

I.W.A. OFFICIAL RULES FOR 2011

I) RACE OFFICIALS

- A)** The Race Officials have the right to disqualify the driver or snowmobile 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 and IWA Board concerning these actions in writing.
- B)** If upon inspection a driver is found to be in violation of an I.W.A. rule specification in their class, the driver will be disqualified for the event, forfeit any prize money due, and may be fined. If a fine is imposed driver's I.W.A. membership will be revoked until such fine is paid.
- C)** Drivers that drive recklessly or if determined to be in unsafe operation, as determined by the Race Officials, and endanger spectators, another driver, or a Race Official will receive a last place for that heat.
- D)** It will be the intent to have Tech at every race if possible. Safety tech will take place on all snowmobiles registered to race during predetermined times disclosed to drivers at registration. Tech sticker required on every snowmobile in order to race. Race Tech may take place if staffing permits.
- E)** 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.
- F)** Video may be used to determine factual information during and after a race for use in determining placement and position of drivers and proper completion of race course. This may be done up to 48 hours after race completion by verbal request to race director or email.
- G)** If complaint is filed with Race Director regarding the behavior of a driver and/or crew during an IWA event by another driver, promoter, or police the IWA board will convene and investigate complaint and develop appropriate discipline if necessary.

II) SIGN UP

- A)** Snowmobiles may be entered in more than ONE (1) Drag class and/or more than ONE (1) Oval class. The show will not wait if that snowmobile is not ready to race. NO EXCEPTIONS.
- B)** If registered in Pro Ovals you will only be allowed to register for Mod Drags. Stock Drags are reserved for Semi Pro Drivers.
- C)** Snowmobiles can be entered only once in each class.
- D)** Any driver that has competed in one of the IWA or EWA Pro classes during the past 10 racing seasons will not be allowed to drop down into a Semi-Pro class without the approval of the IWA Board of Directors. Intention to do so must be presented to the IWA Board of Directors no later than the Tuesday before the race at 6:00 PM so as to provide adequate time for the Board to make a decision. There will be no appeal and the Board's decision is final.
- E)** 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.

III) RACE REGISTRATION/DRIVER MEMBERSHIP

A) ENTRY FEES:

- 1) All fees must be paid and waivers must be signed by the driver and pit crew before the snowmobile can be started.
- 2) Entry Fees will be as follows: (user fee per class eliminated)
 - a) Pro Open Oval \$65.00
 - b) Pro Stock Oval \$65.00

c)	Semi-Pro Stock Oval	\$45.00
d)	Semi-Pro Open Oval	\$45.00
e)	Pro Vet Oval	\$30.00
f)	Mod Drag	\$45.00
g)	Stock Drag 600cc & 800cc	\$30.00
h)	Vintage Drag	\$30.00
i)	Service Fee for using PayPal	\$10.00
j)	NSF check charge by FARS	\$30.00
k)	NSF check charge by IWA	\$20.00

B) PRE-REGISTRATION:

- 1) IS REQUIRED. Pre-Registration deadline is the Tuesday before the event by 6:00 pm.
(www.iwausea.org/registration)

C) REGISTRATION:

- 1) Driver and crew registration will be held on Friday evening from 6:00 p.m. to 9:00 p.m. at a designated place decided on by the I.W.A. President/Secretary and/or site promoter.
(www.iwausea.org/registrationinfo.com) If a driver can not make registration he/she must pay racing fees no later than Tuesday before the race either my mailing payment to Treasurer or using PayPal. There will be a \$10 convenience fee added for using PayPal.
- 2) The only acceptable payment form at registration will be cash as the IWA will no longer accept checks at registration. You can also prepay using PayPal or mail payment to Treasurer.
- 3) If a driver is unable to make it to registration by 9pm, he/she will forfeit bands as described below (E). In order to race, the driver will need to purchase from the site an event band and from the IWA a pit band. To prevent this, arrive at registration prior to 9pm, use PayPal, mail payment to treasurer prior to Tuesday of race, or have another driver pay for your racing.

