



2023 Supplemental Rules &
RACING HANDBOOK

Adirondack Cross Country LLC

Supplemental Rules & Racing Handbook

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Introduction

This Adirondack XC handbook is to be used as a reference to help you understand the rules and requirements that need to be followed in order for you to compete at Adirondack XC events.

As an ISR affiliate, the Adirondack XC series follows ISR guidelines established prior to each race season. All racers should be fully aware of the ISR regulations pertaining to cross-country racing as well as the general competition rules listed in the ISR rulebook. You can now access the ISR rule book online at www.isrracing.org.

Throughout the race year there may be instances where new technical rulings, race schedule changes and other pertinent information may become available. In this event, the changes will be posted on our website at www.adirondackxc.com It is **HIGHLY** recommended that racers check the website regularly to stay on top of the latest news or schedule changes.

Adirondack XC Contact Information:

Adirondack Cross Country LLC

34 Thompson Hill Road

Rensselaer, NY 12144

Website: www.adirondackxc.com Phone:

518.925.2505

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Cross Country Classes

All Improved Stock/Open class rules

- OEM stock chassis
- OEM bore and stroke, no internal motor modifications allowed
- Bolt on performance parts (i.e., pipes, exhaust can, ECU tuner, etc.) allowed

Pro:

Pro racers must be approved by Adirondack XC & at least 16 years of age at time of event

Pro Factory Stock

(EFI non snocross STOCK snowmobiles, up to 600cc liquid cooled, 1.25" minimum track lug height)

Pro Open

(Up to 600cc liquid cooled modified and 650cc liquid cooled stock machines, 1.25" minimum track lug height)

(Lake races- Semi Pro riders will be allowed to compete in Pro Open at the lake races)

Pro Vet 35+ (Not applicable for 2023 season)

(Up to 600cc STOCK snowmobile up to 600cc liquid cooled, 1.25" minimum track lug height)

Semi-Pro:

Semi Pro racers must be approved by Adirondack XC & at least 16 years of age at time of event

Semi Pro Factory Stock

(EFI non snocross STOCK snowmobiles, up to 600cc liquid cooled, 1.25" minimum track lug height)

Semi-Pro Improved Stock

(Up to 600cc liquid cooled improved stock and 650cc liquid cooled stock machines, 1.25" minimum track lug)

Sport classes:

Sport class racers must be at least 14 years of age at time of event with a signed parental waiver.

Sport Stock

(Up to 600cc STOCK snowmobile, 1" minimum track lug height)

Sport Improved Stock

(Up to 600cc improved stock and 650cc liquid cooled stock machines, 1" minimum track lug)

Sport Women's

(Up to 600cc improved stock and 650cc liquid cooled stock machines, 1" minimum track lug height)

Trail Classes:

Trail class racers must be at least 16 years of age at time of event. (No Pro or Semi Pro riders)

Trail Novice

Up to 850cc liquid cooled improved stock and fan cooled improved stock 2- stroke machines and up to 1049cc four stroke machines. Must be naturally aspirated, no turbos. This is a non-competitive class offering the first time racer the opportunity to gain experience.

550

Up to 550cc liquid cooled improved stock and fan cooled improved stock machines.

650

Up to 650cc liquid cooled improved stock and fan cooled improved stock machines.

850

Up to 850cc liquid cooled improved stock and fan cooled improved stock 2-stroke machines and up to 1049cc four stroke machines. Must be naturally aspirated, no turbos.

Specialty classes:

Specialty class racers must be at least 16 years of age at time of event.

Women Novice

Up to 850cc liquid cooled improved stock and fan cooled improved stock 2- stroke machines and up to 1049cc four stroke machines. Must be naturally aspirated, no turbos. This is a non-competitive class offering the first time racer the opportunity to gain experience.

Vet 35+

Racers must be at least 30 years of age at time of event

(Up to 600cc liquid cooled improved stock and 650cc liquid cooled stock machines, 1.25" minimum track lug height, **No Pro riders**)

Masters 50+

Racers must be at least 50 years of age at time of event

(Up to 600cc liquid cooled improved stock and 650cc liquid cooled stock machines, 1.25" minimum track lug height, **No Pro riders**)

Vintage

- Must follow all Improved Stock XC class rules.

Classic A

Production snowmobile 2004 model year and older. Maximum engine displacement up to 800cc with or without power valves.

Classic B

Production snowmobile 2004 model year and older WITHOUT power valves. Maximum engine displacement up to 650cc.

Expert 600 Limited (Not applicable 2023 season)

Racers must be at least 14 years of age at time of event

(500 cc or smaller liquid cooled models and all 600cc or smaller fan-cooled models or 600cc limited sleds with OEM throttle limiter).

All Expert 600 sleds must use a 1.25-inch lug track or higher.

All 500cc sleds running Expert 600 classes can run a 1-inch lug track.

Juniors

Junior 8-12 Transition (Not applicable at this time)

Junior 8-12 racers must be at least 8 years of age but not older than 12 at time of event.

Class will be offered at events with shorter courses

(See ISR Cross Country rule book for sled specifics.)

Junior 10-13 & Jr 10-13 Girls

Junior 10-13 racers must be at least 10 years of age but not older than 13 at time of event. (Expert class sleds with 50% throttle block 600 cc limited sleds with 50% throttle block and exhaust valve closed.)

Junior 14-17 & Jr 14-17 Girls

Junior 14-17 racers must be at least 14 years of age but not older than 17 at time of event. (Max 600cc fan cooled or 85 HP class sleds, 600 Limited class sleds with 50% throttle block.)

Feature races

Feature event racers must be at least 16 years of age at time of event.

Please see event registration page for feature race classes that may change for each event. Feature races are designed to bring together multiple classes of racers and will be scored according to class and overall. Award recognition to be top three according to class and top three overall with the first place overall being feature champion.

Riders 14 & over can request approval to compete in a class of a higher age classification. A formal written request needs to be submitted to Adirondack Cross Country official for review. Once rider is approved they can compete in the higher classes but not prior.

