, either by Federal or State Statute, which when taken or ingested may or may not have a performance-enhancing or mood or state of mind-altering effect. For the purpose of this code, "Controlled Substances" include any substance which may be legally prescribed, either by Federal or State Statute, which when ingested or taken may have a performance-enhancing or mood or state of mind-altering effect.

1. ***It is forbidden for any participant to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time.*** Nothing contained herein shall be constructed to discourage the proper use of medically necessary or prescribed or over-the-counter medications.

Alcohol: ***It is forbidden for any participant to consume any alcoholic beverage in a manner which may affect his/her behavior during practice, qualifying or the racing portions of an NPRP Event***. NPRP's standard for being "under the influence" is that any person who is deemed to be acting abnormally or is impaired, at the sole discretion of NPRP, and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at NPRPs sole discretion, shall be deemed in violation of this Code.

NPRP CONTACT INFORMATION

Owner: Marc Archambault ***Director: Rene Maier***

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