

NPRP DITCHBANGERS

OFFICIAL RULE BOOK

2026/27

NPRP DITCHBANGER RULES

Introduction

What is a Ditchbanger? Besides being the most fun race on a snowmobile, it is designed for snowmobile enthusiasts of all skill levels to try their hand at racing. We flatten the Michigan Snocross track so there are no large jumps or rhythm elements; this race is about staying on the sled and making passes when you can! The competition is fierce and the races are exhilarating to watch and participate in. ***You do not need prior racing experience to participate.***

Below you will find a list of classes and rules. This document will act as a guide for racers and outline requirements for the sleds and the rider. If you have any questions please send an email to rene@northernpowerracepark.com.

All rules are subject to change, changes will be noted in **RED**. It is the racer's responsibility to visit our website before each race to make sure they have the latest updates.

It is the racer's responsibility to present a snowmobile that is legal at all times. **It is not Northern Power Race Park's responsibility to detect every rule violation during every race.**

The #1 rule of Ditchbangers is to have fun! **The 2nd is to have a number on your sled that is clearly visible.**

Let's go racing!

RIDER IDENTIFICATION & DECALS

Numbers: Every sled is required to have a number.

- Northern Power Race Park does NOT assign race numbers, racers must select their own number.
- The race number must be provided during registration either online or in person. If no number is provided, you will not be scored.

Numbers must be clearly visible.

- If the number is not visible to the Northern Power Race Park scoring officials, **you will not be scored.**
- **Number plate recommendations:** standard block-style lettering. No overlapping numbers or numbers that are outlined only. Light backgrounds with black numbers are best.
    - ***REQUIRED areas:*** right and left side of the hood/right side of the windshield, right and left side of the sled tunnel, and on the front hood. The more numbers placed on visible areas of the sled, the better. If you question whether or not your numbers can be seen, **add more**.
- Number plates, stickers, and/or decals will **not** be provided.
- It is the rider's responsibility to ensure the numbers are secured to the machine. If the numbers fall off during a race, you will not be scored.
- In the event of a duplicate number, the first person to register with the number will keep the number. All others will add a letter to differentiate riders; letters will be assigned by the NPRP registration team.
    - If a letter is added to your number, you must add it to all number plates on your sled prior to the race.

ON TRACK OBSERVANCE

Drivers, crew members, team owners, and support people may not be physically on the racing surface or within the gate surrounding the Northern Power Race Park/Michigan Snocross track once the event has started. This includes walking the track to inspect for changing track conditions or other concerns. If your rider crashes you are NOT permitted in the fence to help the rider turn or restart their sled, the rider and/or team will be penalized at the Race Director's discretion. If a rider crashes: crew members, team owners, support people and/or other riders not in the current race are NOT permitted within the fence. Michigan Snocross track officials and the EMS team will aid the riders and get them to safety. Anyone doing so will be penalized at the Race Director's discretion. If a Red Flag occurs, you are permitted within the fenced-in area once the Race Director's deem it safe. Penalties range from a verbal warning to ejection from the facility.

Safety is our number one goal at Northern Power Race Park. The safety of our riders, crews, employees, and spectators will always be our top priority. The rules are put in place to ensure we maintain the safety of every individual. We will have a team of Licensed and Highly Trained EMS professionals at every event we host, their job is to keep our riders safe.

GENERAL REGULATIONS

RIDER PROTECTIVE EQUIPMENT

- **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.
    - Mouth guards are required for 120 competitors and must remain in place for the duration of the race.

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

RIDERS MEETING

The riders meeting is mandatory, we will take a random roll call. If you are not present, you will not be allowed to participate and you will **not** receive a refund.

All riders' meetings will be held by the NPRP podium at an announced time. It will be conducted by the race director/head flagger/pit boss. Instructions and important information will be given at this time. No one is allowed to question or contact the scoring officials after racing begins unless allowed by Northern Power Race Park management. All questions and matters must be resolved at the riders meeting or after the races are completed.

PRACTICE LAPS

All classes will have a scheduled practice before races begin. The practice order will be posted on all three (3) staging boards. If you miss your practice slot, you are **not** allowed to join another.