D) MEMBERSHIP:

- 1) Membership to the IWA is required. There are 2 options. 1. Annual Competition Membership which allows a driver to race at any event the entire race season. 2. Weekend Competition Membership which allows a driver to race at a single event. Associate Membership will allow vintage racers to race during the full season.
- 2) Memberships are good for one race season. If purchased in middle of season it will not carry through to next year.
- 3) IWA will allow a driver to purchase one weekend membership as a trial membership. This cost can be used in full towards an upgrade at a future event to an annual membership. The IWA will only allow one \$60 credit towards the upgrade to an annual membership, no payment plans are allowed. Any driver however, can purchase as many weekends memberships as they choose.

E) EVENT BANDS and PIT PASSES:

- 1) Driver will receive weekend event band at no charge or be reimbursed for cost of band (site dependant) unless band is forfeited by item C3 above.
- 2) Driver and ONE (1) pit person provided pit passes at no charge.
- 3) Any Others with the driver will be charged \$10.00/person for pit bands and the driver must bring them to the registration area to sign waiver, pay fee, and get a wristband. This can also be done at the merchandise trailer throughout the weekend. Events bands may also be required by the promoter and can be purchased from event staff.
- 4) **NO ONE UNDER 12 YEARS OLD IS ALLOWED IN THE PITS; SPECIAL EXCEPTIONS MAY BE ALLOWED AT THE DISCRETION OF THE PRESIDENT IF CHILD IS ACCOMPANIED BY AN ADULT.**

IV) SAFETY/GENERAL

- A)** In the future, IWA rules will follow ISR General Rules and Regulations along with rules published in the Watercross Competition sections. Please refer to the ISR yearbook for specifics.
- B)** IWA requires any driver to be at least 14 years old and possess a snowmobile safety certificate if under the age of 16 in order to race at an IWA sanctioned event.
- C)** Any driver/crew has the responsibility to monitor safety in the Pit Area. Any infraction should be reported. Snowmobiles 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 DISQUALIFICATION.
- D) REQUIRED PROTECTIVE GEAR:**
- 1) ECE 22.05 or SNELL M2005 or greater approved Full Face Helmet. Helmet must be predominantly blaze or international orange in color. More than 50% of its entire outer surface including the visor must be orange. Should your helmet not pass tech due to coloring, we will have decals to purchase at the merchandise trailer.
 - 2) 4 buckle life vests with 1.5 inch straps or equivalent U.S.C.G. (or Canadian equivalent) approved 100 M.P.H. rated life vest.
 - 3) Shoes, socks, long pants (no exposed skin below the waist) and race shirts with sleeves below the elbow required. No open toed shoes allowed.
 - 4) Moto-cross style pant are required in Oval and Mod Drag classes.
 - 5) 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.
 - 6) Shirt of below elbow length and shoes (no open toes) are required in the hot pit area at all times.
- E) WARM UP SAFETY STANDS:**
- 1) Stands that retain 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 retain 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 snowmobile should be on the stand when ever it is practical. The track must have a minimum of two (2) inches of ground clearance.
- F) STARTING LINE STANDS:**
- 1) There will be four (4) stands constructed of material sufficient to retain items thrown from a track at the start/warm up area.
 - 2) Driver has the responsibility to have starting line stand behind snowmobile prior to race start.
 - 3) Repeated failure to comply with this will result in disciplinary action.
- G) FUNCTIONAL TETHER SWITCH:**
- 1) A tether switch must be used and securely attached to the operator or crew member **WHENEVER** the engine is running.
- H) SNOW FLAP:**
- 1) A rear snow flap of sufficient material to retain items 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.
 - 2) The snow flap must be retained in a secure manner.
 - 3) The snow flap cannot be more than 10" from the rear of the track and the rear bumper cannot be more than 4" from the snow flap.
- I) SAFETY INSPECTION:**
- 1) Snowmobiles must be inspected by Race Official or Tech Official before it is allowed to be used or raced.

- 2) Snowmobiles will be checked for properly operating tether switch, brake, sharp edges, belt guard, ski tips, retrieval rope, and buoy. Safety equipment required for each driver such as helmet and life vest will also be inspected at this time.
- 3) Each snowmobile will be issued a sticker after passing inspection. Each snowmobile must have this sticker before it is permitted to race.