Visit the ISR website for cross country general rules and class rules: www.isrracing.org

Classes subject to change. Check with website prior to event for verification.

Memberships

Yearly Membership- \$ TBD (2024 season)

A \$ TBD yearly membership is required in order to accumulate Adirondack XC season points. Only yearly members will be eligible to receive year-end awards and championships. Yearly members will also “lock-in” their race bib number for the year and have first chance to retain the number in years to come.

Benefits of being a yearly member include:

- Adirondack XC T-Shirt
- Season race number assignment
- Point accumulation for year-end championships and awards
- 2 Adirondack Cross Country decals
- Racer gate entry fee waiver

DAILY MEMBERSHIP - \$20 per event

For 2023 season 100 percent of the daily membership fees goes towards season end points & awards.

RACER REGISTRATION

PRE-ENTRY ONLY!

All registrations for this season will be on-line at www.adirondackxc.com.

ALL entries must be received no later than 6pm the Wednesday prior to the event.

Entry forms received after the Thursday 6pm deadline are subject to a \$50 late fee.

DROPPING OR ADDING CLASSES

After you pre-register if you decide that you want to drop or add a class(es) you **MUST** contact **Adirondack XC** via email at info@adirondackxc.com by **6pm the Thursday prior to the event**.

Dropping or adding classes cannot be done via text or social media, ALL changes must be done by email!

DRIVER CHECK-IN

All racers and crew members are required to check-in and sign a liability waiver.

Driver Check-In times and locations vary by event; those details will be posted on each event page on the website as well as on social media.

**It is the responsibility of all racers and crew members to sign all liability waivers at each event.
Failure to do so may result in disqualification.**

PAYMENT METHODS

Credit Card is accepted by pre-registering on-line. Race day we will accept cash and credit card.

REFUNDS

Refunds of entry fees will be issued if Adirondack XC is notified the day prior to the event by email at info@adirondackxc.com.

All race day cancellations and race entry withdraw (dropping a class when entered in multiple classes) will be allowed before the first race starts but after the first race begins there will be **NO** refunds. If race weekend has already started and event has to be canceled due to weather, there will be **NO** refunds. The funds will be carried forward to the rescheduled event if applicable.

Rider Requirements-all classes

In order to participate in an Adirondack XC event, you must have the following mandatory safety equipment:

Helmet

- Full coverage helmet with a 2015 or newer Snell Foundation or ECE 22.05 approval code.
- Helmet **must** be securely fastened at all times.
- Helmet **must** have proper certification sticker on/in helmet.

Eye protection

- Eye protection is mandatory
- If corrective lenses are required to drive a motor vehicle, the rider will also be required to wear them while racing.

Clothing

- At least on hundred forty-four (144) square inches of visible area on both the rider's front and back (upper body) must be international or blaze orange in color at all events. Jackets/Pullovers/Jerseys will be teched lying flat on the ground front and back (288" total). This is required at all events. If the rider has a question, they should see the Race Director or Technical Director.
- Gloves and appropriate clothing, along with at least above ankle leather boots are mandatory (above ankle boot must have a minimum of 6 inches of leather above the ankle).
- Hoodies are not allowed outside of the jacket; it is considered a safety concern.
- Pit coats are not allowed during racing or parade lap

Upper body protection

- Upper body protection is mandatory
- The upper body protection must meet ISR Requirements.
- Motocross and hockey chest protectors **DO NOT** meet this requirement.

Shin and knee guards

- Knee and shin guards are mandatory
- Guards must be worn on both legs.
- The guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
- Elbow pads are highly recommended in all forms of racing.

Riders **MUST** come to pre-tech with **ALL** safety equipment, you will not be pre-teched without all appropriate safety gear.

Contact the Adirondack XC with any safety equipment questions.
Email: info@adirondackxc.com

Machine Requirements-all classes

In order to participate in a Adirondack XC event, your snowmobile must pass the following mandatory technical requirements:

Safety switch

A functional and operational safety shutoff (kill) switch is required. The switch must be located on the right side of the handlebar and may be a “push and hold” type or the “click on, click off type”

Tether Switch

A tether switch is also required. The tether switch must be functional at all times. If the rider is dislodged from his machine and the tether cord fails to stop the ignition, the rider may be subject to disqualification.

Lights

All lenses made of glass must be taped over with a transparent (clear) tape. A functioning headlight, taillight and brake light are required in all classes.

Drive System

Aluminum and/or carbon brake disks are not allowed.

Ski and Ski Runner

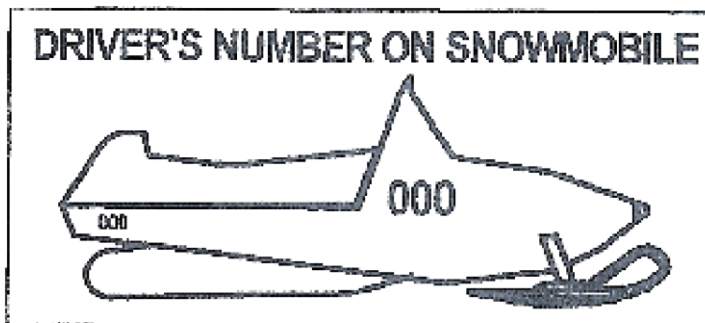
Maximum carbide to carbide ski stance cannot exceed 43.5 inches.

Any commercially available ski runner (carbides) allowed including multiple edged runners and multi-keeled skis.

Skis and ski loops must be intact at the start of each race. Ski loop edges not one (1) inch wide or not meeting minimum radius rule must be padded.

Race Numbers

Your race number must be located on both sides of your snowmobile hood or tunnel and windshield and be in lettering at least 6" tall and ¾" wide. It is the rider's responsibility to make sure his numbers are legible so scorekeepers can read them at a distance during the race, if not you might not be scored!!



Transponders

Adirondack XC will utilize the Motosponder double RFID tags for timing and scoring. Double RFID tags will be available during on-line registration and picked up at rider check-in. RFID tags are re-usable. It is the rider's responsibility to ensure their tag is functioning properly prior to their race. During the sight lap all riders will pass under the scoring start/finish line to verify their tags are working, this is the only time you have to make sure they are registering with the scoring system. At select events there will be live timing and scoring available, results shown on this system is not the official results.

