

# Winter Thunder Challenge

[www.winterthunderracing.com](http://www.winterthunderracing.com)

## Official Rule Book



Let's Go Racing....

## **Introduction**

The WTC rule book is designed as a guideline to help you understand the rules that pertain to snocross racing. You should, however, be aware that the WTC is sanctioned by ISR and the ISR rule book is always referred to in the event of a technical question. All racers should be fully aware of the regulations set out in the ISR rule book and should be prepared to abide by them.

Website Address – [www.winterthundersnowcross.com](http://www.winterthundersnowcross.com)

Race registration must be completed by Wed. 8pm.

### **Drivers under 18 years of age:**

1. Drivers under the age of 18 years are required to have a Minor waiver on file.
2. Drivers under the age of 18 are required to sign the minor waiver and assumption of risk acknowledgment at driver check in at each event.
3. Drivers under the age of 18 must have parent or legal guardian with them at check in.

## **Classes**

List of classes

Semi-pro and sport are for drivers 16 years and older

Semi-pro 500 (up to 500cc liquid cooled)

Semi-pro 600 (up to 600cc liquid cooled)

Semi-pro open (up to 800cc liquid cooled)

Sport 500 (up to 500cc liquid cooled)

Sport 600 (up to 600cc liquid cooled).

Sport open (up to 800cc liquid cooled)

Sport Fan (16 yrs and up, up to 600cc fan cooled)

Sport Fan Jr. (10-15 yrs old, up to 600cc fan cooled)

Sport +25 (sport riders, 25yrs and up)

Legends (semi-pro and sport riders 35 yrs. and over)

Junior 16-17 (up to 500cc liquid cooled, 600cc fan cooled)

Junior 14-15 (up to 500cc liquid cooled, 600cc fan cooled)

Junior 10-13 (up to 600cc fan cooled)

Junior Novice - Intended as a beginner class - if you placed in the top ten in points in the Junior Novice class last year, you may NOT race this class.

Women (females 14yrs. and older, up to 600cc liquid cooled)

## **Race Director Authority**

1. The race director shall be responsible for the conduct of the race.
2. The race director shall have the voice of authority to discipline the participants for violations of the rules. Such discipline will be limited to disqualification of a participant

and/or exclusion from an event.

3. The technical director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' machines.

4. Race director may not work in an official capacity when they have a vested interest in that class.

5. Race director may cancel, or shorten any race for reasons of safety.

6. The number of competitors that can be safely on the course at any one time will be determined by the board prior to the event.

## **Flag Definitions**

All drivers **MUST** pay close attention to the flags as they will be displayed throughout the entire race.

**GREEN FLAG:** Is lifted to start the race, course is clear

**YELLOW FLAG: NO PASSING** is allowed in any yellow flag zone (the area from the yellow flag to the end of the incident) All drivers will slow down, proceed with caution. All sleds must roll over the terrain in a yellow flag zone.

**JUMPING UNDER A YELLOW FLAG:** is a safety hazard, any rider caught jumping under yellow will be DQ'd and receive no points for that heat.

**PASSING UNDER A YELLOW FLAG:** will result in a black flag requiring the rider to drop to the back of the pack, if the rider does not comply - will be scored in last place for that race.

**RED FLAG:** The race will stop immediately, regardless of your position on the track. Slow down and stop with caution as the drivers behind you may not have seen the red flag. The restart position of the drivers reverts to the last officially scored lap in a single file. If only 1 lap or less has been completed the restart will be the same as the start of the race. No work may be performed on the machines without the permission of a race official. Raising the hood will be considered a violation of this rule and the offending driver will be lined up at the rear of the field.

## **Flag Definitions (cont.)**

**BLACK FLAG:** A Furled black flag (the flag wrapped around the stick) signifies a warning for either equipment failure or driver conduct. A furled black flag is a warning to stop whatever activity has caught the eye of the officials.

Open black flag is **NOT** an immediate disqualification. It is a penalty flag that may only

require a stop and go penalty or the like. DO NOT simply leave the track. Instead, continue your lap, then carefully slow down and stop near the flag man who will direct you further.

**BLUE FLAG:** will be displayed to machines getting lapped, hold your line.

**WHITE FLAG:** will be displayed when drivers have started their last lap.

**CHECKERED FLAG:** The race is complete. Top 3 finishers should report immediately to tech unless otherwise directed by race officials.

## **General Regulations**

All drivers and crew who enter secured areas within the facility must be aware of and abide by these rules and all applicable rules in the general competition section.

