

I.W.A. OFFICIAL RULES FOR 2007

1) RACE OFFICIALS:

- a) The Race Officials have the right to disqualify the driver or sled for any reason. Race Officials decide the final interpretation of all rules. Race Officials have the right to disqualify any sinkers. Disciplinary action may be taken against drivers for unsportsmanlike conduct by themselves or their crew during a race or the awards ceremony which may dismay the I.W.A., its image, or the promoter's interests. A fine of \$100 and/or the expulsion from 1 race may be imposed. The driver has the right to appeal to the president concerning these actions.
- b) If upon inspection a driver is found to be in violation of I.W.A. rule specification in their class, the driver will be disqualified for the event, forfeit any prize money due, and forfeit I.W.A. sanctioned event, if a fine is imposed, until such fine is paid.
- c) Owner of sled is responsible for their driver's actions in the pit area and on the race course. Act of improper driving may result in disqualification.
- d) Drivers that drive recklessly, as determined by a race official, and endanger spectators, another driver, or a race official will receive a last place for that heat or 4 points if it is a round robin heat.
- e) It will be the intent to have Tech at every race possible. Any tech may take place on any sled at any time during the weekend.
- f) There will be an appointed Race Director positioned in the best place possible to monitor race course. This person will be watching for any infractions or violations and making any calls during racing.
- g) It is not the responsibility of the I.W.A. to retrieve a downed sled that the buoy did not release from. If opportunity and resources permits retrieval during racing it will be attempted.

2) SIGN UP

- a) Driver can enter only ONE (1) drag class.
- b) Drivers are categorized as Pro or Semi Pro in the oval classes. Driver can enter either one of two oval classes. Once a driver moves to pro stock he or she is eligible for running semi pro open for 1 year.
- c) Snowmobiles may be entered in more than ONE (1) drag class and more than ONE (1) oval class. The show will not wait if that sled is not ready to race in the second class. NO exceptions. This rule has a One Year Mandatory review on it dated March 5th 2007.
- d) Snowmobiles can be entered only once in each class.
- e) Pro Class top ten (10) finishers or if qualified for final during season, cannot drop into the Semi Pro class the following season.
- f) Number 1 is reserved for Pro Open Oval points champion from the previous year, all drivers will retain their numbers until the pre-registration deadline, unless they request a change and the number is available.

3) REGISTRATION

- a) Entry fee must be paid and waivers must be signed by the driver and pit crew before the snowmobile can be started.
- b) Pre-Registration is required. Registration deadline is the Tuesday before the event. Driver and crew Check in will be held on Friday evening from 7:00 p.m. to 9:00 p.m. at a designated place decided on by the I.W.A. President and/or Secretary. If a driver can not make registration he or she must pay by PayPal by Tuesday before the race. There will be a \$10 added fee for using this option. Check our [web site](#) for more details.
- c) Entry Fees will be as follows:
 - (i) Pro Open Oval \$60.00
 - (ii) Pro Stock Oval \$60.00
 - (iii) Semi-Pro Stock Oval \$40.00
 - (iv) Semi-Pro Open Oval \$40.00
 - (v) Pro Vet Oval \$25.00
 - (vi) Mod Drag \$40.00
 - (vii) Stock Drag 600 & 800cc \$25.00
 - (viii) User Fee Per class \$ 5.00
 - (ix) Fee for using PayPal \$10.00
 - (x) Return of all Non-sufficient fund checks, will be charges a \$20.00 fee.
- d) Pit passes: Driver and ONE (1) pit person, no charge. Others with the driver will be charged \$10.00 and the driver must bring them to the registration area to sign waiver, and pay the fee, and get a wristband. No one under 12 years old is allowed in the pits; special exceptions may be allowed at the discretion of the President and accompanied by an adult.
- e) **As a requirement, a driver must run a sanctioned watercross race within 1 year of competing at Grantsburg.**

4) SAFETY

- a) There will be a Safety person on the Pit Area, whose function will be to enforce the safety rules set by the I.W.A. Sleds traveling through the pit area will be driven in a slow and safe manner, either walking beside or riding while seated, at no more **than clutch** engagement speed. Failure to comply will RESULT in DISQUALIFATION.
- b) Required Protective Gear:
 - i) SNELL 95 approved Full Face Helmet of any bright color.
 - ii) U.S.L.G. (or Canadian equivalent) approved 100 M.P.H. rated life vest of any bright color.
 - iii) Shoes, socks, long pants (no exposed skin below the waist) and race shirts, preferably long sleeve.
 - iv) Motto-cross style pant are required in Oval and Mod Drag classed.
 - v) Eye protection is required for everyone in the staging area and starting line areas. It is recommended that those in pit area wear eye protection at all times.