STAGING AREA/HOT PITS

1. **Reasonable speeds (zero track spin) will be observed in the pit and staging areas (5 mph maximum).**
2. **The order of events will be posted on all three (3) staging boards - two are located in staging and one is located at the track exit.**

STAGING RULES

- The rider and one (1) crew member are the only persons allowed in the staging area, ***the crew member is also required to have chest protection on in staging.***
- It is the riders responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called. Announcers will repeatedly call race numbers during the event. All staging questions should be directed to the pit boss.
- We use a StagingPro LED staging board that displays the current race in staging. There is an app available, scan the QR code on the board to see the information on your mobile device.
- Our radio station is 90.3
- When the pit boss and staging crew call your heat race, you must pay attention and when your gate pick is called, get to the line in a timely manner.
- **Anyone who misses their heat and then runs in a subsequent heat will be given their finish position minus one (ex: if you finished third, you will be given fourth).**
- All riders and crew are required to have tethers securely attached to their bodies while driving through the pit and staging area.

MECHANIC VIEWING CONTAINER

- The container located in the Hot Pits / Staging Area is ***strictly*** for crew members and racers. Spectators, family members, etc. who have not signed an additional NPRP waiver and received a crew wristband are not allowed inside the staging fence or on the container. Wristbands will be checked.

RACE AND START LINE

- The rider and one (1) crew member are the only persons allowed at the start line.
- **Once your race is called to the starting line, you are not allowed to leave the staging area. If you leave, you will be DQ'd from the race.**
- Once the machine reaches the start line on its own power, the machine is considered to have started the race.
- A rider may raise his/her hand if there is an equipment problem on the start line. The starting flagman will wait a maximum of two minutes for the rider to correct the problem only if no other sleds have started racing yet.
    - **At this time, the sled is not allowed to leave the starting line, any issues must be resolved where the sled is located at the time of the call.**
- Riders will be penalized at the start of the race for jumping the start. Rider will be lined up in the back row in last or can be black-flagged and sent to the back of the pack during the race.
- **Tethers will be checked on the start line. If your tether is non-operational, you will be disqualified with no refund.**

RACE RESTART PROCEDURE

In the event of a red flag, the race will restart. There will be no restarts unless it is the opinion of the Race Directors or Medical Attendants that it may endanger the participants involved or if there is a malfunction at the start line or some interference as determined by the Race Director.

- The Race Director may order a restart at his/her discretion. The Race Directors' decision is final.
- All machines will be stopped under the red flag. The flagger will notify the riders when to move machines and will have them proceed slowly to the point of restart.
- The restart position of the machines reverts back to the last officially scored lap - single file (staggered). If only one lap or less has been completed, the restart will be the same as the start of the race.
- Any and all riders involved in causing the red flag restart must restart from the back row or the tail end of the single file restart, depending on how many laps have been completed. They must be cleared by medical officials prior to starting the race.
- If an injured rider (they do not get up and return to the point of restart in two minutes) is the cause of the red flag restart, they will not be permitted to restart the race, but will receive last place points.

PASSING

A rider must always be prepared for another sled to pass and must therefore be on the lookout for other machines approaching from behind. Riders will not hinder or obstruct an overtaking vehicle. A slower rider, or a rider a lap down, is to move over for the passing machine.

LEAVING AND REENTERING THE COURSE

If a rider leaves the course during the race, for any reason, and then decides to resume the race, he/she must re-enter at the point of exit before another lap may be counted in his/her favor. If it is unsafe or impossible to re-enter at his/her point of exit, he/she must re-enter at the safest place possible closest to his/her exit without improving his/her position. Chronic course-cutting penalty will be assessed by race officials on a case-by-case basis.

1. When a rider goes off track, he/she must re-enter as soon as possible in the safest spot possible.
2. The rider needs to either stop and clearly look up track before re-entering the track in a safe manner. Race Directors and Officials must see the rider turn their head and look up the track to make sure that they don't impede anyone's progress or endanger anyone.
3. In addition, race officials must be able to clearly see that they have not gained ground and have re-entered the race course without gaining ground or position.
    a. Penalty: The rider caught not looking or gaining position after going off track shall be scored last, docked position, or a DQ at Race Director discretion.
4. Riders may not stop on the race course. If mechanical problems force this, the rider is responsible for getting the machine off the course.

RACE FINISH

If a mechanical breakdown happens near the finish line, the driver ONLY may push/pull the machine with the rider's own unaided muscular energy across the finish line. A rider is said to have finished the race when the rider is in contact and in control of the machine as it crosses the finish line.