### **DRIVER AND MACHINE:**

A driver and the machine's serial number shall be considered a unit and once the class has begun, neither may be substituted. Violation will result in immediate disqualification and may lose all points in that class at that event.

### **RACE REGISTRATION AND ENTRY REGULATIONS:**

1. A signed waiver is required for all personnel, pit crew, and racers at each event.
2. All drivers must be registered and have signed a release waiver. Any racer caught on the track without first registering or signing the waiver will be disqualified.
3. Any class may be eliminated at an event with less than 3 official entries at close of registration.
4. All participants must be responsible for the proper disposal of hazardous materials (examples: gasoline, oil, antifreeze, etc) and waste (garbage)
5. All trailers should be equipped with a fire extinguisher.

## **Driver Protection Equipment**

1. Full coverage helmets are mandatory. 1995 or newer "Snell Foundation Approval Code" Helmets must be securely fastened on the track - violation of helmet strap will result in DQ for that race.
2. Helmet must have "blaze" orange on back.
3. Eye protection is mandatory.
4. The use of upper body protection is mandatory. Motocross vests and hockey equipment does not meet this requirement.
5. Shin and knee guards are mandatory.
6. Any safety equipment questions should be directed to the WTC Tech Director.

## **Driver Identification Bib and Decals**

1. All drivers will wear the number assigned by WTC. It is the driver's responsibility to

provide themselves with a bib or other form of their assigned number on their back.

2. The driver's assigned number must be displayed on both sides of the snowmobile hood. The number must be a minimum of 6" tall, 3/4" wide. NO ITALICIZED NUMBERS

3. **Numbers must be black on a white background.**

4. If a driver's numbers are not legible they may not be scored.

## **Driver Responsibility and Pit Crew**

Members of pit crew, etc. are the responsibility of the driver assigned. If a crew member violates any rule the driver may be penalized up to and including disqualification.

## **MISUSE OF PIT PASSES:**

All drivers and crew are required to check in, sign a release form, and wear a pit pass. Everyone who is in the pit area must be wearing a pit pass. Drivers or their crew caught in the pit area without a pit pass, switching pit passes, or using old or tampered pit passes could subject the driver to disciplinary action, fines, and possible disqualification. Drivers must be checked in on time.

## **Driver's Meeting**

The mandatory drivers meeting will be held at an announced time and place. It will be conducted by the race director and/or race promoter. Descriptions of the course, flags etc. will be made. Tickets, pins, etc may be used to check the identity of drivers at the meeting. Drivers not attending this meeting are subject to penalties (i.e. no practice)

## **Practice Laps**

Drivers should report to staging to run practice laps. Length of practice will be determined by the amount of time available at each event by race officials.

## **Pre-Race Safety Inspection**

There is a mandatory pre-race, pre-practice safety inspection at all races Saturday morning in the staging area. Pre-race inspections do not certify that the machine is qualified or constituted as legal for class participation. Post race technical inspections determine machine qualification. The technical director may remove any machine from competition that does not meet safety requirements. Damaged or broken safety equipment (not inc l. tether) not detected during a race is not grounds for disqualification after completion of that race, unless the driver is black flagged during the race in question.

## **Staging Area**

Reasonable speeds (zero track spin) will be observed in the pit and staging areas.(5mph max.) The order of events will be posted on a board in the staging area. It is the driver's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called.

## **Warm Up Stands**

Snowmobile stands that catch and retain traction components, and other items that may be thrown by the track are mandatory. A proper stand must be used whenever the machine is raised to clean out the engine or the track and must be used in the pit/staging areas at all times. The stand must be constructed of a metal material sufficient to contain studs or other items that might be thrown from track. Side extensions are mandatory and at a minimum must extend to the center of back axle

## **Race Start and Start Line**

1. The driver is the only person allowed at the start line.
2. Once the machine reaches the start line on it's own power, the machine is considered to have started the race.
3. A driver may raise his hand if there is an equipment problem on the start line. The starting flag man will wait 2 minutes for the driver to correct the problem.

## **Driver may be penalized at start of race for:**

Jumping the start - driver will be relined up in the back row, behind another machine.

## **Race Restart Procedure**

1. The race director may order a restart at his discretion.
2. All machines will be stopped under the red flag. The flag man will notify drivers when to move machines and will have them proceed slowly to the point of restart.
3. The restart position of the machines reverts back to the last officially scored lap - single file. If only 1 lap or less has been completed, the restart will be the same as the start of the race.
4. Any and all drivers involved in causing the red flag restart must restart from the back row or the tail end of single file restart, depending on how many laps have been completed.
5. If an injured driver (they do not get up and return to the point of restart within 2 min.) Is the cause of a red flag restart, they will not be permitted to restart the race, but will receive last place points.

