

I.W.A. PROCEDURAL MANUAL FOR 2021

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) The IWA will not allow any staff member to race at any event. This does not include IWA Officers.

G) Any race disputes must be made to the race director and must be made prior to the awards banquet of that event. If a dispute is made no trophies/checks will be awarded until the dispute has been resolved. Video may be used to determine factual information for driver placement and positions. Video footage may be provided up to 48 hours after race completion. Once trophies/awards have been given, no dispute will be considered.

H) 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 only

C) The Number 1 is reserved for the Pro Open Oval Points Champion from the previous year, all paid annual members will retain their sled numbers until the early membership deadline, unless they request a change and the number is available.

D) IWA will reserve bib numbers until May 1, which allows a driver to keep their bib number by purchasing their membership on or before the early membership deadline. After May 1, any bib number not used will be placed back into circulation for any driver to request by becoming an annual member.

III) ADVANCEMENT

A) 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.

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) Driver Progression: The Semi Pro Point Champion must move up to Pro class at the end of the season. Point will be calculated based on average finish of races raced during the year. The driver may not petition the board against this move. The driver finishing in 2nd place, and the World Champion must also move up to Pro class, although, they may petition board against move. All board petition must be made timely.

D) A Pro Stock racer can compete in the Semi Pro Open class for two *2* years, then must advance to Pro Open. At the Boards discretion, a racer can be forced to advance classes.

E) A Sport Oval racer cannot compete in a Semi-Pro or Pro class. If a sport class racer wins two (2) race finals, they advance to the Semi Pro class.

IV) RACE REGISTRATION/DRIVER MEMBERSHIP

A) MEMBERSHIP:

1) IWA uses Series Tracker for prepayment and management of memberships.

2) An account through Series Tracker is required but is free to sign up and maintain.

3) Available Membership to the IWA, one of which is required to race, are:

a) Annual Competition Membership allows the paid driver to race at any event the entire race season. This membership is good from January 1 of race season through Nov 15 of race season. Benefits include voting rights at any membership meeting, dinner at the annual banquet, and 10% off merchandise at the IWA trailer. The Cost for the annual membership is \$135.00.

b) Weekend Competition Membership which allows the driver to race at a single event. This membership is good from Thursday before event to Monday after event. No other benefits are included with this membership. The cost for a weekend membership is \$100 per event.

c) Reciprocity Membership will allow a driver from a recognized watercross association other than IWA to race at events of the IWA for a \$5 filing fee per weekend. This filing fee allows driver to become a weekend member. Member must email IWA secretary in advance with documentation of membership. Payment will occur at the race site. No other benefits are included in this membership.

4) Memberships are good for one race season or one weekend event. If purchased in middle of season it will not carry through to next year.

5) 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 \$75 credit towards the upgrade to an annual membership, no payment plans are allowed. Any driver however, can purchase as many weekends memberships as he/she chooses. Upgrade cost is \$75. After purchase of weekend, driver can use "upgrade" option on Series Tracker membership to upgrade to full annual member.

6) The IWA is now using Series Tracker to manage memberships. Please use the link on the membership page to make this purchase. We no longer accept check payments through the mail.

7) IWA will be using National Driver Numbers starting in the 2016 season. If you purchase an annual membership your driver bib number will be reserved until July 25th of the following year. If no membership is purchased again prior to that date your bib number will be placed back into the general pool for any member to request. To keep your bib number simply continue as a member in good standing each year by the early membership deadline.

B) REGISTRATION:

1) IWA is now using Series Tracker for prepayment of registration management.

2) An account through Series Tracker is required but is free to sign up and maintain.

3) Registration for racing will close two (2) days prior to driver check in at 10:00 pm CST. A Saturday/Sunday event closes on Wednesday. A Friday-Sunday event closed on Tuesday. See website for specifics. Some changes may occur with the time and date of registration close and will be posted on Facebook and the IWA website.

4) There is a \$50 **PER CLASS** late fee when a racer fails to register through Series Tracker. This will double for a driver who repeatedly registers late. Late Registration starts when registration closes with SeriesTracker and runs through Noon the following day. No registration will be allow after 12 o'clock Noon on day prior to racing.

5) Top 10 Pro Open Season Points winners from prior year will be granted premier front row parking at each event they are registered for.

C) ENTRY FEES:

1) All fees must be paid, and driver and pit crew waivers signed before a snowmobile can be started.