SIGNALS

A rider who has spun out or stalled (crashed) should raise both hands over their heads to indicate no more movement will be made and to indicate NO injury.

UNSPORTSMANLIKE CONDUCT

Any unsafe and/or intentional hitting or bumping, taking out, unsafe riding or course cutting that is deemed dangerous or unsafe by the Track Officials will be grounds for disqualification or penalty as deemed appropriate. Blocking by lapped traffic could lead to disqualification. Unsportsmanlike conduct will NOT be tolerated.

1. Any dangerous or foolish driving or unsportsmanlike conduct in the pits or anywhere else on Northern Power Race Park property could subject a rider to DQ at the discretion of the race director.

PROOF OF AGE

If necessary, a Certified copy of a birth certificate or Driver's License will be accepted as proof of age. Proof of age must be provided within 5 days of the request to Northern Power Race Park. Failure to comply will result in disqualification. **Age classifications are determined as of December 1, 2026.**

RADIOS

No two-way radios between riders and pit crew.

ENFORCEMENT, DISCIPLINE, AND VIOLATIONS

PENALTIES & PROTESTS

All protests, whether of rider age classification, engine displacement, machine, or rule violation, must clearly state, in writing, which part of the rule violation is being protested. The rider submitting the protest must sign all protests.

1. The protest period is 15 minutes following the conclusion of each respective class final. The signed protest must be submitted to the Race Director within the time period. Submissions outside this period will not be accepted.
2. The party declaring a protest against another rider/machine is required to post a protest fee with the Race Director of $200 for engine teardown and $100 for a non-teardown protest.
3. Northern Power Race Park will not be responsible for reassembling protested machines.
4. If the machine is found to be of legal configuration for the class, the protested rider will be awarded the entire protest fee. If the machine is found to be of illegal configuration for the class, the protesting party will be refunded the entire protest fee and the protested rider will forfeit the trophy or award for the event, all points for the day and the protested machine will be moved to the proper class for the remainder of the season.
    a. A protested machine will not be torn down or evaluated in any matter that would be detrimental to its function in between races; that is, a race official may impound machines that are protested until the completion of that machine's racing activity.
    b. Failure to submit a machine for impound will result in disqualification. All teardowns will be performed by the machine owner or their representative and witnessed by technicians designated by Northern Power Race Park.
5. Only riders (parents of) in the same class may declare a protest.

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 subject 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 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.

TECHNICAL INFRACTIONS

The Northern Power Race Park Ditchbanger races will be teched. The top three from all heat races and finals **must** stop at the tech trailer at the conclusion of the race. If a racer fails to stop at tech, they will forfeit their finish position and receive no points. The tech trailer is located at the track exit.

Other technical infractions:

1. Receiving unauthorized assistance.
2. Rider, group of riders, or any crew member attempts to harass race officials, in any manner.
3. Course cutting. Riders should stay in the confines of the marked course. At the discretion of the Race Director, a rider may be disqualified for leaving the confines of the course.
4. Intentionally taking out another rider to gain position. Unsportsmanlike hitting/bumping or rough racing.
5. Allowing non-registered riders to operate a rider's machine on the track during practice or a race.
6. Running without a helmet strapped.

FLAG DEFINITIONS

All riders must obey the flags to ensure everyone's safety. If a rider “chooses” not to obey a flag, a penalty of one placement position or more may be assessed.

Greenlight/Green Flag: GO! The green light is shown to start the race. The course is clear, and the race is in progress.

Yellow flag: Yellow flag zone: the yellow flag zone shall start at the first yellow flag and extend all the way up to and including the incident. Care should be taken by the rider to not put the downed rider/incident in harm’s way through careless and aggressive acceleration out of the yellow flag zone. If there is a yellow flag on the track, regardless of whether the rider or crew agrees with the flag, they must obey. Disobeying a yellow flag will result in a penalty.