## **Leaving the Course**

Drivers leaving the course must come to a complete stop before re-entering in a safe fashion, as soon as possible without gaining any positions or advantage. Failure to follow this procedure will result in disqualification with no points for that heat.

## **Unsportsmanlike Conduct**

Any dangerous or foolish driving or unsportsmanlike conduct on the course, in the pits, or anywhere else on the race grounds could subject driver to DQ at the discretion of the race director

## **Obstruction**

If for any reason a driver is forced to stop on or near the track during an event it would be the driver's first duty to remove the machine from the track so as not to endanger or obstruct other drivers.

## Signals

A driver who has spun out or stalled (crashed) should raise both hands over their heads to indicate that no more movement will be made and to indicate no injury.

**\*\* In the case of a close finish (any place) the flag man will determine the winner and his/her decision will be final.**

## Protests

1. All formal protests must be made in writing, by a driver in the competition at the event, from the class in question, accompanied by a \$100 cash protest fee.
2. Protest, grievances, etc. must be submitted within 30 minutes after affected class results are posted. No Exceptions!!
3. When the official protest is made with the fee, tear down will not be complete until protest is satisfied or proved unwarranted. If the protest is valid, the fee will be returned to the protester. If a protest against another driver is made and found invalid, the fee will be given to the protested machine owner for the inconvenience.
4. There is no need for a formal protest in the case of driving infractions during an event. Reports of such alleged infractions should be made to the race director.
5. A protest must be valid in the eyes of the race director, or he has the option not to accept it for action.
6. No protests will be accepted that refers to a race directors or technical directors judgment or decision.

## Enforcement, Discipline, and Violations

### CONDUCT OF PARTICIPANTS, OFFICIALS, DRIVERS, CREW:

Vulgarity, derogatory, or offensive language could result in ejection from race site, or penalties. Inc. DQ. Any participant that threatens bodily harm or assaults any official, driver, crew, etc. may be subjected to ejection from race site, DQ, and suspension.

## Final Points

- 1<sup>st</sup> - 25
- 2<sup>nd</sup> - 22
- 3<sup>rd</sup> - 20
- 4<sup>th</sup> - 18
- 5<sup>th</sup> - 16
- 6<sup>th</sup> - 15
- 7<sup>th</sup> - 14
- 8<sup>th</sup> - 13
- 9<sup>th</sup> - 12
- 10<sup>th</sup> - 11
- 11<sup>th</sup> - 10
- 12<sup>th</sup> - 9

13<sup>th</sup> - 8  
14<sup>th</sup> - 7  
DQ - 0 points  
LCQ - 0 points

For Classes where everyone advances to final, top 8 qualifiers will go straight to the front row of the final, with the next 4 qualifiers to the back row.

It is the responsibility of the driver to verify that they have received the correct points for a race.

## **Qualifying and Elimination**

Round Robin will be used for all classes. It will consist of 3 rounds where driver entries will be divided into heats. Finish positions will be added together with low score being the best. Ties will be broken with the last round counting the most and the first round counting the least, then “tie breakers” come into effect. All drivers who start a round will be given a finish position. Drivers failing to start will be given a DNS. Technical penalties will result in last place finish or no points for that race, depending on the infraction.

Heat Points are as follows:

1<sup>st</sup> place - 10 points  
2<sup>nd</sup> place - 9 points  
3<sup>rd</sup> place - 8 points  
4<sup>th</sup> place - 7 points  
5<sup>th</sup> place - 6 points  
6<sup>th</sup> place - 5 place  
7<sup>th</sup> place - 4 points  
8<sup>th</sup> place - 3 points  
9<sup>th</sup> place - 2 points  
10<sup>th</sup> place - 1 point

If there are more than 10, all others also receive 1 point.

It is the responsibility of the driver to verify that they have received the correct points for a race.

## **Qualifying and Elimination (cont.)**

Any class with 18 entries or more will automatically get an LCQ. The top 8 qualifiers will go directly to the front row of the final, with the next 8 qualifiers going to LCQ, where the top 4 will advance to the back row of the final.

**FOR A CLASS WHERE ALL DRIVERS ADVANCE TO FINAL:**

Any driver who scores a DNS (did not start) in any round of qualifying will be required to start in the back row of the final. If a driver scores a DNS in all rounds of qualifying,

the driver will not be allowed to compete in the final.