- c) Warm Up Safety Stands--Stands that retain cleats and other items that are thrown by a track will be mandatory and securely placed at the rear of tunnel opening within twelve (12) inches of track, and must be a minimum of two (2) inches wider than the tunnel whenever the rear of the machine is raised to clean out the track. The Safety stand will be constructed of materials sufficient to contain cleats or other items that might be thrown from the rack. Shield must be no more than one (1) inch from the ground. Side shields are also mandatory. The sled should be on the stand when ever it is practical. The track must have a minimum of two (2) inches of ground clearance.
- d) Additional Start Line Stands
 - i) There will be four (4) stands constructed of material sufficient to contain cleats or other items thrown from a track at the start/warm up area.
- e) Function Tether Switch must be used and securely attached to the operator WHENEVER the engine is running.
- f) Snow Flap--A rear snow flap of sufficient material to retain a cleat that is thrown from the track will be installed in a permanent manner, and shall be held down along the distance of the snow flap so as to contain all mud, rocks, water, etc. at all speeds. The snow flap must be retained in a secure manner. (No springs or Bungee)
- g) Safety Inspection
 - i) Snowmobiles must be inspected by Race Official or Tech Official before it is allowed to be used or raced.
 - ii) Snowmobile will be checked for properly operating tether switch, the brake, sharp edges, proper belt guard, proper ski tips, proper rope and buoy.
 - iii) Each snowmobile will be issued a sticker after passing inspection. Each snowmobile must have this sticker before it is permitted to race.
- h) Fire Extinguisher
 - i) Everyone must have a working fire extinguisher in their pit area in case of fire. One (1) reprimand will be given, after which World Series points will be taken away.
- i) Flags for Sprint Racing
 - i) GREEN FLAG-means race
 - ii) RED FLAG-stop the race and all drivers will slow down and come to the designated landing area.
 - iii) YELLOW FLAG- Caution on the race track
 - iv) BLACK FLAG-Disqualifies a driver. Reasons for disqualification: LOOSE EQUIPMENT
 - v) BLUE FLAG WITH YELLOW DIAGONAL-signals riders that the leaser are about to lap them.
 - vi) WHITE FLAG- One (1) lap to go.
 - vii)BLACK AND WHITE CHECKERED FLAG-signifies winner and end of race
- j) Staging and Starting:
 - i) All racers will be in the designated staging warm up area and must have sleds ready to go for race. Once drivers are called to the starting line, driver or pit crews may not lift the sled to clear the rack or motor. Driver must be prepared and ready to race.

- ii) If a driver has a mechanical problem they may ask for a two (2) minute delay. The two minutes can be asked for if the sled is in the pit area providing it is a mechanical problem only. Anything more than two minutes must be asked for no less than two (2) heat races prior to that sleds heat race. If the driver is not on the line at the end of this time, the race will go on without the driver.
- iii) Jumping the official starter flag will result in an automatic three (3) or four (4) points for that heat or race. Ruling on jump start is the decision of the flagman.
- iv) A Jump start results in last place for that heat. Once the driver jumps he is done for that heat.
- v) In the drag classes, hitting a buoy or out of lane will result in four (4) points, unless determined by Race Officials that out of lane was forced by another driver.
- vi) In the drag classes, Race Official may determine unsafe operation in which a driver will get four (4) points.
- vii) If a driver has mechanical problems or their sled is on the bottom of the lake from the buoy not releasing, that driver can ask to have their heat race moved to the bottom of that round plus three heat races in the next round maximum. This move MUST be asked for prior to that heat race being in staging and the driver must ask the starting line or staging area Official.
- viii) A driver may start his or her race after all other sleds have crossed starting line providing the following:
 - (1) That he or she was in the staging area with their sled at the time of the start of the race.
 - (2) This must be done before the end of the first full lap by all drivers still afloat.
 - (3) Driver must only enter the race Site at the starting line after being flagged on by the starting line official.
- k) Practice: **NO PRACTICE ALLOWED** on Friday, Saturday, or Sunday at the site on race weekend unless the race officials state differently.
- l) Loss of buoy in oval classes may result in a disqualification if the flagman determines that it is causing an unsafe situation. This may include a downed rider or buoy interfering with another rider. If your buoy is loose keep a close eye on the flagman.