2) Entry Fees will be as follows:

- a) Pro Open Oval \$70.00 (purse and trophy to 3)
 - b) Pro Stock Oval \$70.00 (purse and trophy to 3)
 - c) Semi-Pro Stock Oval \$50.00 (purse and trophy to 3)
 - d) Semi-Pro Open Oval \$50.00 (purse and trophy to 3)
 - e) Pro Vet Oval \$35.00
 - f) Sports Open 800 Oval \$50.00 (trophy to 3)
 - g) Mod Drag \$50.00 (purse and trophy to 3)
 - h) Stock Drag 600cc & 800cc \$35.00 (trophy only to 3)
 - i) Vintage Drag \$35.00
 - j) Lamens specialty class \$50.00 (not at all events see schedule)
 - k) Service Fee for using SeriesTracker 6.2% of transaction + \$0.30
 - l) Late Fee of \$50.00 per class for drivers that fail to register through Series Tracker website. This will double for driver who repeated registers late throughout season. See B4 for more details.
- REGISTRATION AT THE TRACK IS NOT AVAILABLE**
- m) IWA no longer accepts Checks

D) DRIVER CHECK-IN:

1) Driver Check-In will be held on Friday evening from 6:00 p.m. to 8:00 p.m. at a designated place. Please see (www.iwaracing.org) for information. If a driver cannot make Driver Check-In he/she must make sure Registration is paid for and IWA staff are alerted prior to Driver Check-In or you risk forfeit of his/her bands.

2) The only acceptable payment form at registration will be cash, as the IWA will no longer accept checks at registration.

E) EVENT BANDS and PIT PASSES:

- 1) Driver will receive one weekend event band at no charge or be reimbursed for cost of band (site dependent).
- 2) Driver will receive one weekend pit pass at no charge after appropriate waivers have been signed.

3) Any others with the driver will be charged \$10.00/person for pit bands. Extra pit bands can be purchase at Driver Check-In after waivers are signed, fee paid or this process can be done at the IWA Merchandise trailer throughout the weekend. Events bands are also required by the promoter and can be purchased from event staff.

4) NO ONE UNDER 14 YEARS OLD IS ALLOWED IN THE HOT PIT AREA! IF CHILD IS BETWEEN 14-18 HE/SHE MUST BE ACCOMPANIED BY AN ADULT AT ALL TIMES AND HAVE SIGNED A MINOR CONSENT FORM.

V) GENERAL

A) Any driver/crew has the responsibility to monitor safety in the HOT PIT and 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.

B) Up to 4 (four) drivers race at a time during heat races and 8 (eight) drivers in a final. Points are awarded according to finish. Pro Classes and Semi Pro Classes with less than 22 racers: Top 12 (twelve) drivers will continue in heats working toward the final. Semi Pro Classes with 22 registered racers: Top 16 (sixteen) will continue in heats working towards the final.

C) Provision to allow EWA drivers to compete who follow current EWA rules.

D) 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.

E) 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.

2) Recovery Bouy must be of a color other than orange.

F) 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.

G) IWA will follow the ISR rules for helmets.

H) FLAG RULES

1) There shall be a meeting between the flagman and corner flagmen prior to the start of a race so there is a definite understanding concerning the use of the corner flags.

2) Any competitor who does not obey the following rules will be subject to disqualification and/or fine.

a) **GREEN FLAG:** Start of race or signifies course is clear and race is in progress

b) **YELLOW FLAG: (OVAL)** Track corners: signifies there is an additional safety hazard on the track. Drivers must slow down and observe caution while in the yellow flag zone. No passing allowed in a yellow flag zone. Racing may be resumed after leaving the yellow flag zone.

c) **RED FLAG** The red flag means the race will stop immediately regardless of position of snowmobiles on the track. The red flag will be used if, in the opinion of the Race Director or Chief Starter, the track is unsafe to continue the race. Snowmobiles should be brought to the starting line if possible, using extreme caution. Snowmobiles must not leave the track proper unless directed to do so by the Race Director. (SnowCross) Upon seeing the red flag drivers are to stop and then proceed with caution to the starting area.

d) **BLACK FLAG** On closed course races, should a vital snowmobile component such as clutch guards, hoods, mud flaps, or ski become dislodged or discarded, the starter will display the black flag to the involved driver immediately. A rolled black flag is a warning to a driver that he/she may have an equipment failure or that he/she may have committed a driving infraction. (Oval) Consultation flag-leave course immediately and report to the Race Director. This does not necessarily mean disqualification; however, failure to obey the black flag could result in disqualification, suspension or fine. The black flag will have a one (1) inch wide white border and a one (1) inch wide white cross through the center of the flag. On closed course races, should a vital snowmobile component such as clutch guards, hoods, mud flaps, or ski become dislodged or discarded, the starter must display the black flag to the involved driver immediately.

e) **WHITE FLAG** When displayed, drivers have started their last lap. WHITE FLAG-(Oval) White Flag shall have a green two (2) inch border around it.

f) **CHECKERED FLAG** When the checkered flag is displayed, it means the race is complete.