Identification Numbers-all classes

Drivers must wear the race number assigned to them by Adirondack XC. It is the drivers' responsibility to have their assigned race number on their back (back of trail class riders is excluded however it is recommended) as well as on their machine and legible. Numbers that are not legible may not be scored.

The drivers' assigned number must be displayed on both sides of the snowmobile hood or tunnel and on the windshield facing forward. Numbers must be a minimum of 6" to a maximum of 8". Numbers must be ¾" wide.

Sleds with numbers deemed too hard to read by Adirondack XC tech officials may be disqualified.

(2024 Season)

To be eligible for year end points awards, drivers must display two (2) Adirondack Cross Country decals. One of each decal is to be placed on each side of the hood. Decals will be supplied by Adirondack XC to season members as part of their membership packet.

Driver numbers will be assigned on a yearly basis with season members getting the first opportunity to reserve their number. Race numbers will be held from the previous season until October 1 of the following year.

Race Day Information

TYPICAL RACE DAY SCHEDULE

- Each race will be posted on adirondackxc.com website

Pit area setup

- Pit locations are on first come basis

Drivers Meeting

- Mandatory for all drivers
- Time and location will be posted at driver check in
- Roll call may be taken to verify driver attendance

Pre-tech inspection

- Safety inspection for machines and drivers
- Drivers are to bring their helmet, chest protector and other safety equipment
- Tech will “mark” your machine when it passes tech and helmet

Sight Lap

- Low speed escorted lap around the race course that gives the racer a chance to examine the course prior to the start of the race (At select events)

Machines to staging

- Approved warm up stand with side shields are required at all times in pits and staging when the rear end of the snowmobile is elevated and the engine is running.

Racing begins

- Classes are typically staggered so racers in multiple classes have rest periods

Post-race tech inspection

- Technical inspection of the top finishers in each class

Awards ceremony

- Location will be announced at driver check in

In Race Information

FLAGS

A series of colored flags will be used to convey race information to the drivers. Please familiarize yourself with the Adirondack XC flag definitions found in this handbook.

COURSE MARKERS

Normal course markings consist of two stakes 10-25 feet apart. You are required to go between course markers in order to avoid penalty. Caution areas will be marked in a special manner that will be covered during the drivers meeting. Signs with arrows may be used to indicate a change in course direction. Course markers with an arrow pointed upward generally mean good running conditions. Course markers with one arrow pointed down indicates an area where reduced speeds and caution are required. Course markers with two arrows pointing down require extreme caution as the area is very dangerous.

STOP SIGNS

A standard stop sign requires the racer to come to a complete stop. Once stopped, the racer may continue through the crossing only when indicated to do so by the race official. Be extremely alert at all road crossings and watch for vehicles on the roadways. Use caution at all times as drivers on the roadway may be unable to control their vehicles or come to complete stops in a timely manner.

VEHICLES ON THE ROAD HAVE THE RIGHT OF WAY AT ALL TIMES.

PASSING

All racers should be aware of their surroundings at all times. This is especially important when being overtaken by a faster rider. If you have been caught by another rider, make an effort at the soonest reasonable location to move over slightly and allow the faster racer to pass. Once the pass has been made, check to make sure more riders aren't coming and then continue on. Failure to move out of the way of a faster rider may result in an aggressive pass that may pose a danger to you and the other racer.

MECHANICAL BREAKDOWN

In the event of a mechanical breakdown, the racer is required to move his machine as far off of the racing line as possible. If repairs are possible, the racer may attempt to fix his machine using tools and parts carried with him at the start of the race. The driver should also indicate to other racers who may be coming up behind him that he is uninjured and ok. A "thumbs up" gesture is a typical indication used. Other racers coming up on the broken-down racer are asked to relay the drivers race number and approximate location to the next race official they come across on the race course. The information-providing racer will receive a time credit for this service. It is the racers responsibility to have a tow sled or vehicle available to remove the downed sled from the race course following the completion of the race.

INJURED RIDER

In the event you come across an injured racer on the course, it is advised that you assess the situation and get assistance to the injured person as soon as possible. Typically notifying a race official in order to get the proper medical personnel to the scene is the best method; however, with the wide range of conditions encountered in cross-country events other methods may be more applicable depending on the situation.

WITHDRAW/DNF

If for whatever reason you do not finish the race, it is required that you notify a Adirondack XC race official of your situation. This is especially important when returning to the pit area. It is asked that you report to the Adirondack XC scoring trailer immediately upon your arrival back in the pits. This will allow us to notify your crew members of your location and to also continue the race program without undue delay.

COMMUNICATION

No radio communication is allowed between driver and pit crew. Pit boards are highly recommended to relay information to the racer.

REFUEL PROCEDURE:

Fuel stops will be “walk in/walk out” where a “Start Walk” sign near the fuel land entrance will indicate to the driver to come to a complete stop, then dismount his snowmobile and walk alongside the machine until he reaches his fuel area. The driver must then set their machines park brake and then remove fuel cap themselves. Two pit people per machine are allowed in the fuel area to assist the driver with refueling. 4 Gallon minimum required

There will be two refueling lanes, prior to the Pro Stock race there will be a race director meeting to go over the refueling procedures and any rider or crew not present will result in **DISQUALIFICATION** of the Pro Stock race, loss of points, and no refund will be given!!

Once fueling is completed, the driver is to replace the fuel cap, release the park brake and then proceed to walk alongside the machine out of the fuel area until the “END WALK” sign is reached. At this point he may remount the machine, check for and yield to any oncoming racers who may be already on track and resume the race. Goggles and fluids can be given to the driver.

NO SLED REPAIRS IN FUEL PITS!!

Each team is **REQUIRED** to have a fire extinguisher with them in refueling area.

Both pit crew members must have ISR waivers signed!! If they do not have them signed at racer check-in on Friday night or Saturday morning or they will not be allowed in the refueling area.