J) FIRE EXTINGUISHER:

- 1) Every PIT 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.

K) FLAG RULES:

- 1) GREEN FLAG-means start of race, race is clear and race is in progress.
- 2) RED FLAG-stop the race and all drivers will slow down and come to the designated landing area.
- 3) YELLOW FLAG- Caution on the race track.
- 4) BLACK FLAG-Disqualifies a driver.
- 5) BLUE FLAG WITH YELLOW DIAGONAL-signals riders that the leader is about to lap them.
- 6) WHITE FLAG- One (1) lap to go.
- 7) BLACK AND WHITE CHECKERED FLAG-signifies the end of the race.

L) STAGING AND STARTING:

- 1) All racers will be in the designated staging/warm up area and must have snowmobiles ready to go for race. Once drivers are called to the starting line, driver or pit crews may not lift the snowmobile to clear the track or motor. Driver must be prepared and ready to race.
- 2) If a driver has a mechanical problem they may ask for a two (2) minute delay. Anything more than two minutes must be asked for no less than two (2) heat races prior to that driver's heat race. If the driver is not on the line at the end of this time, the race will go on without the driver.
- 3) Jumping the official starter flag will result in an automatic last place for that heat or race and receive an "S" in the scoring. Ruling on jump start is the decision of the Starting Line Officials.
- 4) In the Drag classes, hitting a buoy or out of lane will result in a last place for that heat or race and receive an "S" in the scoring, unless determined by the Race Officials that out of lane was forced by another driver.
- 5) If a driver has mechanical problems or their snowmobile 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.
- 6) A driver may start his/her race after all other snowmobiles have crossed the starting line providing the following:
 - a) That he/she was in the staging area with their snowmobile at the time of the start of the race.
 - b) This must be done before the end of the first full lap by all drivers still afloat.
 - c) Driver must only enter the race Site at the starting line after being flagged on by the Starting Line Official.

M) PRACTICE:

- 1) NO PRACTICE ALLOWED on Friday, Saturday, or Sunday at the site on race weekend. Any sled called for practicing will be disqualified and the sled's driver will lose Season Points for the weekend. A dry out lap, other use of the course, or practice will be made by the discretion of the Race Director.

N) BUOY:

- 1) Loss of buoy in oval classes may result in a disqualification for that heat if the Flagman or Race Director determines that it is causing an unsafe situation. This may include risking injury to a downed rider or buoy interfering with another rider still on the course. If your buoy is loose, driver should keep a close eye on the Flagman.

- O) It is not the responsibility of the I.W.A. to retrieve a downed snowmobile that the buoy did not release from. If opportunity and resources permit retrieval during racing will be attempted.

V) 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 DRIVER'S DISQUALIFICATION.

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

A) FUEL:

- 1) Must comply with section 7 (Fuel Section)

B) TETHER SWITCH:

- 1) A functioning Tether Switch.

C) BELLY PAN & HOOD:

- 1) A standard* snowmobile hood and belly pan.
2) For SEMI PRO class the hood style must be from within 10 model years and from a snowmobile 600cc or larger.
3) For PRO class belly pan style must be from within 7 model years and from a snowmobile 600cc or larger.
4) Provision to allow regular EWA drivers to compete who follow current EWA rules.

D) RETRIEVAL ROPE & BUOY:

- 1) A marker buoy and retrieval rope is required.
2) 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.
3) Buoy must be attached with Velcro. No duct tape etc.

E) FLOATATION:

- a) NO floatation devices allowed-except for boat cushion used as seat and/or retrieval buoy.

F) ENGINE:

- 1) All snowmobiles 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.
2) Snowmobile must have biodegradable coolant (antifreeze).
3) Nitrous oxide, turbochargers, super chargers and pressurized fuel tanks are NOT allowed.

G) DRIVE:

- a) An OEM** or commercially available brake system required.
b) Brake must be functional.
c) Snowmobile must have biodegradable chaincase oil.
d) CVT snowmobile clutches are required.
e) 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 snowmobiles. Rule to follow ISR clutch guard criteria.
f) Aftermarket secondary clutches are allowed.