3) RACE RESTART PROCEDURE

a) 1. The Race Director may have a restart at his discretion. Race Director's decision is final.

b) In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart. These snowmobile(s) must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.

c) (Oval - IWA) All snowmobiles will leave course as quickly as possible and as safely as possible when the red flag is waved. The flagman will notify all drivers when to move snowmobiles and he will have them

proceed slowly to the point of restart. If only one (1) lap, or less, has been raced, the order of snowmobiles for the restart will be the same as the beginning of the race (with the following exceptions):

- d) Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.
- e) Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
- f) After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap.
- g) (remove #7 for ISR)
- h) (change 8 to remove first part) No mechanical work will be allowed on the sled other than gas and lube.
- i) Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification which will occur when the track is safe to race.

VI) 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.

VIII) 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.

IX) 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.

D) Missed Race Course Buoys 1) It will be the discretion of the race director whether the driver took the best course in order to make of a missed buoy. Per rule IC, if the race director deems the path taken by the driver to be reckless he/she could be awarded a last place.

E) Downed Driver: Any racer must follow the leader around a downed driver unless by doing so would be unsafe however said driver cannot advance in position and if occurs must yield lead back by next corner as long as the initial leader stays on the main course. This is at the discretion of the Race Director.

X) ADDITIONAL/MISCELLANEOUS

- A)** The snowmobile that a driver brings to the starting line the first time for the weekend in each class is snowmobile he/she must race the balance of the weekend. The driver can change motors or other snowmobile parts but the snowmobile must not change.
- B)** Each snowmobile registered must cross the starting line one time on Saturday to qualify for Sunday races.
- C)** 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.
- D)** 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.
- E)** If a driver fails to show to the line for his/her heat, the driver will be marked as a DNS to reflect "do no start". This will ensure no points given at the event if driver fails to meet criteria in XB for the weekend.
- F)** 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.
- G)** The signal to end the race is the checkered flag. This means all drivers still racing need to cross the checkered flag to be counted as finishing the race. All drivers should race to checkered flag/finish line which means a lapped driver can advance on a downed driver completing a lap to the checkered flag. This also means if you leave the track before crossing the finish line you could be scored lower in rank than a driver who crosses the finish line.

XI) WORLD SERIES POINT SYSTEM/ YEAR END BONUS POINTS

Table 1: Final Place				Table 2: Heat Races/Semi/Quarter Qualifying Place					
<u>Place</u>	<u>Ovals</u>	<u>Place</u>	<u>Drags</u>	<u>Place</u>	<u>4 man heats</u>	<u>3 man heats</u>	<u>Semi Finals</u>	<u>Quarter Finals Drags (4man)</u>	<u>Quarter Finals Ovals (3man)</u>
1 st	200	1 st	200	1 st	4	4	4	4	4
2 nd	180	2 nd	180	2 nd	3	3	3	3	3
3 rd	160	3 rd	160	3 rd	2	2	2	2	2
4 th	140	4 th	140	4 th	1	NA	NA	1	NA
5 th	120	5 th	120	S	0	0	0	0	0
6 th	100	6 th	100	A) Each driver gets points for position at finish of race based on Table 1 with 20 points minimum for participating in event (all others). Oval racing points go to 12 th final place where Drags go to 6 th final place. After final place value is awarded, the driver will receive points for each qualifying heat raced during weekend based on Table 2 for up to 4-heat races, 1-Quarter-Finals and 1-Semi-Finals (Pro Open only). An "S" for any heat race gives 0 points for that race. For example: 1 st place in Pro Open gets 200 points + 4 heat races (up to 16 points in a 4 man 4 round heat race) + Quarter-Finals and Semi-Finals (up to 8 points) for a total of 224. Max point for all other classes will be 220.					
7 th	90	13 th	20						
8 th	80	13 th	20						
9 th	70	13 th	20						
10 th	60	13 th	20						
11 th	50	13 th	20						
12 th	40	13 th	20						
All others	20	All others	20						

- B)** To qualify for Season Points, 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 be counted as participating in event a driver **must** register, pay for, **and** race a minimum of one heat in the class during a race weekend to receive points for event.
- 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 300 points awarded to those who race at each points race during a season.
- A)** Driver Progression: The Semi Pro Point Champion must move up to Pro class at the end of the season. Point will be calculated based on average finish of races raced during the year. The driver may not petition the board against this move. The driver finishing in 2nd place, and the World Champion must also move up to Pro class, although, they may petition board against move. All board petition must be made timely.
- F)** DNS will be given to any driver who doesn't show to the line. This will be given by starting line official and radioed to scoring. Any 3 DNS will disqualify driver from meeting criteria in XI C above.

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.

