

Western Sno-Riders – Snocross Racing Rules and Regulations

SNOCROSS

Revision Date: Feb 20, 2024

General Notes and Rules:

1. There are updates to the Rules and Regulations for 2023-2024. **Racers are to review all rules and regulations and be familiar with them before pre-registration and race day.**
2. Class entries will not discriminate based on sex. Any qualified racer may participate in the approved classes offered in any sanctioned event.
3. High octane/race fuel is permitted in all improved trail stock and open modification classes.
4. Racers must be a minimum age of 16 years old (**as of race date**) to participate in the event **INCLUDING** entrance into the pit areas. All racers under the age of 19 years of age **MUST** have parental/guardian consent and signature for pre-registration/race day.
5. **ALL RACERS AND PIT CREW MEMBERS MUST SIGN WAIVERS PRIOR TO RACE PADDOCK AND PIT ENTRY.**
6. **Under NO circumstances** are drugs or alcohol allowed in the race paddock, staging or pit area **AT ANY TIME. Anyone (Racers/Pit crew) suspected of consuming or caught with alcohol or drugs in these areas will be automatically disqualified from the event.**
7. Racers are responsible for pit crew members. WSR kindly asks that all pit crew stay in their own racing pit until staging for their respective racer.
8. All racers and pit crew **MUST** attend the race briefing meeting prior to the start of each race. Tentative schedule for the race day will be posted in advance to give each team ample time to prepare for the race. Descriptions of the course, flags, safety rules, etc. will be discussed.
9. Due to time constraints for race officials, track walks will be completed at racers own discretion and can be completed once pit paddock area/registration is completed. It is the responsibility of the racer to walk the track prior to the start of each racing event.

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WSR Rules Updated for 2024 Race Season

Registration and Race Entry Regulations

All Racers/Teams to Note:

1. Please review all snowmobile general requirements before pre-registering to ensure eligibility for class choices.
2. All entry fees must be paid in full and **all waivers signed** by all crew members before driver can practice or race.
3. Any class(s) can be eliminated after registration has closed if there is less than three (3) official entries.
4. **Starting 2024 race season**; racer payment information will be collected during the time of pre-registration online.
 - Credit cards will not be charged until the registration is complete and verified by WSR. ****No visa-debit cards or American Express cards will be accepted.****
 - Please note that racers will not be able to pre-register without providing a credit card. Racers that are sponsored must provide credit card information for the pre-registration.
5. **Entry fees will be regulated on event basis.** For 2024 Races:
 - \$140.00 General Registration Fee – Per Sled ****See Note 8****
 - \$50.00 Class Entry Fee; Charged Per Class
 - Included in general registration – (1) One Pit Crew Member pass, additional crew member (If required by racer) at cost of \$40.00 per pass.
 - \$50.00 Class entry fee for the WSR SNO-X Shootout
6. Prize Payouts:
 - Sport, Trail, Women, Masters, Amateur & Pro-Am Classes – Prize Payout & Trophy
 - 1st Place – 50% Class Entry Fee Payout
 - 2nd Place – 30% Class Entry Fee Payout
 - 3rd Place – 20% Class Entry Fee Payout
 - WSR SNO-X Shootout – 100% Payout for 1st Place.
7. Racers who do not pre-register online or before the day of the event will incur a late registration fee of \$25.00.
8. During registration at race headquarters (WSR Office), racer and all pit crew members **MUST** sign all waivers before registration will be considered complete.
9. If the race is cancelled on the day of the event, \$50.00 of the general registration fees will not be refunded due to insurance costs. However the remainder (\$90.00) and all class entry fees will be refunded to the racer.
10. Each racer is eligible to register for a maximum of (3) classes where the snowmobile/racer qualifications allow. Please review all class rules prior to registration to ensure snowmobile/racer eligibility into the class.
11. All event participants must be fully familiar and compliant with the rules and regulations.
12. In the event that a class has under 10 registrants; the race will be ran in 2 moto heats, and rider finishing position will be the number of points scored for each heat (1st Place = 1 pt.; 2nd Place = 2 pt., Etc.) The rider with the lowest combined number of points after both heats are completed will be declared the winner of the

class. In the event of a tie for P1, P2 & P3, the better result of the last moto will be used to declare the winner.

13. All classes with over 10 racers will be ran in heat races with the top-4 advancing to the final, while the rest go to a last chance qualifier (LCQ). The top two from the LCQ heat will move onto the final heat with 10 racers making the main final race event.