H) SKI SUSPENSION & STEERING:

- a) No rudders allowed- RUDDER: Any type of device that attached to the snowmobile and rides in the water at anytime will be allowed.
b) Handlebars must have handgrips that cover and plug ends.
c) No leaf spring suspensions in any PRO class. Leaf Spring suspension in SEMI PRO class is allowed.
d) Ski stance may be narrowed.

I) SKIS & SKI RUNNERS:

- 1) The snowmobile must retain the number of skis with loop protection that it came with from the factory.

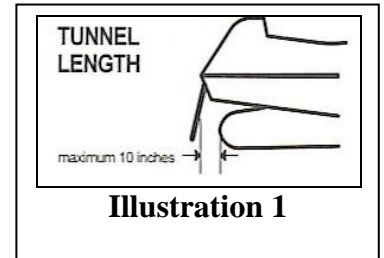
- 2) Ski loops must conform to ski rules in GENERAL COMPETITION RULES.
- 3) The skis must have rubber tips or one (1) inch wide and at least three inch diameter ski loops.
- 4) NO UNPROTECTED METAL SKI TIPS ALLOWED.
- 5) Two (2) standard* round wear bars or none at all (carbides may be allowed at the discretion of the Race Director or Safety Tech).

J) TRACK & TRACTION:

- 1) A standard* one piece rubber molded snowmobile track is required.
- 2) No studs or traction devices allowed in the track.

K) FRAME & BODY:

- 1) The rear most part of the tunnel (flap mount) and excluding the rear lift bar cannot extend more than ten (10) inches from the back of the track. Measurement will be taken from a line perpendicular to the top of the tunnel. (See illustration 1)
- 2) Tunnel extensions may not protrude lower than running board.
- 3) No Air foils allowed-AIR FOILS-any type of device that connects to the snowmobile with the primary function of altering air around the snowmobile.
- 4) Suspension brackets may not extend below the running board more than six (6) inches. The bracket must not extend down or back more than two (2) inches from suspension bolts.



L) RACE NUMBERS:

- 1) Numbering of snowmobiles will be done with 6" block style White letters on a Black background or Black letters on a White background and will be placed on both sides of the hood or side pan.

VII) FUEL SECTION

A) PUMP FUEL:

- 1) Pump gasoline is not recommended, however it may be used as long as it passes any applied tests.
- 2) It is recommended that pump fuel is tested prior to competition.

B) RACE FUEL:

- 1) Race fuel will be subject to the same tests as Pump Fuel
- 2) 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, dioxane, 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:

- 1) DT 47 Test.
- 2) Water Solubility.
- 3) Ceric Nitrate Reagent (Test for Alcohol).
- 4) Re-Agent D test for Dioxane or other hazardous chemicals
- 5) Race Officials/Tech personnel will perform tests using general criteria similar to the test methods written in the current ISR rulebook.
- 6) Any or all of the fuel tests may be applied.
- 7) Drivers will allow Officials to test their fuel at anytime.
- 8) A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
- 9) It is the drivers' responsibility to ensure that his/her fuel is acceptable. If you are in question, have your fuel checked.