> **No passing** is permitted in any yellow flag zone (the area from the yellow flag to the end of the incident). A yellow flag means there is an incident ahead and there may be some track blockage. All riders slow down to observe the caution, and most importantly not pass or gain any significant ground on the next competitor until clear of the incident and through the yellow flag zone.
>
> Penalty: A pass under yellow will result in a furled black flag. If a rider mistakenly passes under yellow, he or she has the opportunity to immediately correct the situation by dropping back and allowing the passed sled to regain the position. If the situation is not corrected, the rider will be scored last in his/her heat or final. All calls are at the Race Director's discretion.
>
> **No jumping.** Jumping under yellow constitutes as a safety hazard. The track leaving the ground is considered jumping. In a situation where the yellow flag is displayed for numerous laps, riders must obey the yellow flag for all of those laps. If the yellow is waving in conjunction with a checkered flag, the riders must still obey the yellow and “roll over” the finish line.
>
> Penalty: Any rider jumping under yellow may receive a position determined by the Race Director, last place points, or DQ. All calls are at the Race Director's discretion.
>
> **Gaining under yellow.** Gaining “too much” ground on a rider ahead of you is not allowed in a yellow zone. Yellow flag zones are not the place to make up time on your competition. As a general rule of thumb, a rider making up more than one sled length of ground will be considered “gaining too much ground”. A rider who gains too much ground and immediately corrects the error by slowing up and re-establishing the original “gap” shall not be penalized. Go slow, roll the jumps and get through the yellow zone

safely, and then resume race speed. “Too much ground” shall be at the discretion of the Race Director.

Penalty: A rider caught gaining too much ground may receive a position determined by the Race Director, last place points, or DQ. All calls are at the Race Director's discretion.

Off track & re-entry. When a rider goes off track, he/she must re-enter as soon as possible in the safest spot possible. The rider needs to either stop and look up track or clearly look up track before re-entering the track in a safe manner. Race Directors and Officials must see the rider turn their head and look up the track to make sure that they don’t impede anyone’s progress or endanger anyone. In addition, race officials must be able to clearly see that they have not gained ground and have re-entered the race course without gaining ground or position.

Penalty: The rider caught not looking or gaining position after going off track shall be scored last, docked position, or a DQ at Race Director discretion.

Red flag: The race will stop immediately, regardless of your track position. A red flag will be displayed if a rider down needs medical attention or the track does not allow the race to continue. Slow down and stop with caution. Riders will be told when to move to the starting area. If a red flag is shown during the last lap of the race, the race will resume with two laps being run - a white and a checkered.

Absolutely no work of any kind is to be performed on the sled. Anyone working on the sled will be placed at the end of the field or disqualified at the Race Directors' discretion. Crew members are not allowed on the track and must stay away from the sled. Once called to restart, riders have 2 minutes to be at their sleds. If the sled cannot be started by the rider, one crew member will be able to help at the discretion of the starter.

A downed rider will be responsible for letting the track officials know that he/she is injured. If he/she is not injured, he/she must raise their arm immediately letting track officials know that they are ok. It is at the discretion of the Race Director to pull the red flag. At this time medical will be sent to the incident and the rider will not rejoin the race. The rider will not race again until cleared by medical. If a red flag is thrown that does not involve an injury and sled(s) can continue, those sleds will restart at the rear of the field.

If only one lap or less has been completed the restart will be the same as the start of the race. If more than one lap was completed the restart will be staggered in order of the previous lap completed. Restart with the same time/laps remaining unless on the final lap. +1 lap if on the final lap.

Black Flags

Furled black flag: A furled black flag (flag wrapped around the stick) signifies a warning for either equipment failure or rider conduct. A furled black flag is a warning to stop whatever activity has caught the eye of the officials. You should proceed to the start line to speak to the starter for your penalty. Should you not cease the offending activity, you WILL be promptly displayed an open black flag.

> If you are shown a furled black flag on the first lap, you likely jumped the start and need to drop to the back of the field before resuming the race. If you are shown a furled flag during racing, you likely gained position illegally and you must drop back and let at least three (3) sleds by you and then resume racing.

Open black flag: The display of this flag is an immediate disqualification. Pull off the track immediately and safely. Riders are not allowed to stop and talk to flagmen at the finish line. For questions, go to the start flagman. A penalty will be assessed after the race.

> Please be advised that all such calls will be made solely at the discretion of the Race Director. Should you disagree, you may fill out a “challenge form” and Michigan Snocross will review the form. It is Michigan Snocross’ sole discretion whether to reverse the call or leave as is. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. Your argument, when presented appropriately, will be duly considered, and, should your protest have merit, the decision of the officials could be reviewed.
>
> Note: if the clutch side panel comes open exposing the clutch, it will prompt a black flag as it is a potential safety hazard. This may also occur if the hood opens or if it comes off completely as it would block the rider's vision and be considered hazardous. The rider may pull off the track, close the panel, fix the hood, etc., and rejoin the race. No outside assistance can be used. If no attempt is made to fix the problem, a rider will be black-flagged and given last place.
>
> Disqualification under a black flag: Regardless of the situation, all attempts will be made to notify a rider in competition of a black flag. Should it not be possible, for whatever reason, the rider will be informed as soon as possible after the race.