5) ALCOHOLIC BEVERAGES

- a) **NO OPEN ALCOHOLIC** beverages permitted in the pit area during race hours. ANYONE suspected of being under the influence of alcohol or drugs (including DRIVERS, PIT CREWS OR VISITORS) while in the pit area during racing hours will result in the DRIVERS DISQUALIFICATION.

6) SNOWMOBILE REQUIREMENTS (These apply to all snowmobiles, stock, or modified)

- a) Fuel must comply with section 6 (Fuel Section)
- b) **SNOWMOBILE MUST HAVE THE FOLLOWING:**
 - i) A FUNCTIONAL TETHER SWITCH CONNECTED TO THE OPERATOR WHENEVER THE ENGINE IS RUNNING.
 - ii) A standard* snowmobile track.
 - iii) A standard* snowmobile hood and belly pan.

- (1) For SEMI PRO class the hood style must be no older than 10 model years and from a sled 440cc or larger model.
- (2) For PRO class belly pan style must be of a model year from 2002 or newer (within last 5 years)
- iv) A standard* functional brake.
- v) Snowmobile must retain the number of ski or skis with loop protection that it came with from the factory.
 - (1) The skis must have rubber tips or one (1) inch wide and at least three inch diameter ski loops. **NO UNPROTECTED METAL SKI TIPS ALLOWED.**
- vi) Two (2) standard* round wear bars or none at all.
- vii) Centrifugal snowmobile clutches.
- viii) A belt/clutch guard constructed of at least 3/32' aluminum extending over the center bolt of the primary clutch and covering the secondary clutch in a safe secure manner on Mod sleds.
- ix) A nylon rope with a minimum diameter of ½' and a minimum of 25 feet attached to the steering column and a buoy. Length depends on the depth of the water at the race site.
- x) Buoy must be attached with Velcro. No duct tape etc. If a buoy comes off during a race, it is the race director's discretion if he or she feels that it is causing a hazard and if disqualification is necessary.
- xi) TUNNEL/FLAP: The flap mount cannot extend more than ten (10) inched from the back of the track. Measurement will be taken from a line perpendicular to the top of the tunnel. Tunnel extensions may not protrude lower than the running board. Suspension brackets may not extend below the running board more than six (6) inches. The bracket must not extend sown or back more than two (2) inched from suspension bolts.
- xii) All sleds must have silenced exhaust or exhaust canister that may not exceed six inches from hood maximum. Noise levels will be enforced. Repacking on occasion is mandatory.
- xiii) Snowmobile must have biodegradable chain case oil and antifreeze.
- xiv) Numbering of sleds will be done with 6' block style White letters on a Black background and will be placed on both sides of the hood and on the front bottom of the belly pan. Number One (1) is reserved for the Pro Open Oval points champion from the previous season. All others will be retained from the previous season.
- xv) Handlebars must have handgrips that cover and plug ends.
- xvi) **SNOWMOBILE MUST NOT HAVE THE FOLLOWING:**
 - (1) No flotation devices allowed-except for boat cushion used as seat.
 - (2) No studs or traction devices allowed on the track.
 - (3) No rudders allowed- **RUDDER:** Any type of device other than a standard hood that attached to the snowmobile with the primary function of altering the flow of air around the snowmobile.
 - (4) No leaf spring suspensions in any PRO class. Leaf Spring suspension in SEMI PRO class is allowed.