FUEL JUG RULES (Stock class):

1. The LC style fuel jug pictured (does not need to be LC brand but must be this style) is the only approved fuel container for fuel stops.
2. The only modifications allowed are outlined further down this page.
3. Filler hose size must remain as produced. Larger hose diameter is not allowed.
4. Jug cap must be tight at all times during refueling.
5. ALL CANS WILL BE TECHED IN THE FUEL LANE EACH DAY

APPROVED FUEL CAN MODIFICATIONS

1. A replacement hose may be used. The hose **MUST** retain the stock $\frac{3}{4}$ " ID and may be anywhere from 12" to 24" in length to accommodate different filling styles.
2. A $\frac{3}{16}$ " ID fuel line may be added to the vent tube to reduce the risk of fuel spilling when the vent is upside down. To do this, the vent hole can be opened slightly using a $\frac{19}{64}$ " drill bit.



Penalties

COURSE MARKERS

Racers can be penalized by either knocking over a course marker or not obeying a course marker by going outside of the indicated course boundary. Both penalties are correctable for the racer. In the event of a knocked down a marker, the racer can safely pull off the race course and return to the downed marker. Replacing it in its original position will allow the racer to continue without penalty. In the event of a missed marker, the racer can once again safely pull off the race course, loop around and go back through the markers as indicated. Again, this will allow the racer to continue without penalty. In the event these actions aren't taken to remedy the situation, the following penalties apply:

Penalties on course 10+ miles in length

- **Knocked down 1st offense- 30 second penalty**
- **Knocked down 2nd offense- 2-minute penalty**
- **Knocked down 3rd offense- disqualification**
- **Missed 1st offense- 1 minute penalty**
- **Missed 2nd offense- 5-minute penalty**
- **Missed 3rd offense- disqualification**

Penalties on course under 10 miles in length

- **Knocked down 1st offense- 10 second penalty**
- **Knocked down 2nd offense- 30 second penalty**
- **Knocked down 3rd offense- disqualification**
- **Missed 1st offense- 30 second penalty**
- **Missed 2nd offense- 1 minute penalty**
- **Missed 3rd offense- disqualification**

STOP SIGNS

Stop signs are extremely important safety items in the Adirondack XC. As such, the penalties for stop sign violations are harsh.

Failure to stop

- **1st offense- disqualification**

Failure to stop in a timely fashion (sliding up onto the roadway before stopping)

- **1st offense – rider must pull machine safely off course and shut down by removing tether and serve 1 minute penalty under direction of course official.**

STARTING LINE

Jumping the start (Heads up races)

- Rider will be assessed a 15 second time penalty

Delaying the start (Timed races)

- If rider does not start within 5 seconds of given the green flag their time will be manually started

TECHNICAL VIOLATIONS

Machine irregularities

Subject to disqualification or time penalty at the discretion of race director **AND** tech director.

SAFETY VIOLATIONS

Subject to disqualification or time penalty at the discretion of the race director **AND** scoring director.

OTHER VIOLATIONS-NON-SPECIFIED

The race director has final authority on all violations regardless of type.

PENALTIES & TIME CREDITS

The race director has final authority on all violations, penalties, & time credits regardless of type. The race director can review all infractions and make a determination for all infractions and assess penalties. All infractions and time credit requests will be handled by the Race Director, DO NOT enter the timing and scoring trailer.

PRE-RUNNING RACE COURSE

Pre-running is not allowed at any Adirondack XC event, once the course is marked it is closed to riding on the course. **Violators are subject to Disqualification** from the event with no refund of fees, if racers or race crew members are found riding the course the racer will be disqualified from the event.

UNSPORTSMANLIKE CONDUCT

The deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director. Any dangerous or foolish driving, crowding, chopping, unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds could subject contestant to disqualification at the discretion of the Race Director.

EJECTION FROM RACE SITE

The Race Director has the right to eject any person(s) from the pit, paddock (staging area) or race track area. CONDUCT OF PARTICIPANT (OFFICIALS, RIDERS, CREWS, ETC.) Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from race site and be subject to fines and penalties. Any participant that threatens bodily harm or assaults any official, rider, crew, etc., may be subject to disciplinary action, ejection from the race site and be subject to fines and penalties

CODE OF CONDUCT

Every Entrant or other member of Adirondack XC is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or may have their existing membership and/or license suspended or revoked by Adirondack XC. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties. Adirondack XC members may be required to take part in certain fan and media activities as directed by the officials. Such activities include, but are not limited to: Autograph sessions, television interviews, fan forums, tech talks, pit or paddock “open houses” etc. Failure or

refusal to participate as directed, once scheduled and notified either in person or through the event schedule, supplementary regulations or otherwise, may result in the imposition of penalties. Arriving late, missing the event or departing early, without permission from the officials is a breach of this regulation. Except during periods of extreme inclement weather, or when permission of the officials is obtained, competitors may not enclose their paddock setups such that it obscures the view of fans of the majority of the activities including, at least, the preparation of the sled. Teams are encouraged to be fan friendly. Failure to obey the direction of a Adirondack XC official or Adirondack XC designated Series/Promoter representative, as such pertain to the procedures and rules that govern the organization and administration of any Adirondack XC event will be considered a breach of the CODE. Any Entrant or member that publicly criticizes Adirondack XC or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to Adirondack XC and the best interests of the sport. Actions or in-action not otherwise specifically prohibited by this CODE, of an Entrant, Rider and/or member, while participating in any Adirondack XC event, which is deemed by Adirondack XC to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the CODE. Actions or in-action on the part of a competitor which, in the opinion of the Race Director and/or the Stewards, results in an unfair advantage to the competitor shall constitute unsportsmanlike conduct and is a breach of the CODE. During each event, there may be several mandatory meetings scheduled, including riders’ meetings and entrants’ or crew chiefs’ meetings. Failure to attend, or late arrival is a breach of this CODE.

Flag Definitions

GREEN FLAG

The green flag is lifted to indicate the start of the race.