Blue flag: Blue flags will be displayed to riders who are being lapped, please move out of the way of the leaders.

White Flag: A “courtesy flag”, a white flag will be displayed when riders have started their last lap.

Checkered flag: The race is over. Follow through “race speeds” past the landing of the finish line jump. Ride slowly when exiting the track.

a. The race is not over until the checkered flag has been displayed. Each rider must cross the checkered flag to earn full finishing points for their respective position.

MACHINE REQUIREMENTS

- **Engine (all classes except MOD):**
    1. All internal engine components must remain **stock**. This includes cases, cylinders, heads, domes, pistons, rods, etc.
    2. Chassis/Engine combinations must be an OEM combination that was available in a sled with a model release year of 2003 or older.
    3. Ignitions must be stock or a direct replacement.
    4. Exhaust is open. Pipes must be or have been commercially available. No hand-built custom pipes. Exhaust outlets must be away from the footwell in a safe manner. Exhaust outlets must exit out the bottom portion of the belly pan.
    5. Carburetors are open. EFI is only allowed on sleds that came with EFI.
- **Brakes:** Any brakes are allowed. Brakes must be operational at all times.
- **Suspension:** Suspension travel must not be more than that of your snowmobile in stock form.
- **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 highly encouraged.
- **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.

CLASSES & CLASS SPECIFICATIONS

GENERAL CLASS RULES

1. Any race machine that fits the respective class may be entered by two or more riders. Standard race registration applies for each individual entry.
2. No one except for riders who are properly registered may ride or practice on the track on race day.
3. If you participate in Michigan Snocross and are under the age of 13, you are permitted to race. You must register in the amateur class or above.
4. Sandbagging is NOT ALLOWED. **The Race Director has the authority to move riders to the next class level if deemed necessary.**
5. **For classes with year parameters, snowmobiles must meet the class year requirements, which are determined by model release year, not manufactured date.**

NPRP DITCHBANGER CLASSES

Age classifications are determined as of December 1, 2026.

YOUTH STOCK 120cc

- Ages 6 - 13 years old.
- Must be a Stock 120cc sled that adheres to Michigan Snocross rules.

YOUTH STOCK 200cc

- Ages 6 - 13 years old.
- Shocks and skis may be changed at NPRP Ditchbanger events. Aftermarket shocks are permitted but cannot exceed OEM shock length.
- No studs allowed.
- Please see the Michigan Snocross Rulebook for in-depth specifications

YOUTH/JUNIOR DITCHBANGER

- Ages 8 - 13 years old.
- Stock 340/440 sleds, 2003 & older.
- This class is a transition class for kids who have moved up from a 200 sled but are not of age or skill level to race in the other ditchbanger classes.
- This class is designed for the youth/junior beginner and amateurs.
- Michigan Snocross racers with extensive experience should not compete in this class.

BEGINNER

- **Stock sled** and beginner racer with little to no racing experience.
- Any stock sled 2003 and older. (Refer to machine requirements above for stock parameters)
- Racers 14 and older.
- Non-rider forward sleds - no REV or Firecats permitted.
- **TOP 7 FROM YEAR PRIOR TRANSFER OUT.**
    - If you finished in the top 7 in season points, you must advance to the amateur class the next year. If you fail to register in the amateur class, NPRP will transfer your registration automatically.

AMATEUR

- **Stock sled** and amateur racers with some racing experience.
- Any stock sled 2003 and older. (Refer to machine requirements above for stock parameters)
- Racers 14 and older.
- Non-rider forward sleds - no REV or Firecats permitted.
- **THREE-YEAR MAX** or point out. Racers are permitted to race in this class for a maximum of three years (if you participate in at least 4 races in a season, that is considered 1 year) or at a maximum point value of 900 combined season points. (Years & points accumulated from the 24/25 season and forward).

PRO

- **Stock sled** and experienced racers.
- Any stock sled 2003 and older. (Refer to machine requirements above for stock parameters)
- Racers 14 and older.
- Non-rider forward sleds - no REV or Firecats permitted.
- ($) Payout class.

