

MIRA Policy and Procedures (updated 2026)

Fees; changes. Wrist band \$25.00 for weekend, no more daily passes. Pit passes \$30.00. MIRA memberships to be \$130.00 which include Michigan pit passes and gate wristbands. Lost pit passes will be \$20.00 for replacement. Pro Enduro team number is \$75.00. Pro Driver's License will be \$150.00 which includes pit passes and gate wristbands. Junior Driver's 12 and under, License will be \$20.00 and include pit pass and gate wristband. Junior 13 and over will be \$80.00 which includes pit pass and gate wrist band. Rising Star racers are free.

Pro Enduro race policy changes for 2026:

Pro Enduro Races shall be 300 laps in 2026 consisting of 4 stages of 75 laps each.

Yellow flags, if a sled is determined to be the cause of 3 yellow flags during any event, that sled will be disqualified from that race.

Any sled that causes a yellow flag will be required to line up for the re-start at the rear of the field assuming the sled is able to continue in the race. The machine shall blend back into line when and where it is safe, then fade to the rear of the line once pace sled is in control. Race Director and Flag man will make final determination and the direct sled as to proper placement in the line-up.

Lucky Stud shall be suspended for the last 20 laps of the race.

Open 600 class, Pro Enduro sleds that are entered in the Pro Enduro race for that weekend or Semi Pro Enduro sleds shall not be eligible for the Open 600 class.

Qualifying Format for Pro Enduro;

PLAN A; Pro Enduro practice/qualifying, Saturday drivers meeting will be 1:00pm with the Enduro Race Director.

The field shall be divided into 2 groups by previous season points (top half and bottom half of entries) for the first race and then current points standings for the remaining events. Each group will get a 10-minute open track session in which to post qualifying time and practice. The top 10 starting positions will be locked in for the Enduro from these 2 sessions on Saturday.

Qualifying/practice will begin after the last sprint race final and before Mini Enduros begin. Starting time will vary depending on flow of sprint racing. There will be a track plow between the groups.

PLAN B; should track, should time or weather prevent Plan A, Pro Enduro qualifying shall be green, white, checker with 3 to 6 sleds on the track.

Plan C; start race by points, no qualifying due to track or weather conditions.

Second round Qualifying will remain on Sunday morning as it has been. Top 10 are locked in, only 11th through last qualifier can improve its starting position. Green, white, checker with 3 to 6 sleds on the track.

Paid Practice will be offered immediately after round 2 qualifying (on Sunday). Teams will be able to purchase up to 3 tickets that will allow for 3 laps of PRACTICE. The cost will be \$50.00 per ticket. Tickets must be purchased before the end of round 2 qualifying. There will be NO REFUNDS for unused tickets. Paid practice sleds must be ready in the shoot with a ticket when the session is ready to begin. There will be no waiting and no refunds. Weather, track conditions and time of day will dictate if paid practice will be available. The decision of the Race Director shall be final word. In the event the paid session is cut short or cancelled after payments are taken, there will be refunds.

Sunday Driver's Meeting will be 11:30 am with roll call. Sleds in the staging area at 11:50, on the track at 12:00. Pre-race ceremony begins at 12:15. The Green Flag drops at 1:00pm sharp. Any sleds late for staging or misses roll call shall start race at rear of the field once the race begins parade laps.

Sunday Pro Enduro per race ceremony shall be produced as published.

Pit Safety has been a big concern, and changes are being implemented to increase safety while pit stops are taking place. New for 2026 there will be a limit of 7 pit crew people that can service the sled during the pit stop. They will be identified by an armband with the team number on it. The drivers do not count in the 7. The remaining team who does not service the sled may not go further into the pit area than the end of their trailer ramp door. Should the sled need mechanical repairs, the machine should be moved to the end of the ramp door, out of the pit lane. Violations of this policy will result in the sled re-starting at the end of the field, second offense will be a stop and go penalty under green, 3rd offense within a race will result in disqualification. **One person from each team** shall be assigned the duty to police the allowed 7 crew members pitting the sled. That designated person must be registered with the Race Director and MIRA office.

Sleds shall be angled outward, towards pit row and not at the pit stall in front of them. The concern is a stuck throttle and un-controlled sled driving into the adjacent pit stall. One driver is encouraged to hold brake handle while pitting.

Every effort will be made to spread the trailer spacing out by 2 more feet on each side to make more room for pitting. Infield room dictates what we can do but this will be studied.

Race Directors; Rocky Sunday and Eric Saturday