YELLOW FLAG

Absolutely **NO** passing is allowed in any yellow flag zone (defined as the area from the yellow flag to the end of the incident). A yellow flag indicates that there is an incident ahead and there may be significant blockage of the track.

RED FLAG

The race will stop immediately when the red flag is displayed. Slow down and stop with caution, making sure that any drivers behind you see where you are and that they too have ample room to slow down and stop.

BLACK FLAG

a. Rolled black flag

A rolled black flag (black flag wrapped around the stick) pointed at you by the flagman means that you are being warned for either a driver conduct issue or equipment failure. If the conduct resulting in the warning does not improve or the equipment is not repaired, a full black flag will result.

b. Full (open) black flag

A full (unrolled) black flag means that you will be required to stop at the start/finish line, or nearest location as indicated by the race official present. A full black flag doesn't necessarily mean you are disqualified. It can be used as a time penalty or as a way for officials to relay important information to you. When allowed to resume the race following a black flag incident, please use caution when rejoining the race as other racers traveling at race speeds may be on your intended line of race course re-entry. If you are notified by race officials that you have been disqualified, exit the racecourse safely and report back to your pit area.

BLUE FLAG

The blue flag indicates that you are being lapped. Please allow extra room for the lead-lap sleds to get by in a safe manner.

CROSSED FLAGS

Two flags held in an "X" formation mean that you have reached the half-way point of the race.

"DRUM STICK" FLAGS

Two rolled flags moving up and down in the fashion of a drummer indicate two laps remaining.

WHITE FLAG

The white flag indicates that you are beginning your last lap.

CHECKERED FLAG

The race is complete. Safely exit the track and proceed to the tech area as directed.

AWARDS

INDIVIDUAL RACE

Awards, based on finish results, are typically given out at a post-race presentation following the completion of the event. The awards are based on the number of entries in the class and the amount of added purse money available at each event. Typical awards available are as follows:

Pro Factory 600, Pro Open, Pro Women's, Pro Vet 35+

Cash payout

50% payback event entries

10% payback goes towards year end purse **(2024 season)**

Number of positions paid out depends on number of entries.

1-9 Racers Top 3

10+ Racers Top 5

Award plaques

Positions 1, 2 and 3

Semi Pro Factory, Semi Pro Improved Stock, Expert 600 Limited

Cash payout

45% payback event entries

5% payback goes towards year end purse **(2024 season)**

Number of positions paid out depends on number of entries.

1-9 Racers Top 3

10+ Racers Top 5

Award plaques

Positions 1, 2 and 3

All other classes

Award plaques

Positions 1, 2 and 3

YEAR END AWARDS

- Year-end awards are based on the season-long point standings and are awarded following the final race of the season.
- Year-end awards may consist of cash, contingency, product and/or award plaques.
- Year End Payout is as follows: **(2024 Season)**
 - Pro Factory 600, Pro Open, Pro Vet, & Pro Women - 10% of total year entries
 - Semi Pro Factory 600, Semi Pro Improved Stock, & Expert 600 Limited - 5% of total year entries **(2024 Season)**

Awards will be available at the awards presentation following the race. Any awards not picked up will be held at the Adirondack XC office. Arrangements can be made to bring the award to the next race or they can be shipped but shipping charges will apply to items sent.

Point System

Cross Country

The Adirondack XC point system awards points for finishers in places 1st thru 28th. In the event of a DNF, the racer will be credited with the completion of the last complete lap when determining finish order. In the event of multiple racers not finishing a lap, their total finishing position points will be added together and averaged so that each racer will receive the same point total

Points are awarded as follows:

Qualifier points: (Not applicable)

Qualifier points will be assigned to top 10 for classes that have qualifier races

1 st - 10	2 nd - 9	3 rd - 8	4 th - 7
5 th - 6	6 th - 5	7 th - 4	8 th - 3
9 th - 2	10 th - 1		

Event points:

Event daily points will be assigned to each day finish, overall will be based on combined time for Saturday and Sunday finish for two-day events and for Pro / Semi Pro Heads-Up Finals

1 st - 50	8 th - 32	15 th - 18	22 nd - 7
2 nd - 46	9 th - 30	16 th - 16	23 rd - 6
3 rd - 43	10 th - 28	17 th - 14	24 th - 5
4 th - 40	11 th - 26	18 th - 12	25 th - 4
5 th - 38	12 th - 24	19 th - 10	26 th - 3
6 th - 36	13 th - 22	20 th - 9	27 th - 2
7 th - 34	14 th - 20	21 st - 8	28 th - 1

A racer who is disqualified due to a safety or technical infraction will receive 0 points; an event you are disqualified from is not allowed to be used as a throw out.

Season Bonus points: (2024 season)

If you race all races as scheduled you will receive a 5-point per race season bonus, if you skip a race you will receive no season bonus points.

Tie breaker for season points

At the end of the season if after all the points are calculated and there is a tie, the tie breaker will be determined by the most highest place finish.

Class Advancement

If a rider wins and championship in Sport or Semi-pro they must move up to the next higher division.

To move down a division a rider must submit in writing a request to Adirondack XC stating the reasons they feel that they should be allowed to drop down a division. This will be a decision made by the Adirondack XC race director, if you drop down a division without approval you will be disqualified and forfeit any entry fees, points, or purse money earned in the lower division.

Glossary of terms

Aftermarket

Parts or assemblies that are produced and/or sold by companies other than the OEM snowmobile manufacturer. Also refers to companies that produce and/or sell non-OEM parts and assemblies.

CC or Displacement

The volume (measured in cubic centimeters) displaced by a piston(s) having traveled through one entire stroke in a cylinder(s).

Staging Area

The staging area is a point near the race-track entrance where the race order of events will be posted, as well as the drivers in each event. Drivers will be “called to staging” when the time for their event nears. The driver and pit crew members will be required to wear a helmet and observe reasonable speeds in the staging area. Anytime a machine is running in the staging area with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

OEM (Original Equipment Manufacturer)

Snowmobile Manufacturer

OEM for the model

Parts or components used in the original manufacture of a specific snowmobile.