WSR Rules Updated for 2024 Race Season

Racer Identification and Protective Equipment Regulations

Racer Identification:

All racers will be required to bear an identification number on their upper body garment via custom printing (at racers expense), or WSR will provide a bib with a number provided. If the racer has a custom printed number/name on their upper body garment, this must be entered during the registration stage of the event.

In the event, that there are two racers registered with the same identification number, the racer who was **pre-registered first (Time Stamp)** will be granted use of the number. The other racer will then be given the option to; **A) wear a WSR provided bib; or B) Add another digit to their number.** *(Example, Racers A & B register with the same identification number of 3. Racer B completed the online registration before Racer A, therefore the identification number of 3 will be worn by Racer B. Racer A can then add a number {23 or 32, etc.} that doesn't conflict with other racers.)*

All racers that bear their own garments are responsible to ensure the numbering is at minimum 8-inches high, with 1-inch width. The color of the numbers must be legible and contrast with the color of the garment. The identification numbers **MUST** always be visible and not be worn underneath protective equipment.

Identification numbers: if on the snowmobile (not required) are required to match the racers identification number worn on their upper body garment.

Protective Equipment:

It is the racers responsibility to ensure proper protection equipment is onsite, in good condition and worn during the race event. Any racer may also wear more than the minimum requirements at their discretion.

At a minimum, WSR **requires:**

- **DOT/SNELL Approved Helmet Suitable for Snowmobile Racing**
- **Proper eyewear protection; in the form of goggles, or visor. Eyeglasses/Sunglasses are not allowed to be uncovered and must be worn under goggles or visor.**
- **Chest Protection in the form of a Tek-Vest (Non-Brand Specific) or a Motocross Chest Protector will also be accepted. Must present for review at tech inspection.**
- **Gloves**
- **Above Ankle Height Boots**

Some other items to **strongly consider:**

- Knee Braces
- Neck Braces
- Mouth Guard
- Hearing Protection
- Arm Protection

Racer Track Etiquette and Rules

Pit/Paddock & Staging Area:

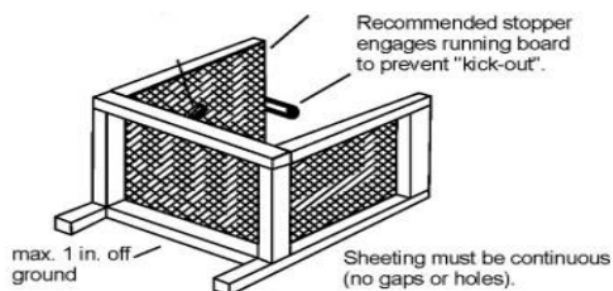
1. All racers must observe and maintain SLOW (Less than 10km/h) speeds when traveling from racers pit to staging, vise versa. All pit/staging areas are caution zones where **full** driver/pit crew awareness is required. Any racer/pit crew member driving fast or recklessly in these areas will be disqualified from the event.
2. Hot Pit & Staging (Start Line) areas are limited to the racer and one (1) pit crew member. As referenced in the general notes and rules: Note #5- All pit crew members must be a minimum age of 16 years old.
3. Misuse of pit or paddock passes will be grounds for discipline. Anyone caught in the pit paddock area sharing/using someone's pit access without approval or waiver signature will result in immediate dismissal from the pits, and disqualification of the racer. Racers are fully responsible for their pit members.
4. No animals will be allowed in the Pit/Paddock or Staging Areas.

Testing, Tune-Up, Warm-Up & Practice

1. Testing of the track shape and features will be completed by race officials or elected race affiliates at the discretion of the race control.
2. Testing of the racers snowmobile will be completed during practice laps. During the timed practice, racers may; if they wish, enter/exit the pits to tune their sleds if there is time left for their practice session to do so.
3. Testing/Warm-Up of the engine must be done in a controlled manner using a safety stand or jack stand in each racers pit stall. Under **NO** circumstances are pit crew members allowed to lift the rear of the machine to spin the track; safety stand **MUST** be used. Pictures below shows examples of safety stands and jack stands. Any person caught lifting the rear of the machine to warm up will face a minimum of 1 year suspension from all WSR racing events.



WARM-UP STAND (not a design drawing)



On-Track Infractions:

If the Race Director or Chief determines the racer or associated pit crew have an infraction; said official will make the appropriate decision considering the severity of the offense. The director/chief may:

- A. Verbally warn the racer or team.
- B. Disqualify the racer/team from the event.
- C. Suspend the racer/team for the remainder of the season.