VIII) STOCK DRAG CLASS

- A) **ENGINE LIMITATIONS:** (Must be from Arctic Cat, Polaris, Ski-doo or Yamaha).
- 1) Stock 0-600cc stock exhaust snowmobiles (aftermarket exhaust canister allowed).
 - 2) Stock 601-800cc stock single exhaust snowmobiles (aftermarket exhaust canister allowed).
 - 3) Stock 601-700cc may use aftermarket twin/triple silenced exhaust.
 - 4) Stock 0-1000cc four-stroke engines allowed in 601 to 800cc class.
 - 5) Snowmobile must be from a model year within 10 model years.
- B) **GENERAL:**
- 1) Must be full body snowmobile.
 - 2) The snowmobile must have original OEM** for the model (or factory designated replacement) engine, frame, and hood.
 - 3) The seats, gauges, fuel tank, and air box may be removed.
 - 4) Snowmobiles must pass all I.W.A. general requirements for tether switch, snow flaps functioning brake, ski tips and ½' retrieval rope.
 - 5) If a modification or alteration is not cited in the rules, then it is to be assumed that it CANNOT be made.
 - 6) Up to 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) **ENGINE:**
- 1) Engine must remain OEM**.
 - 2) Engine components must remain in OEM** condition and be original OEM** part number.
 - 3) **NO BLUE PRINTING or MACHINING** is allowed.
 - 4) Carburetors must be OEM** for the model.
 - 5) Cooling systems must be operational and retain complete stock appearance, but may contain quick disconnects for cool down.
 - 6) Intake must be OEM** for the model.
 - 7) Aftermarket silencers allowed. Exhaust system must be functionally silenced.
 - 8) 701-800cc must have stock exhaust pipe.
 - 9) Aftermarket pistons, gaskets, and bearings are allowed. No lightweight pistons are allowed. No ceramic bearings unless OEM for the model.
 - 10) Modifications to the oil injection system that are allowed include drilling of extra holes/passages in the crankcase for the purpose of lubrication.
 - 11) Cooling system must be operational and retain complete stock appearance, but may contain disconnects for cool down. Additional coolers may be added.
- D) **DRIVE:**
- 1) Any optional clutch parts will be allowed to include springs, weights, ramps, and helix.
 - 2) Clutch may be trued and balanced, but may not be noticeably lightened.
 - 3) Metal may be removed but not added by welding to OEM** ramps and flyweights.
 - 4) Drive belts DO NOT have to be OEM** equipment.
 - 5) After market Track sprockets/drivers are allowed.
 - 6) Chaincase must be OEM** for the model and in OEM** location.
 - 7) Chain and gears may be changed.
 - 8) Aftermarket Roller secondary clutches ARE allowed.
 - 9) Aftermarket Steel jackshaft ARE allowed. NO titanium shafts allowed.
- E) **SKI SUSPENSION & STEERING:**
- 1) Ski suspension must be OEM** for the model unless otherwise noted.
 - 2) Shocks must remain in OEM** location.
 - 3) Anti-sway bar may be removed or disconnected.
 - 4) Handlebars may be changed or altered. End caps must be plugged.

- 5) Suspension travel may be limited with straps or chains but must maintain some usable travel.
- 6) Any shock absorbers and springs are allowed.
- 7) Ski stance may be narrowed.
- F) **SKIS & SKI RUNNERS:**
 - 1) Aftermarket skis allowed
 - 2) Ski must be **STANDARD TRAIL***** type ski.
 - 3) Skis may be altered.
- G) **TRACK SUSPENSION:**
 - 1) No part of the original suspension may be removed or replaced unless otherwise noted.
 - 2) Additional bars, springs, shocks, etc. may be added to alter suspension height or stiffness.
 - 3) Long Track Kits are allowed. (Tunnel Extensions are allowed.).
 - 4) Idler wheels may be moved or removed.
 - 5) Track suspension may be moved up or down in the tunnel.
 - 6) All idler wheels must remain OEM** for the model.
 - 7) Any shock absorbers and springs are allowed.
 - 8) Must have an OEM** stock rear suspension of any model and any length that matches snowmobile brand.
- H) **TRACK & TRACTION:**
 - 1) Tracks may be changed. And may be any commercially available one-piece molded rubber track.
 - 2) NO TRACTION PRODUCTS ALLOWED. Nothing may be fastened to the track
- I) **FRAME & BODY:**
 - 1) Any chassis alterations, additions, or removals, which alter stock appearance, are not allowed.
 - 2) Lubricating tanks may be used for fuel tanks.
- J) **IGNITION & ELECTRICAL:**
 - 1) Gauges may be removed.

IX) MOD DRAG CLASS

- A) **GENERAL:**
 - 1) Up to 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) **ENGINE:**
 - 1) Maximum of 800cc 2 stroke and 1200cc 4 stroke.
 - 2) Normally aspirated.
 - 3) No nitrous oxide systems.
- C) **DRIVE:**
 - 1) 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 snowmobiles. Rule to follow ISR clutch guard criteria.
 - 2) Any snowmobile type CVT clutches allowed.
- D) **SKI SUSPENSION AND STEERING:**
 - 1) For any PRO class Snowmobiles must have IFS appearing front suspension (may or may not be functional).
- E) **FRAME & BODY:**
 - 1) Snowmobile frame and tunnel may be hand manufactured, but must retain stock appearance and retain the manufactures appearance and safety features.