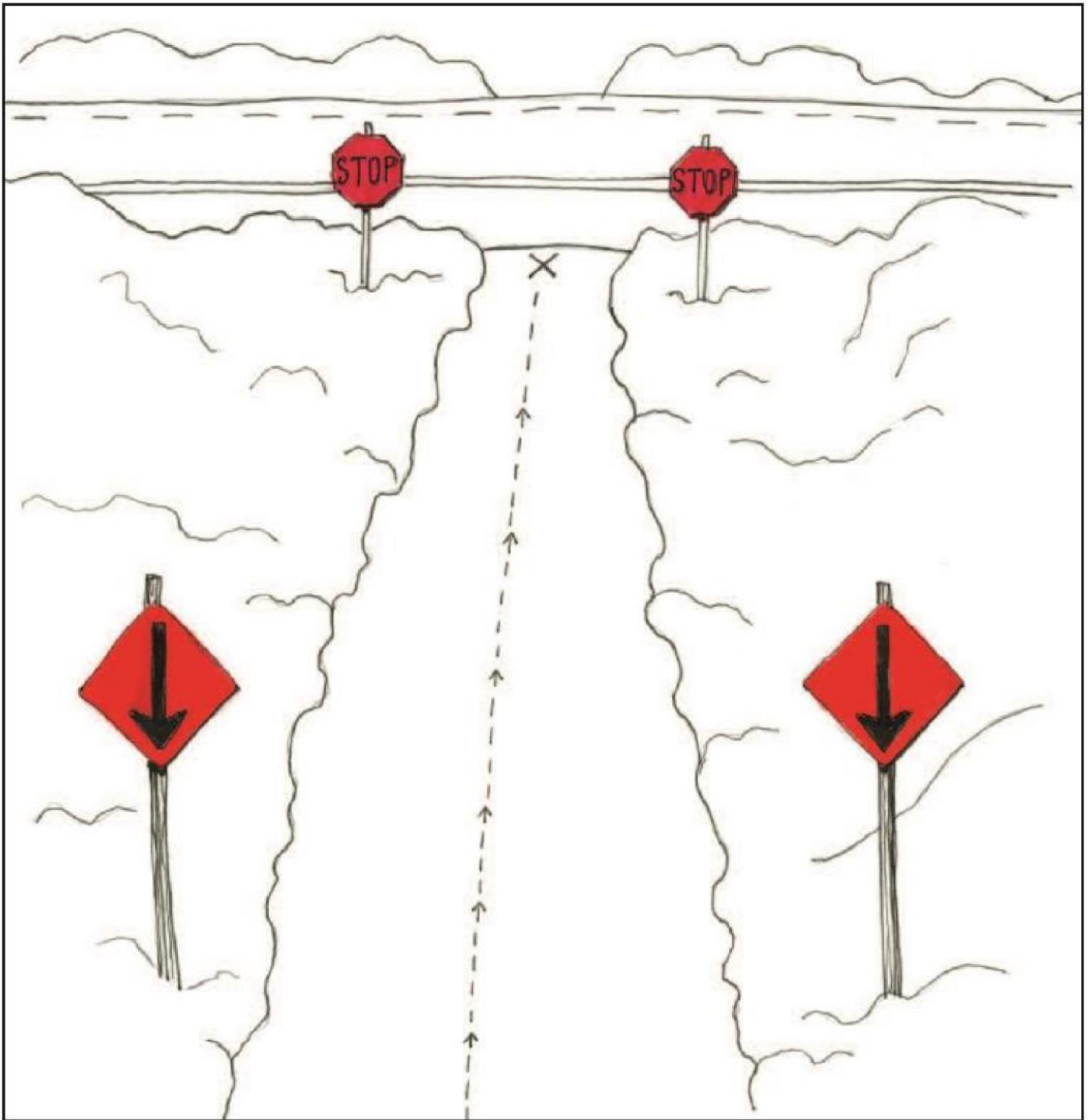
Sight Lap

The sight lap is a slow-speed lap taken prior to the start of the race. A Adirondack XC official will lead the racers around the race course in order for the racers to get a feel for the race course as well as inspect areas that are, or may become, hazardous.

