

This past weekend during the Nisswa 100 it was brought to one of the Cor PowerSports officials of a potential rule violation during Heat 2 Pro Factory / Semi Pro Factory refuel lane, this information was brought to the attention of an official at the same time we had the medical issue in Heat 3 with an injured rider.

During the refuel lane procedures riders / crew are not allowed to work on their machines, the Cor PowerSports handbook specifically states in bold highlighted wording NO SLED REPAIRS IN THE FUEL PITS. At Ottertail we had a rider make suspension adjustments on Saturday stating it was not repairs and was an adjustment, Sunday we informed riders that you are not allowed to work on sleds in the fuel stop.

This is the same practice that has been in place for 15 plus years with previous cross-country series so it is not something new for this season or our series.

The semantics of what constitutes “repairs” is mute, it has always been you can not touch the sled in the active fuel lane and had to pull out of the fuel lane to do any work on the sled.

Over the past week we have had multiple conversations with racers and manufacturers one what constitute “Repairs” and in these conversations we quickly identified that there are many beliefs of what repairs consist of.

With this information effective today January 16, 2023 page 11-12 of the Cor PowerSports handbook under the Refuel Procedure it will state “NO SLED REPAIRS, ADJUSTMENTS, OR MAINTENANCE IS ALLOWED IN THE FUEL LANE”

Technical inspectors, scoring director, and myself then discussed how do we improve this process moving forward for ensuring that there is a paper trail and that this scenario does not happen again.

Effective today ANY rules, technical, or machine protests will have a written procedure see below:

PETITIONS

1. All formal petitions must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee of fifty (\$50) for a technical / rule / result protest
2. Racers may only petition matters regarding a class in which they were a registered participant.
3. When the official petition is made with the fee, the item to be petitioned must be stated (a general petition will not be accepted).
4. There is no need for formal petition 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 assigned official on the course.

5. Race Director has the authority to determine the validity of a petition.
6. No petition will be accepted that refer to a Race/Technical Director's judgement or decision.
7. It shall not be possible to petition or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.
8. Petitions must be filed within sixty (60) minutes following the "time posted" that is written at the top of the posted results for the class in question.
9. Properly filed petitions must be addressed by sanctioning body before finalizing class results

PROTESTS

1. All formal protests must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee two hundred and fifty dollars (\$250.00) machine / equipment protest
2. Racers may only protest matters regarding a class in which they were a registered participant.
3. When the official protest is made with the fee, the item to be protested must be stated (a general protest will not be accepted), teardown will not be complete until protest is found to be valid or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If the protest is invalid, the fee will be given to the protested snowmobile owner for the inconvenience (to be accomplished before the snowmobiles are released from teardown).
4. 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 assigned official on the course.
5. Race Director has the authority to determine the validity of a protest.
6. No protests will be accepted that refer to a Race/Technical Director's judgement or decision.
7. It shall not be possible to protest or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.
8. Protests must be filed within sixty (60) minutes following the "time posted" that is written at the top of the posted results for the class in question.
9. Properly filed protests must be addressed by sanctioning body before finalizing class results

In the command center trailer officials will have the two (2) forms:

- technical / rule / result petition (\$50 fee)

- machine / equipment (\$250 fee)

There will be no texting, talking to an official, phone call, messaging, etc to dispute results or violations, **ALL petition and protests will be in writing** so there is a paper trail and each situation can get the attention needed to ensure all competitors are following the set rules.

At all events we will setup a mechanics area from today forward; Sled repairs, Adjustments, and/or Maintenance will be allowed in this area. NO REFUELING in Mechanics area