35+

- **Stock sled** and any racer 35 years and older.
- Any stock sled 2003 and older. (Refer to machine requirements above for stock parameters)
- Non-rider forward sleds - no REV or Firecats permitted.
- ($) Payout class.

50+

- **Stock sled** and any racer 50 years and older.
- Any stock sled 2003 and older. (Refer to machine requirements above for stock parameters)
- Non-rider forward sleds - no REV or Firecats permitted.
- *Racers choose the lap count.*

WOMEN

- Stock sled and beginner/amateur female racers.
- Any stock sled 2003 and older. (Refer to machine requirements above for stock parameters).
- Racers 14 and older.
- Non-rider forward sleds - no REV or Firecats permitted.
- ($) Payout class.

MOD

- This class is for heavily modified sleds with internal engine modifications.
- Any open sled 2003 and older and any skill level racer.
- Racers 14 and older.
- REV & Firecats Permitted in this class.
- ($) Payout class.

VINTAGE SNOCROSS

- **Any snocross sled 2015 and older and any racer.**
- Any 2015 and older REV & Firecats Permitted
- Racers 14 and older.

GREASY TRIPLE

- Any sled 2003 and older with a triple-cylinder motor and any skill level racer.
- Racers 14 and older.

2004 - 2010

- Any stock sled manufactured between 2004 and 2010 and any skill level racer .
- Racers 14 and older.
- Any REV & Firecats up to 2010 are permitted.

TWO UP

- Any stock two-person sled (MUST be a true two-person sled with a second seat)
- This is a fun class - racers will switch positions at the halfway point.
- Racers 14 and older

HIGH DOLLAR TRAIL

- Trail sleds 2011 - current.
- Class rules are the same as our MSX Trail Class (Page 27 of the MSX Rulebook)
- Racers 14 and older.
- ($) Payout class.

RACE FORMAT & SCHEDULE

SATURDAY/SUNDAY RACE FORMAT

- Practice
- Two Qualifying Rounds
- LCQ's (if applicable)
- Final

FRIDAY NIGHT RACE FORMAT

- Practice
- ***ONE*** Qualifying Round
- LCQ's (if applicable)
- Final

Practice: An opportunity to get some laps in prior to racing - not scored/timed.

Qualifying Rounds: Maximum of 10 riders per heat; gate picks are randomly selected through the NPRP scoring software. Racers accumulate season points through heat races (see point breakdown below). Finish positions from the two heat races will be added together and gate picks for the final race will be determined by the cumulative score (higher scores are better). Ties will be broken with the last round counting the most and the first round counting the least. All riders who start a round will be given a finish position. Riders who do not finish the race will receive a DNF and will be awarded one point. Riders who do not start will receive a DNS and be awarded no points. Technical penalties will result in a last-place finish. Disqualification penalties will be given a DQ and be awarded no points.

If a crash occurs on the first lap involving more than one rider and none of these riders can continue, all the riders involved will be scored in the last highest finishing position and all receive the same points. For example, if there are 10 competitors in that heat and three crash on lap one and cannot continue, all three would receive 8th place points. However, if the crash occurs after lap one, the finishing order will revert to the last officially completed lap prior to the crash.

Anyone who misses their heat and then runs in a subsequent heat will be given their finish position, but no year-end points for that heat.

LCQ's: There will be a maximum of 15 riders in the final race for each class. The top 10 qualifiers will automatically transfer to the final race, all others will go into the LCQ. The top 5 from the LCQ will start in the back row of the final. The LCQ does not award points.

Final: The last race of the day, 15 rider maximum. Season points are accumulated through the final (see point breakdown below), the top 3 in the final will be awarded at the podium presentation at the conclusion of the event.

RACE SCHEDULE

- Youth 120cc
- Youth 200cc
- Two Up
- Youth/Junior Ditchbanger
- Beginner
- Amateur
- Greasy Triple
- Women
- Vintage Snocross
- 2004 - 2010
- Mod
- 50+
- 35+
- High Dollar Trail
- Pro

This schedule is subject to change and classes may be combined. The official schedule will be posted on our Facebook page before the event and at the facility on the day of.