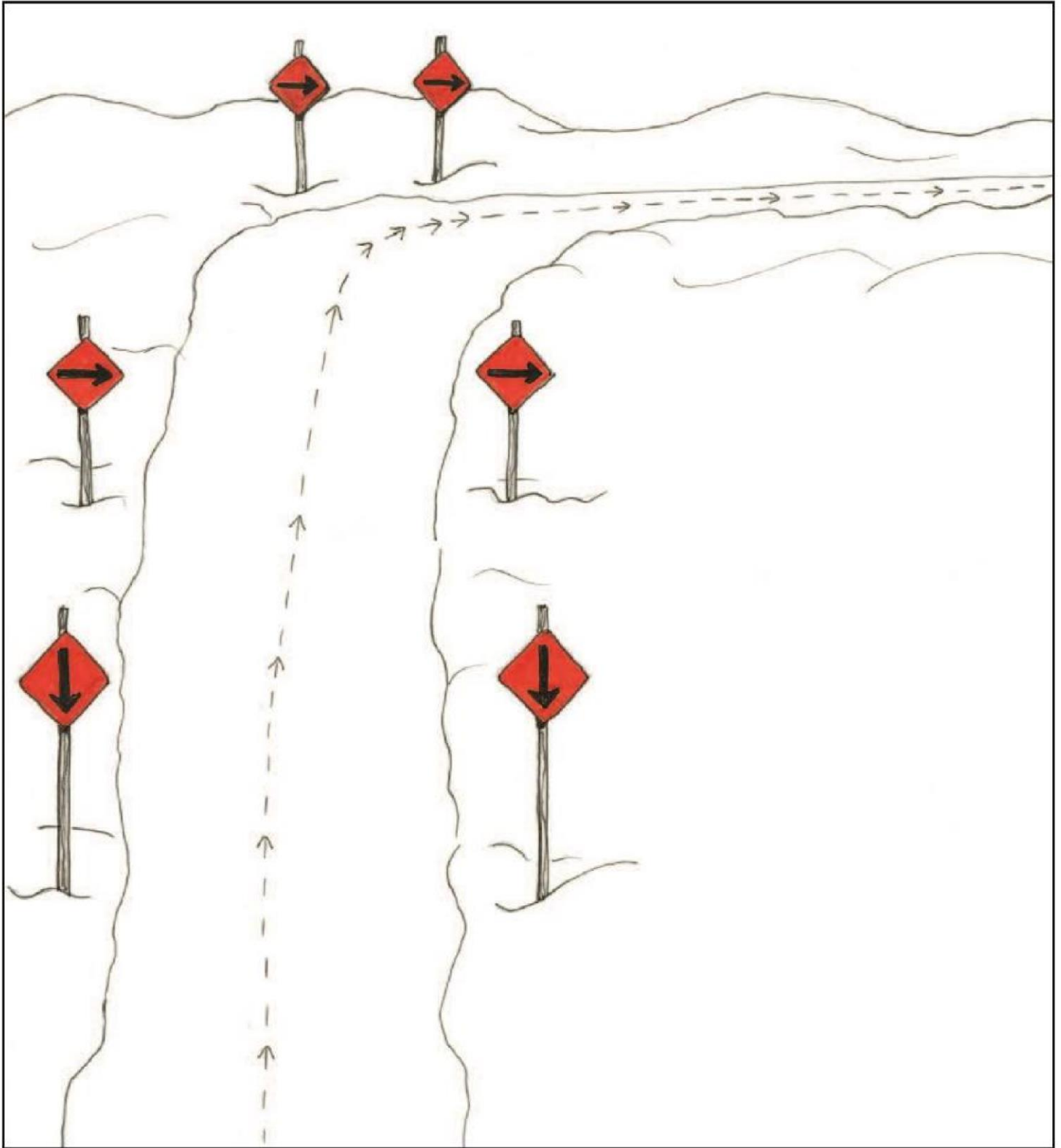
Pit Area

The pit area is a designated area in which race vehicles including trailers and transport vehicles are parked during the race. It is also the area where the majority of tuning and repair work may be completed by the race teams. All drivers and pit crew members are required to wear a helmet and to observe reasonable speeds in the pit area at all times. Anytime a machine is running with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

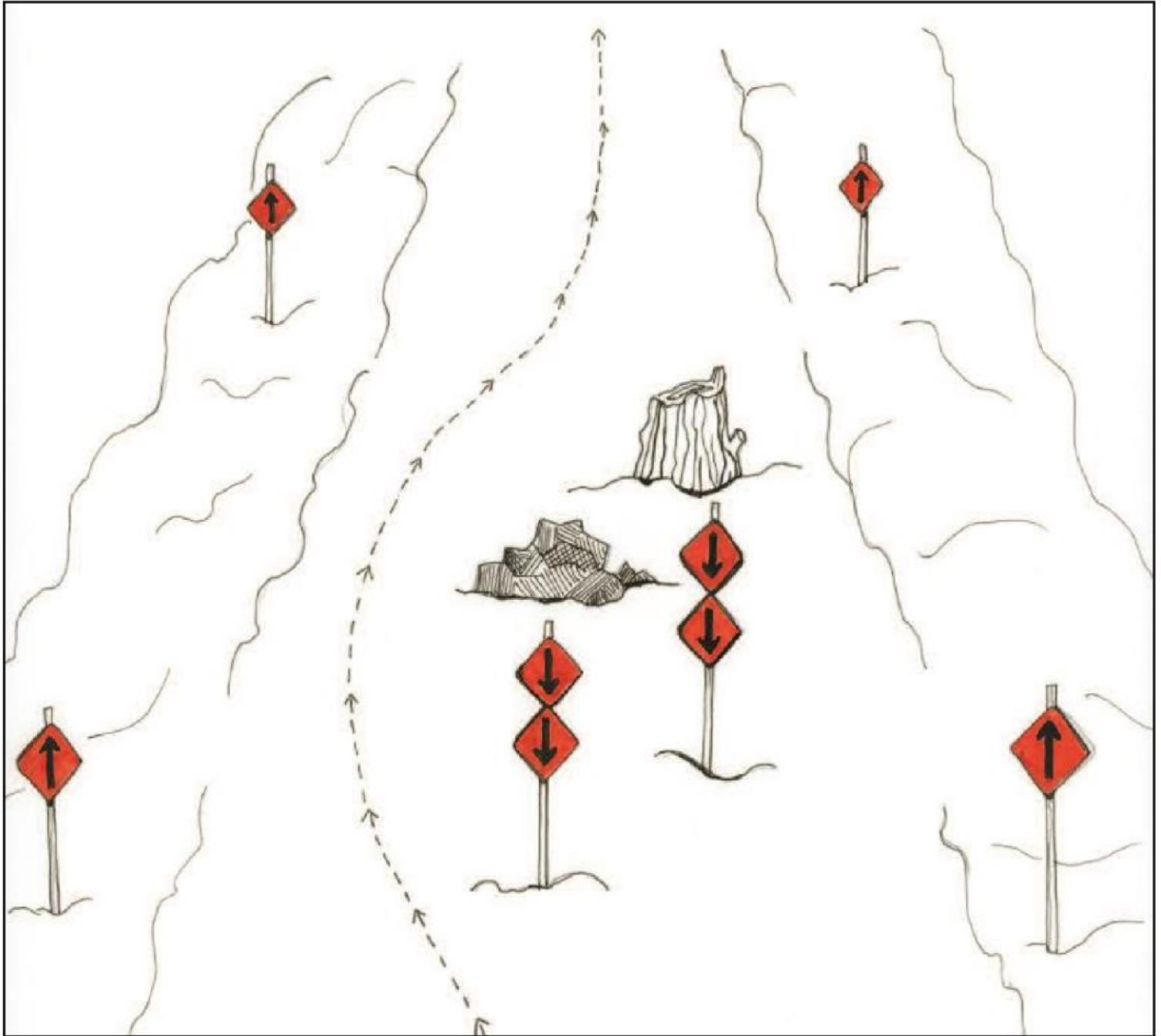
Course Marking Procedures



- Typical road crossing, no roll or slide through — must stop.
- Down arrows will be prior to stop — distance will depend on speed.