- (5) None of the following pressurized intake systems are allowed:
 - (a) Nitrous Oxide
 - (b) Turbo Chargers
 - (c) Pressurized fuel tanks.
- (6) The sled must represent a model that has a build of 500 minimum for 1 year (ISR Rule)

7) FUEL SECTION

- a) Pump Fuel
 - i) Pump gasoline is not recommended, however it may be used as long as it passes any applied tests.
 - ii) It is recommended that pump fuel is tested prior to competition.
- b) Race Fuel
 - i) Race fuel will be subject to the same tests as Pump Fuel
 - ii) Approved fuel may be mixed with petroleum, organic, vegetable, or chemical base lubricants. The use of oils, fuels (including gasohol) and any additives that provide power-boosting characteristics are strictly forbidden. The list of illegal additives includes, but is not limited to, alcohol, nitrates, methanol, nitro and any oxygen bearing compounds.
- c) No competitor or driver's pit personnel shall possess power boosting additives or agents upon the race premises of a sanctioned event.
- d) Fuel Test
 - i) D.C. Test
 - ii) D-15 Test
 - iii) Water Solubility
 - iv) Ceric Nitrate Reagent (Test for Alcohol)
 - v) Race Officials/Tech personnel will perform tests using general criteria similar to the test methods written in the current ISR rulebook.
 - vi) Any or all of the fuel tests may be applied.
 - vii) Drivers will allow officials to test their fuel at anytime.
 - viii) A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
 - ix) It is the drivers' responsibility to ensure that his/her fuel is acceptable. If you are in question, have your fuel checked.

DRAG CLASSES

8) Stock

- a) Engine limitations: (Must be from Artic Cat, Polaris, Ski-doo or Yamaha)
 - i) Stock 0-600cc stock exhaust sleds (aftermarket exhaust canister allowed)
 - ii) Stock 601-800cc stock single exhaust sleds (aftermarket exhaust canister allowed)
 - iii) Stock 601-700cc may use aftermarket twin/triple silenced exhaust.
 - iv) Stock 0-1000cc four-stroke engines allowed in 601 to 800cc class
 - v) Sled must be 10 years old model or newer. This would be 1996 or newer for 2007 season.

- b) Four (4) drivers race at a time. Points are awarded according to finish. The top nine (9) drivers continue in heats working toward the final.
- c) Must be full body snowmobile. The seats, gauges, fuel tank, and air box may be removed. The sled must be original OEM for the model (or factory designated replacement) engine, frame, and cowling. Any chassis alterations, additions, or removals, which alter stock appearance, are not allowed. Shocks must remain in OEM location. Lubricating tanks may be used for fuel tanks. Engine components must remain in OEM condition and be original OEM part number.
- d) Engine, intake and carburetors must remain stock. NO Blue Printing or machining is allowed.
- e) Aftermarket exhaust mufflers are allowed. 701-800cc must have stock exhaust pipe.
- f) Cooling systems must be operational and retain complete stock appearance, but may contain quick disconnects for cool down.
- g) Any optional clutch parts will be allowed to include springs, weights, ramps, and helix. Clutch may be trued and balanced, but may not be noticeably lightened. Roller secondary clutches are allowed.
- h) Metal may be removed but not added by welding to OEM ramps and flyweights.
- i) Drive belts do not have to be OEM equipment.
- j) After market Track sprockets/drivers are allowed. All idler wheels and shafts must remain OEM for the model.
- k) Aftermarket skis will be allowed. Ski must be standard trail type ski. Skis may be altered.
- l) Ski Suspension must complete and include shock absorbers. Limiter straps or chains may be added.
- m) Must have an OEM stock rear suspension of any model and any length that matches sled rand. No part of the original suspension may be removed or replaced except for idler wheels. Idler wheels may be moved. Additional bars, springs, shocks, etc. may be added to alter suspension height or stiffness. Track suspension may be moved up or down in the tunnel.
- n) Long Track Kits are allowed. Tracks may be changed. Tunnel Extensions are allowed.
- o) NO TRACTION PRODUCTS ALLOWED. Nothing may be fastened to the track.
- p) Snowmobiles must pass all I.W.A. general requirements for tether switch, snow flaps functioning brake, ski tips and ½' retrieval rope.
- q) Ski stance may be narrowed to a minimum of 36" or 18" from chassis center line to the center of ski.
- r) Anti-sway bar may be removed or disconnected.
- s) Shocks and springs may be changed.
- t) Handlebars may be changed or altered. End caps must be plugged.
- u) Chain and gears may be changed.
- v) If a modification or alteration is not cited, then it is to be assumed that it CANNOT be made.

9) MOD/OPEN DRAGS

- a) Four (4) drivers race at a time. Points are awarded according to finish. The top twelve (12) drivers continue in heats working toward the final.