If a racer has a concern or would like to contest the ruling of a director/chief or the result of a heat, only the racer (No Pit Crew) must approach the race director/chief in between race heats; not while the race is under green flag (Hot Laps). This will give time to determine the next course of action required to rectify or solve any concerns or contests.

Blocking & Imprudent Racing Acts:

1. The deliberate blocking of a faster racer/snowmobile during race or practice heats is extremely dangerous and will result in immediate disqualification.
2. Cutting off of racing lanes is cause for penalty or disqualification at the discretion of the Race Director/Chief.
3. Any dangerous or imprudent driving, chopping, deliberate collision, cross jumping or unsportsmanlike conduct on the course, in the pit/paddock or anywhere on race grounds will result in immediate disqualification.
4. All racers must adhere to the direction of race traffic at all times. It is strictly forbidden to push/operate a snowmobile against the direction of race traffic. Anyone doing so will be immediately disqualified from the event. *(Note: A driver who has spun out or un-intentionally turned against race traffic is permitted to correct themselves to continue with their heat once the track is clear and safe to do so.)*

Staging and Hot Lap Rules:

1. All racers **MUST** be aware of the race schedule and which heats they are to race. Any racers that leave the pits must do so efficiently to not affect hot laps.
2. Once the racers are called to the line, race officials will ensure their snowmobiles are properly staged for starting. One crew member may come to the start line from the pits, however once staged they must move to the side of the track to prepare for starting.
3. Race officials will confirm with each racer of the heat to ensure they are ready for the lights. There will be no allowance of extra time for warming up engines or using stutter buttons. Once the line is set, racers must be prepared for green flag at any moment.
4. If a racer false/jump starts before the green, the racer will be penalized by the Race Starter, Director or Flagman. This will result in a race restart procedure being implemented.

Race Restart Procedure:

1. The Race Director/Chief may call for a restart at his discretion. Race Directors decision is final.
2. In the event that a race requires a restart due to a false start and/or on-track incident or collision involving (1) one or more snowmobiles, the race will come under immediate red flag and all snowmobiles must stop in their position.
 - a) *the Race Director may request a review of the snowmobile(s) involved prior to allowing the racer back into the heat/event. If the snowmobile is damaged or poses a safety risk for the racer or other racers on the track, the snowmobile will be removed from competition until repaired and approved for racing again by tech inspection. (Note: racers/pit crew are allowed to work on their snowmobile once taken out of competition by the race officials.)*
3. Once the track has been deemed safe by race officials, flagmen will notify racers to move slowly under caution; back to the start line.
4. If only one (1) lap, or less, has been completed by the lead snowmobile at time of race stoppage, all racers will:
 - a) *Re-group at the start line. The snowmobile causing the stop of the race to restart on the back row.*
5. If more then one (1) lap has been completed by the lead snowmobile at time of race stoppage, all racers will:
 - a) *Re-group back to the start line. Stagger-start in order that each racer has crossed the finish line of the previous lap. The racer that caused the stop in the race will start in last place.*
6. Depending on the track layout and start gate setup, a back row may not be available to use. In this case, the penalized racer will have to start in line with the rest of the field, but their machine must be shut off. Once the green light is shown, the racer may start his machine and proceed.

Track Obstruction/Collisions:

1. In the event that an on-track collision or incident happens during hot laps, it is the racers first duty to remove their snowmobile from the track unless they are injured.
2. When required, the race official may allow one (1) crew member to aid the racer in the event that the snowmobile cannot start or properly be removed from the racetrack. Pit crew may assist the racer by pulling the recoil device/pullcord, controlling throttle, applying choke or alternate fuel delivery bottle, removing the hood or securing body panels, checking tether switch and handing personal safety equipment to the racer. The crew member is **NOT** allowed to continue the race in place of the registered racer.
3. A driver who has stalled or spun off the track must raise both hands over their head to notify race officials & flagmen that there is no injury. The racer is then allowed to proceed with the race once the field of racers has passed.

Damaged Snowmobile or Catastrophic Part Failure Policies:

In the event, that a racer's snowmobile becomes immobile due to crash or part failure; the racer may repair with proper working parts to re-enter their sled in the race heat. Before they are able to re-enter the race, tech inspection must be made to ensure racer safety and ensure compliance with all modification rules. **NOTE: Modifications or Part substitution CANNOT be done unless required to re-enter the race. Anyone modifying parts after their snowmobile has passed tech inspection will be immediately disqualified from racing.**

In the event that a racer's snowmobile becomes immobile due to catastrophic part/engine failure and cannot be entered back into the race; A racer may choose to substitute a second snowmobile if available to them to continue racing pending approval from Race Director/Chief. Snowmobile substitution is subject to restrictions listed below.