X) PRO OPEN AND SEMI PRO OPEN OVAL CLASS

- 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.
- C) For SEMI PRO class the hood style must be from within 10 model years and from a snowmobile 600cc or larger.
- D) For PRO class belly pan style must be from within 7 model years and from a snowmobile 600cc or larger.
- E) Provision to allow EWA drivers to compete who follow current EWA rules.
- F) Pro Oval racers are not allowed to race in the Stock Drag classes.

XI) PRO STOCK AND SEMI-PRO STOCK OVAL CLASS

- A) Engine and chassis rules are the same as Stock 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.
- C) Top 2 drivers and winner at Grantsburg based on average finish of races raced will be required to move up class. Driver may petition against move to the IWA board.
- D) 600 Mod motor with Mod chassis will be allowed to compete. Chassis' will need to follow the respective Pro or Semi Pro Open class chassis rules.

XII) VINTAGE DRAGS

- A) 81 model year and older with 600 cc or less allowed
- B) Requires membership by Associate only for entire year.
- C) Further rules to follow

XIII) LANE ASSIGNMENTS/RACE FORMAT

- 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.

XIV) RACE COURSE 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.
- C) If you break a buoy or cover, replacement cost will be taken out of general purse for current race if at all possible. If purse checks are already made, cost will be deducted from next race purse.

XV) ADDITIONAL/MISCELLANEOUS

- A) Each snowmobile 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 is final.

- B) If a driver fails to take the equalizer buoys and finishes the race, the driver will be scored as sunk (S) at the last lap just prior to the first Equalizer buoy.
- C) To set the field, Starting Line Official/Race Director will point off each driver and once the flag hits the ground then the line is set. Any motion AFTER flag hits the ground will be counted as a jump start. Motion before flag set will be handled by Race Director/Starting Line Official.
- D) Any jump starts that occur after field is set will be scored in the order that they occur unless the starting line official cannot determine this. At that point the drivers will race for position. Both will be scored as sunk (S).

XVI) WORLD SERIES POINT SYSTEM/ YEAR END BONUS POINTS

Table 1: Final Place

Table 2: Heat Races/Semi/Quarter Final Points

<u>Place</u>	<u>Ovals</u>	<u>Drags</u>		<u>Place</u>	<u>4 man heats</u>	<u>3 man heats</u>
1 st	200	150		1 st	4	3
2 nd	180	130		2 nd	3	2
3 rd	160	110		3 rd	2	1
4 th	140	90		4 th	1	NA
5 th	120	80		S	0	0
6 th	100	70				
7 th	90					
8 th	80					
9 th	70					
10 th	60					
11 th	50					
12 th	40					
All others	20	20				

- A) Each driver gets points for position at finish of race based on table 1 or 20 points at minimum. Oval position points go to 12th place where drags only go to 6th place. After this initial point value, the driver also receives points for each heat raced during weekend based on table 2 for up to 3 heat races on Saturday and quarterfinals and semi-finals on Sunday. An "S" for any heat race gives 0 points for that heat. For example: 1st place in Pro Open gets 200 points + 3 heat races (up to 9 points in a 3 man heat race) + quarter-finals and semi-finals (up to 7 points in a 4 man quarter-final and 3 man semi-final race) for a total of 216.
- B) To be included, 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.
- C) To qualify a driver must register, pay for, and race a minimum of one heat in each class pre-registered for during a race weekend.
- D) In a Season with 5 or more races, a driver will be allowed to throw out a low point weekend from being added to the total for year end points.
- E) Bonus points will be awarded for racing a full season and will be 200 points awarded to those who race at each points race during a season.

XVII) DEFINITIONS

- A) *Standard- A product manufactured and sold by a snowmobile company
- B) **OEM- Original Equipment Manufactures
- C) ***Standard Trail Type Ski-

No expressed or implied warranty of safety shall result from publication of 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.