- b) Maximum of 800cc 2 stroke and 1200cc 4 stroke.
- c) Normally aspirated.
- d) No nitrous oxide systems.
- e) Any centrifugal clutch system allowed.
- f) Snowmobile frame and tunnel may be hand manufactured, but must retain stock appearance and retain the manufactures appearance and safety features.
- g) For any PRO class Sleds must have IFS appearing front suspension (may or may not be functional)

OVAL CLASSES

10) PRO OPEN AND SEMI PRO OPEN OVAL

- a) Engine and chassis rules are the same as Mod/Open Drags
- b) All Drivers in any Pro class must be 18 years of age. However a driver under age of 18 can submit a request to the board asking to go to the pro class. If you finish in the top 2 spots in any semi pro class for the year with points in TWO consecutive years, the driver will be required to go to the Pro class the following year.

11) PRO STOCK AND SEMI-PRO STOCK OVAL

- a) Engine and chassis rules are the same as Stock 800 Drags.
- b) All drivers in any Pro class must be 18 years of age. However a driver under the age of 18 can submit a request to the board asking to go to the pro class. Board can OK this with parents signing a waiver providing this driver is no less than 16 years old at the time of the request. If you finish in the top 2 spots in any semi pro class for the year with points in Two consecutive years, driver will be required to go to the Pro class the following year.

12) VETERNS OVAL CLASS (40 years and over)

- a) Same rules as Pro Open (stock sleds allowed)
- b) Drivers may be Pro or Semi-Pro
- c) Can be offered at any race site but not a mandatory race
- d) Trophies for top three positions.
- e) Drivers must be 40yo or older.

13) LANE ASSIGNMENTS/RACE FORMAT and Positioning for ties

- a) On Sunday, lanes will be determined by draw until the final race. Then lane choice will be decided by adding points accumulated for all of the finalists for Saturday and Sunday heats. Driver with the lowest points will have first choice, driver with the second lowest points will have second lane choice, and the driver with the third lowest points will have third lane choice. The Tie Breaker will be how the racers placed in the last heat that they raced each other, if that doesn't work, the next Tie Breaker is how they finished in their last heat race, starting at the semi-final and going backwards until the tie is broken.

- b) The number of oval laps and format may change due to the size of the race site. The determination will be made by the Race Director, Race Officials, Site Chairperson, and or Board of Directors.

14) BUOYS

- a) Buoy must be driven around. Going over the top of a buoy will be considered not going around and can be called a violation at the discretion of the Race Officials.
- b) Touching or bumping a buoy is legal.

15) Additional

- a) The sled that a driver brings to the starting line the first time for the weekend is sled he must race the balance of the weekend. The driver can change motors or other sled parts but the sled must not change.
- b) Each sled registered must cross the starting line one time on Saturday to qualify for Sunday races unless the total number of registered drivers allows for all registered drivers to race in the finals on Sunday. This decision will be made by the race director and it final.

*Standard- A product manufactured and sold by a snowmobile company

*OEM- Original Equipment Manufactures

*Straight Bore Carburetor’s—must be round, straight bore up to maximum inner diameter that is listed on motors that have specific restrictions. NO taper or oval bore carburetors. Inner diameter must be unchanged from mounting end to the other side of the throttle slide where the intake bell starts to taper. This carburetor restriction is intended to restrict power output or certain engines. Any carburetors that are modified to the extent that they defeat the purpose of this will not be allowed to be used.

16) WORLD SERIES POINT SYSTEM

a)	Place	Ovals	Drags	(4-man) Heats	(3-man) Heats
i)	1 st	200	150	4	3
ii)	2 nd	180	130	3	2
iii)	3 rd	160	110	2	1
iv)	4 th	140	90	1	0
v)	5 th	120	80	0	(Sink or DQ)
vi)	6 th	100	70	(Sink or DQ)	
vii)	7 th	90	90		
viii)	8 th	80	80		
ix)	9 th	70	70		
x)	10 th	60	60		
xi)	11 th	50	50		
xii)	12 th	40	40		
xiii)	ALL	20	20		

17) Bonus Points

- a) Year End Bonus Points. To be included in the year end bonus points system, a driver can only miss (1) one regular points race during that race year. Any more than that and the driver is no longer in the running for the year end points and year end purse money.
- b) Year end bonus points for racing at most or all of the races will not be affected by not racing at any NON Purse race or a Test & Tune race.

No expression or implies warranty of safety shall result form publication with these rules and regulations. These Rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to spectators or participants.