- **Typical curve — most curves will be marked prior and on other side of turns — down arrows if it is sharp or has obstruction on outside of turns.**



- **Trail hazards will have markers right in front of them. If you hit the marker you will hit the rocks or stumps — leave plenty of room.**

Frequently asked questions:

Q: Do I have to be a Adirondack XC member in order to race? **(2024 Season)**

A: No, you don't need to be a season member. We offer daily memberships which are available on a pre-race basis. Daily members are **NOT** eligible for year-end point awards.

Q: Can I enter more than one class?

A: Yes, you can. Typically, our races are setup so riders may enter multiple classes each race day. In the event that both classes you enter are scheduled to run on the course at the same time, you will only race once but your time will count for both classes entered. The only exception is that a rider may not race in the same division in different classes. For example, a racer can't enter both the Sport and Semi Pro classes.

Q: How do I know what class to enter?

A: That depends on a number of factors, including your riding ability and the type of sled you have. As for what class to enter, it depends on your experience, ability and what you type of prize you want to race for. All of our Trail classes are basically set up for beginning racers with little or no racing experience and have plaques as payback. We also have two age-defined classes, Veteran 35+ and Masters 50+, for older riders. Our semi-pro classes are designed for more advanced riders, who will eventually make the jump to the pro ranks. The pro classes are where the best riders race for the largest payout.

Q: What do I need to do to be ready to race?

A: First, know the rules. Get a copy of the Adirondack XC handbook or ISR rulebook and read it. Know what you are getting yourself into and ask questions ahead of time. Contact the Adirondack XC or someone you know who has raced if you have questions. Once you know the rules, you should start preparing yourself to take on a highly physical activity. You're going to exert yourself for an extended period of time during the race so be ready for it. Next, get your gear and equipment prepared in advance. Doing things at the last minute will just add to your stress level and keep you from having fun. Start preparing at least several days before the race. Make sure your sled is ready to go. Make sure your tow vehicle and trailer are ready to make the trip. If you need them, make sure you have motel rooms lined up. Know where the driver sign-in is going to be held and what time you need to be there. Send in your pre-registration for the race to the Adirondack XC. Pack some tools and spare parts in case you need them. Bring some spare gas and oil. Make sure all your riding gear is loaded and ready to go. Double check it to make sure...goggles, helmet, gloves, chest protector, boots, socks, dry clothes to put on after the race, etc. Because the weather conditions can change in a hurry, it's a good idea to have some clothing options available in case conditions change. Remember, you will be exerting yourself during the race much more so than during a trail ride, so dressing in lighter-weight clothing will usually keep you more comfortable while you're on the track. Also, having a couple of different shades of goggle/shield lenses on hand is a good idea in case visibility conditions change. Make sure your race number is on your back, either on your jacket or safety vest. If you plan to warm up your machine before taking it on the track you will need a track jack stand. Having a buddy lift the back of your sled is a big no-no and will get you disqualified! Again, if you plan on paying by credit card don't forget to pre-register by the Wednesday prior to the race.

Q: How long are the races?

A: Distance depends on what class you enter, and at which race. The race distances will be posted on the Adirondack XC website prior to the event.

Q: What kind of safety equipment do I need to race?

A: You will need a SNELL or ECE 22.05 certified helmet. You will also need an ISR approved safety vest. As for your sled, the main item needed is a safety tether switch. You will also need to have a working headlight, taillight and brake light.

Q: What do I need to do to my snowmobile to get it ready to race?

A: Besides having a tether switch, your track should be studded and you should have a decent set of carbide wearbars on your skis. Make sure your handlebars and controls are in a comfortable position. Double check all your fasteners and make sure they are tight. Apply some Loctite or safety wire to those that might come loose. Check your fluids (coolant, chaincase, oil, gas). Make sure you have a spare belt, spark plugs and some wrenches in case you have to make some quick trackside repairs and throw in some duct tape, which is always useful. Make sure all your lights work and all your stock safety shields are in place. If the weather is expected to be extremely cold, having a tall windshield and handlebar muffs might help keep you comfortable. You will also need to have your race number on both sides of your snowmobile hood or windshield. If you're not a Adirondack XC member, call the Adirondack XC prior to the race to get a race number assigned to you.

Q: Can I ride the course before the race?

A: No. Pre-riding the course prior to race day is not allowed at any of our races. In fact, if a rider is found to be out on the course prior to the race, they are subject to disqualification. At all events we will have a parade lap in which a Adirondack XC official leads all the racers on a slow-speed lap around the race course to give the racers an opportunity to see the course prior to hitting it at race speed. This gives the racer an idea of where areas are that might require extra caution or where good passing areas might be, etc.

Q: I am 14 and would like to race classes other than Junior?

A: In certain situations, younger racers may want to advance into non-Junior classes. A written request from the racer and his/her parents is the first step required in initiating the advancement process. After a request has been submitted Adirondack XC will evaluate the rider to see if they possess the skills required to step up to a non-junior class

Q: What else do I need to know?

A: The main thing we want you to do is to be safe and to have fun. Being safe comes from being prepared and not riding over your head. We pride ourselves on having safe yet challenging courses. Be ready to get a good workout and to hopefully have a lot of fun. Our racers, including the top pros, are usually very accessible and will normally answer any questions you have. They want everyone to have a good time and come back and race again in the future. Also, don't be afraid to ask a Adirondack XC official for assistance. They are there for you to insure you have a good, safe racing experience. One more thing is to watch how the top guys prepare themselves. Take a walk around the pit area and look at their sled setups and how they organize. A lot of times, you can improve just by watching what the top guys do and learning why and how they do it. On the track, pay attention to what lines the faster riders take. Watch for little things they do that other riders might not be doing. When you're not racing, much of our courses are accessible by road so you can watch other classes run and also see how the course is holding up and what lines the fast guys are taking.

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