SERIES POINTS/CHAMPIONSHIP

The Northern Power Race Park Ditchbangers are a points series. Racers will accumulate points in their qualifying and final rounds throughout the season at all Ditchbanger races. The top five in points in each class will receive season point awards at the final Ditchbanger Race of the season. The more you race, the better chance you have at winning the points championship!

TEAM POINTS CHAMPIONSHIP

The NPRP are all about creating a fun and competitive environment! This season we will keep track of team points and the top three teams with the most overall accumulated points through their racers qualifying & final points will be recognized at the last race.
Guidelines:

- Teams must be created before the first race of the season. The team name and roster must be submitted to NPRP before the first race of the season.
- Maximum of 5 team members for each team.
- Each team member has to pick ONE of their race classes that accumulates team points. You cannot switch chosen class during the season.
- No substitutions of team members.

DITCHBANGER POINTS BREAKDOWN

2026/27 Ditchbanger Points System		
Place	**Qualifying**	**FINALS**
1	10	25
2	9	22
3	8	20
4	7	18
5	6	16
6	5	15
7	4	14
8	3	13
9	2	12
10	1	11
11	1	10
12	1	9
13	1	8
14	1	7
15	1	6
16	1	5
17	1	4
18	1	3
19	1	2
20	1	1
21	1	1
22	1	1
23	1	1
24	1	1
25	1	1
26	1	1

27	1	1
28	1	1
29	1	1
30+	1	1
DNF	**1**	**1**
DNS	**0**	**0**
Points from Qualifying will determine LCQ and the staging order for the final.		
The finals will determine trophy and payouts for the day.		
DQ	**0**	**0**
Points from qualifying and the finals from each race will accumulate for season points placement		

RACE REGISTRATION

We highly encourage you to pre register online for all ditchbanger events. Online registration is available on our website or our trackside portal. Online registration will close at midnight the night before the event; dates will be posted on our website and Facebook page. All racers are still required to pay the Northern Power Race Park gate fees.

In-person registration: In-person registration will be available until 1.5 hours before the event. Times will be posted for each event on our website and Facebook, no late registrations will be accepted. All in-person registrations are subject to a $15 registration fee, you will also be required to pay the Northern Power Race Park gate fee upon entering.

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. ***NEW 2026: All Crew Members entering the hot pit/staging area must check in at the registration cabin during the in-person registration period to sign an additional waiver and receive a crew wristband.***
3. 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.

4. Riders under 18 years of age:
    a. Riders under the age of 18 years are required to have a Minor Waiver on file. Waivers are available on Trackside or in person at the track.
    b. Riders under the age of 18 must have a parent or legal guardian with them during in-person registration.
    c. Riders under the age of 18 must have a parent or legal guardian with them during the riders meeting.
5. Any classes may be combined based on race entries. The classes will race together but racers will be scored in their respective class.
6. Northern Power Race Park officials will not be responsible for any occurrence that results in back-to-back races for riders who enter multiple classes. The rider or his/her representative must notify officials of that occurrence and be available at the start area for consultation.
7. All participants are required to be familiar with the rules and regulations outlined in this rulebook.
8. No race entry refunds after practice begins for any reason.

GATE FEES

NORTHERN POWER RACE PARK GATE FEES (Single Day)

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. Everyone entering Northern Power Race Park must pay gate fees, including racers.

CLASS PAYOUTS

PAYOUT CLASSES

Pro, Women, 35+, MOD, and High Dollar Trail

PAYOUTS

To receive the payout, you must comply with the entire rulebook and display the proper numbers. We reserve the right to disqualify racers if they do not follow the rulebook and the NPRP code of conduct listed below.
All payout classes will pay out 80% of the registration fees for that class. The top three in all payout classes will receive payouts. If there is additional money added to the payout purse through donations/sponsors, 100% of the money will be added to the payout purse. Payouts will be given during the podium presentation at the conclusion of the event. **All trophies, payouts, etc. not picked up during the podium presentation will be forfeited if not claimed by the winner or a representative.**

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 sportsmanlike 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***

PHYSICAL ADDRESS

2201 Valley Rd
Mancelona, MI 49659

MAILING ADDRESS

10154 S US 131
Mancelona, MI 49659

PHONE NUMBERS

Office Phone: 231-587-0056
Rene: 616-443-7614

EMAIL ADDRESS

General: rene@northernpowerracepark.com
Scoring: msnox.scoring@gmail.com

WEBSITE

www.northernpowerracepark.com