## Tie Breakers

Ties will be broken with the last round counting the most and the first round counting the least, then “Tie Breakers” come into effect. Qualifying tie breakers:

- 1<sup>st</sup> 3<sup>rd</sup> round
- 2<sup>nd</sup> 2<sup>nd</sup> round
- 3<sup>rd</sup> 1<sup>st</sup> round
- 4<sup>th</sup> Number of drivers faced in rounds
- 5<sup>th</sup> Coin toss

## Post Race Tech Inspection

Top 3 finishers in finals will be required to report immediately to tech after the final.

## Snocross Technical Violations

1. Receiving unauthorized assistance.
2. The driver, group of drivers, or any crew member attempt to harass race officials, in any manner.
3. Course Cutting.
4. Failure to stop for post race tech inspection.
5. Allowing non-registered drivers to operate a driver’s machine on the track during practice or a race.
6. Running without helmet strapped.
7. In the event a driver becomes dislodged from their machine or crashes, and the engine continues to run, the tether fails to function, or is not properly attached to the driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred.

## Semi-Pro Class Pay-outs

Payout is based on the number of driver entries. Pay out is for Semi-Pro ONLY. Pay out will be split accordingly amongst the top 3 finishers in each Semi-Pro class. Winter Thunder Challenge will pay back 80% of the entry fees of each semi-pro class. (accordingly)

## General Requirements - All Classes

### Machine Requirements

**Safety Switch** - A functional and operational secondary safety shut off (kill switch) that will terminate ignition is mandatory for all classes.

**Tether Switch** - In the event that a driver becomes dislodged from his/her machine or crashes, and the engine continues to run, and the tether switch fails to function or is not properly attached to the driver while the engine is running, the driver will be DQ’d from the heat in which the infraction occurred. It is the driver’s responsibility to make sure that the tether is attached and functioning properly.

## Track and Traction

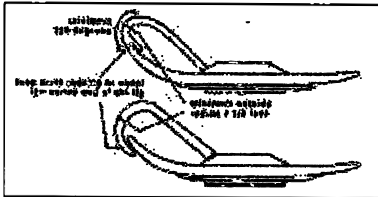
1. Regardless of track length or width, a machine is limited to 96, 60degree unsharpened, unmodified single point studs.
2. All components of the traction devices must be located in the center of track between the in side edges of the slide runners and a minimum of 3 3/4" from the edge of track.
3. No grass hooks or paddles allowed.
4. Backing plate maximum size is 2" x 2 1/4". Backing plates must be commercially available.
5. Backing plate may not extend beyond the height of the rib and must rest against the rib. No sharpening or modifying of the backing plate.
6. All studs must be directly aligned with a "leading" rubber lug and no more than 1 1/4" behind the leading lug. The 3/8" maximum penetration measurement will be taken parallel to the flat of the track.
7. Maximum track lug height is 1.75".

### **Ignition & Electrical**

1. All lenses must be taped over with transparent tape.
2. Lighting requires for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.
3. Wet cell must be enclosed in a non-conductive box. The positive terminal must be shielded. The battery box must be securely held in place.

### **Ski Suspension & Steering**

Maximum ski distance is 43.5" measured under the spindle. The carbide runner must be centered on the ski board.



### **Skis**

1. Aftermarket skis are allowed. Skis must be commercially available.
2. Minimum ski width is 3.5". Main keel and ski runner must be centered on ski board. Main keel max. depth is 1.5" without runner. Other keel(s) max. depth is 5/8". No sharp edges allowed on skis.
3. May reinforce ski on the top side only.
4. Skis and ski loops must be intact at the start of the race. In the interest of safety, a driver may be black flagged if a ski loop is damaged in such a way as to cause a hazard. Ski loop leading edges not 1" in width must be padded.
5. Ski skins are allowed.

### **Ski Runners**

1. Runners must be commercially available.
2. Only 1 cutting edge is allowed. The minimum cutting angle is 60 degrees. No grinding or modification of the host bar or cutting edge allowed.
3. Host bar may be any shape that conforms to the rules. Except for the cutting edge and groove for affixing cutting material, all edges must have a minimum radius or 45degree chamfer of 1/16"

**Frame & Body**

1. Dulled foot traction devices are allowed on the running boards.
2. Running board extensions are not allowed.
3. The rear snow flap must be in contact with the course surface when the driver is seated.
4. The rear snow flap must be held down and restrained for rearward movement.
5. Snow flaps must be restrained with non- elastic material.
6. The rear snow flap must be constructed of a semi-rigid material.
7. Snow flaps must overlap the widest part of the rear tunnel opening by at least 1" on each side.
8. The color orange is not allowed on machines in Snocross racing.

*See ISR Rule book for all other technical rules, including class specific rules.*

**Have a Safe, Great Season.  
Good Luck!!**