Restrictions to Snowmobile Substitution:

1. Once the racer determines that his/her snowmobile can no longer enter the race, he/she must immediately engage a race official to advise them of the situation.
2. A tech inspection of the damaged sled will deem if it is in fact immobile and unable to continue in the race. If the tech inspector feels that the part failure can be repaired, the racer must make all efforts to properly repair the sled to continue it in the race.
3. If the sled cannot be repaired, and tech inspection deems that it is not safe or cannot be raced further; the snowmobile will then be removed from the race and is no longer eligible to leave the racer's pit area.
4. The racer is then eligible to race a substituted snowmobile to continue racing. The racer must present the substituted snowmobile to the tech inspector to ensure it meets all entry requirements for sled modification restrictions for class entry.
5. A snowmobile that is damaged or becomes immobile during a final heat of a race class cannot be substituted during the race.

Important to Note:

- Racers are **NOT** allowed to substitute or change snowmobiles at their own discretion.
- Racers **MUST** register, pass tech inspection, and race every heat on **THE SAME SNOWMOBILE**.
 - o *Unless otherwise determined by the Race Director/Chief as per the "Damaged Snowmobile or Catastrophic Part Failure Policies" *.
- Any racer found to have unlawfully switched snowmobiles after registration/tech inspection, or between race heats, will be subject to disqualification from the racing event at the discretion of the Race Director/Chief.

Flag Rules:

All flag meanings will be reviewed during the race briefing meeting prior to the start of every race event.

Any racer who does not obey the rules of the flags will be subject to disqualification.

Yellow Flag: A yellow flag indicates an accident or collision which may include a track obstruction. Once the yellow flag has been waved by the flagman, all racers **MUST:**

1. Slow down and observe caution in the portion of the yellow flag zone.
2. No passing or jumping is allowed until outside of a yellow flag zone.

Red Flag: The red flag means that the race will **IMMEDIATELY** stop regardless of position of snowmobiles on the track. The red flag will be used when, in the opinion of the Race Director/Chief; the track is unsafe to continue the race. Once the race has been stopped by Red Flag conditions, all racers must slowly proceed with caution back to the start/staging area. Racers must remain on their machines until further direction from the Race Officials. Race officials will complete a head-count on the parked racers and ensure all racers are safe. Once the red flag conditions are deemed safe for racing, restart procedures will take place.

Black Flag: Should a vital snowmobile component such as clutch guards, hoods, snow-flap, skis, or tether become dislodged or discarded, the flagger will display the black flag to said racer. The racer must then stop racing **IMMEDIATELY** and report to the start/staging area. If the racer does not obey the black flag it will result in disqualification.

Blue Flag: A blue flag indicates to racers that leading racers are approaching, and that the racer is going to be lapped. If a blue flag is waved, the racer **MUST:**

- Allow the racer who is lapping them to safely pass by. This may include the racer having to slow down/move to the side to allow the lapping racer to pass.

White Flag: When displayed, the racers have started their last lap of racing.

Checkered Flag: When displayed, the race is complete.

Note: Typically, the start of the race is when the green flag is displayed. For ROTR and WSR hosted races, WSR has implemented a light tree with a green light. Once the light has become full bright green, the race has started. WSR may also implement the use of handheld flagging at the start of Snocross race events or ROTR as required. The use of handheld flagging to indicate the start of the race will be demonstrated and reviewed during the required pre-race meeting.

Snowmobile General Requirements

All snowmobiles entered into the race are subject to passing a tech inspection prior to admittance into race pits/paddock area.

Track Length Restrictions: All sleds MUST be 146 inch and shorter. Nothing larger than 146 inch is allowed to race.

All snowmobiles are required to have the following **(NO EXCEPTIONS)**:

1. Fully functional tether switch. *(Will be tested during Tech Inspection)*
2. Fully functioning taillight. *(Will be tested during Tech Inspection)*
3. No track width trimming or modifications to track webbing. Lug Height can be altered at racers discretion.
4. Studs are **NOT** permitted. Any racer who tries to enter with a studded track will not be permitted to race.
5. Full Length; Solid Snow-flap subject to the following:

Flap Notes:

- i. **Aftermarket snow-flaps are allowed; however, they must be solid material with no perforations and a minimum length so that the flap touches the snow with racer on the sled.** (Example: BRP 440X Rev Flap = 25 Inches Total Length; 19 Inches Wide at the Base)
- ii. **For Trail Class ONLY:** All OEM snow-flaps excluding perforated snow-flaps are allowed. {Polaris RMK/SKS Snow-flap & Skidoo Summit Snow-Flap are not permitted unless perforations are filled with rubber/plastic.} Aftermarket snow-flaps are allowed; however, they must be solid material with no perforations and a minimum length of 16 inches measured from the tip of the flap to the lower portion of the snowmobiles tunnel.)

