



MIRA Pro Enduro Information

1. Pro/Practice qualifying will be Saturday afternoon with a driver's meeting beginning at 1pm and qualifying / practice starting as soon as the last sprint race final is over but before the mini Enduros begin. Best time posted during this session will be the race day starting grid for the top 10. There will be a last chance qualifying session Sunday morning to set 11th to 25th starting spots. There will be NO rookie practice on Saturday morning, Rookie riders can ride during the 10-minute open track session the team is assigned to if the team chooses to do so. There will be 5 lap Rookie practice Sunday morning.
2. MIRA will assign transponder to each sled on Saturday morning before hot lap/qualifying. It is the responsibility to return promptly after the main event Sunday. Failure to return transponder will result in \$250.00 fee. Transponders need to mount in your sled properly, away from metal. MIRA will provide a mount.
3. Be prepared for pre-tech / safety inspection. Report to tech with driver(s) with safety gear. If possible, tech director will come to pro team trailers.
4. Driver MUST have proper orange on coat and helmet, driver MUST have number on back of coat that matches the sled. If not in compliance, laps for the driver will not be counted.
5. Pro Teams MUST have your team number sign extending from the rear of your trailer. This is a race director issue to find teams and for the tow sled to find your trailer.
6. Hero Stands are mandatory. Each sled on the track for "meet the drivers" must have a stand or start at back of pack. Each team will be given one exemption per season. MIRA has a limited number of stands for sale.
7. Lucky Stud will remain.
8. Race will be 4 stages, 75 laps, 75 laps, 75 laps and 75 laps. 300 laps total unless weather forces change. The yellow / white flag will be displayed at the end of a stage. Once the sleds are grouped up and scoring gives permission, the pits will be open for pit stops. Plan "B" format will be in writing and used for bad weather if needed. MIRA will announce at the end of the first stage if any changes to the race distance are required due to weather or track conditions. of the first stage if any changes to the race distance are required due to weather or track conditions.
9. Rig parking for Pro Enduro teams will be done by pit marshal. Trailer shall be no more than 8ft on either side and lined up at the rear door. Mira wants perfect trailer alignment and parking permits MUST BE displayed.
10. Fire Extinguishers must be at rear door at all times, fully charged and easily accessible.
11. Crew pit passes must be always displayed outside the coat.
12. Announcer sheets must be turned in to announcing team at MIRA office trailer, the more info we have, the

more we can promote your team and sponsors.

13. Pro teams will be assigned for race set up and take down help. Your team will only be required to help at one event per season.

14. To be eligible for any year end points awards or money, Pro Teams must participate in every racing event.

15. Mandatory series sponsor decals will be required plus a MIRA decal if the team is racing for points. This will be strictly enforced. NO Decals = NO race.

16. Teams are expected to pre-register for the race by the Thursday before. RACE DAY will be used for all registrations. Contact Kim Kirts for any help on this.

17. Race Director word is FINAL; we race under changing conditions, and should the track or weather dictate a change in format or schedule, The Race Director decision is the final word. There will be a team of 4 race directors: 1 lead director and 3 assistants. MIRA will be strictly enforcing rules and policies. Be PREPARED.

18. Be on time; MIRA will not wait for teams or sleds not in position at proper times. Times may change if needed and race officials will announce changes to format.

Have a great race season, and be safe.

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 role 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 restarting at the end of the field, second offense will be a stop and go penalty under green, 3rd offence 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

MIRA Racing Policy/Procedure update for Pro Enduro, Race Season.

1. Rolling starts and re-starts are controlled by the flagman.

Jumping the start or re start shall bring out the yellow flag and the jumping sled shall incur a penalty of going to the back of the field the pole sled or sled in the first place at the time controls the field for acceleration.

2. Pro Enduro race shall not end under a yellow flag. Should the track be under yellow flag at the end of published laps, the race will go into "overtime". Overtime will consist of a Green, White, Checker.

3. MIRA wants to eliminate sleds diving from the top of the track to the bottom bank as they pace for re-starts to get snow in the track. ISR page 8 forbids vehicles from leaving the race course and riding on either the outside or

inside bank is out of bounds. Also, from a spectator's view this action just looks bad. It also adds confusion when blending back into place Sleds should stay in line side by side for re-starts. Penalty for this will be re-starting at the rear of the field.

4. Should a sled for any reason during an existing caution lose forward progress, stop on the racetrack for any reason, it must blend back into the field in a safe manner at a place where there is an opening in the field. The sled may not advance its position and may not be able to re-join in the position it was before stopping. If the sled that stops is the cause of the yellow flag, it will re-join the race at the rear of the field. Race director ruling (if needed) on re-starting position shall be final.

5. No vulgarity, derogatory or offensive language shall be tolerated towards any MIRA official, track worker or volunteer. ISR page 14 discusses this rule. Disqualification may result. This applies to drivers, team members and anyone associated with a MIRA race team.

6. Helmet lights, taillights and side lights must be operational at the beginning of the race. Should the tail light or side light failure during the race, it must be repaired and operational during the next pit stop opportunity for the sled to continue in the race. Helmet light should also be replaced during a pit stop before returning to the track.

7. Passing the Pace Sled during an enduro race is prohibited and considered a foul. Should a sled pass the pace sled it will be sent to rear of the field. Second offense shall be a stop and go in the pits.

MIRA Pro Enduro Rookie Definition and Helmet Rule

In the interest of safety, MIRA implemented a rule requiring a yellow "X" to be placed on the back of the helmet of rookie riders in the Enduro classes that MIRA offers.

Rookies will be defined as; first year racer or first-time racer in the Enduro classes (Saturday or Sunday). Once a rider has been signed up for their 3rd Pro Enduro event, regardless if they actually rode in the race, they are no longer considered a Rookie.

The yellow X will remain on the helmet for the entire season.

In addition: Rookies wanting to compete in their first Pro Enduro must notify the Race Director to gain permission.

Permission will be granted based on review the rider's resume. The rider will be required to run "Observed Laps" in practice by the Race Director as part of the permission process.

Crew chief or crew member MUST notify the Race Director when the rookie will be on the track for the laps to be observed. The Race Director may ask other MIRA officials to also observe these practice laps.

The race Director will have final say if a rider needs more or less experience in determining the Riders Rookie status.

MIRA Drivers Meeting/Team Representative Policy

MIRA has developed guidelines for drivers meeting participation. MIRA requires that the Pro Enduro team owner or Crew Chief attend the drivers meeting.

It is critical that information shared at the drivers meeting gets to the race team and MIRA no longer wants to solely depend on the drivers to relay that important information.

Roll call will be taken for Pro Enduro at the Sunday morning drivers meeting. Penalties may be given to teams not

in attendance.

Further: MIRA will require each Pro team designate ONE person from the team that is allowed to speak to the MIRA Race Director.

Any conversation with any MIRA official will remain professional and civil. ANY verbal abuse to a MIRA official will result in disqualification from the event.

Please keep in mind that everyone working for MIRA is a volunteer and doing this for the good of the sport. Mistake will be made, and MIRA will take steps to keep racing fair and safe for all. All officials and support person shall be treated with respect and gratitude at all times.