Improved Trail Stock Modifications:

Acceptable Items to Change:

- All Trail Stock Modifications:
 - Gearing
 - Clutching *(Ramps, Weights, Pins, Springs, and Cams)*
 - Jetting
 - Track (Must be less than 146 inches.)
 - Full Length Ski *(Aftermarket skis allowed but must be minimum of 40 inches long)*
 - Handlebars *(675mm minimum with grips)*
 - Windshields
 - CDI Boxes Must Remain OEM
- Reeds
- Exhaust Pipes *(Aftermarket exhaust systems permitted but **MUST** maintain OEM layout. Exhaust system **MUST** exit from body in OEM location. **Example:** If; OEM layout consists of Y-Pipe, into one main pipe, into one silencer, into one exhaust out from body; racers **MUST** maintain those characteristics.)*
- Air Box or Air Filters
- Advance Timing
- Track Drivers *(No billet aftermarket)*
- Oversize Rear Idler Wheel Kits **(NO)** modifications to OEM chassis or suspension)

- OEM Carburetor/Throttle Body (*Can be Bored*)
- Carburetors Boots
- Adjustable Fuel Controller for Fuel Injected Models (**CANNOT** be accessible to driver during race)
- CDI Boxes Must Remain OEM
- Gauges
- Rail Extensions
- Headlights may be removed for weight saving subject to the following restrictions:
 - OEM Housing must remain.
 - Any openings where headlights removed must be covered with material to prevent any entry of foreign objects.
- Taillights may be aftermarket and not in OEM location, **however they must be fully functional and visible**. (Example: OEM location may have large plastic housing at end of tunnel. This may be removed, and new taillight installed in seat housing if racer wishes.)

Important items to keep in mind NOT to touch:

- OEM Stroke
- OEM Crankshaft
- OEM Chassis (**MUST** have exhaust exiting stock outlet location)
- OEM Engine (**MUST** match OEM Chassis)
- Aftermarket Heads
- Port & Polish
- No aftermarket or custom-built fuel tanks/cells.
- Twin Pipes are not permitted.
- Headlight Housing Must remain OEM.
- Snow Flap subject to snowmobile regulations above.
- Functional Tether Switch (*Will be tested during tech inspection*)
- Functional Taillight (*Will be tested during tech inspection*)

Snocross Race Classes

General Notes:

- a) Race results from each previous season/event will be used to determine eligibility of some class entries.
- b) First time racers at any WSR event are **NOT** eligible to race the Pro-Am class unless they can provide race results from other previous races. Appeals can be sent to wsrrotr@gmail.com.
- c) First time racers **MUST** enter either the Sport Class, Womens Class, **OR** the Trail Class (Where sled restrictions permit)
- d) If you are racing the Pro-Am class, you cannot enter the Sport Class
- e) Reminder – All racers are allowed to enter into a maximum of three (3) classes per event, where eligible, including the Shootout. Racers are permitted to enter both Sport & Trail Classes if they meet the class snowmobile entry requirements.

Trail Class

1. This is an introductory Snocross racing class. Intent of this class is to entice new racers into the sport by accommodating trail sleds.
2. First time racers **MUST** enter this class OR the Sport Class.
3. All snowmobiles entering in this class must meet the **improved trail stock** requirements at a maximum.
4. **NO** factory snocross sleds are permitted in this class.
5. OEM **SOLID** snow-flaps are allowed for this class; no perforated flaps allowed.
6. **NO open mods or twin pipes are permitted.**
7. **Note:** Minimum of 3 class entries required to run race heats.

Women's Class

1. For female-riders **ONLY**.
2. Racers must be 16 years of age and older.
3. There are no snowmobile restrictions for this class but must meet general requirements for race entry.
4. OEM **SOLID** snow-flaps are allowed for this class, however, no perforated flaps are allowed.

Sport Class

1. This is an entry skill level, less experienced based class.
2. First time racers **MUST** enter this class OR trail stock classes.
3. All snowmobiles entering in this class must meet the improved trail stock requirements.
4. **NO open mods or twin pipes are permitted.**

Sport Class Entry Restrictions:

- A. 2022/2023 Sport Class winners from previous season/ROTR events are now automatically advanced to the Amature Class and are no longer eligible to enter into the Sport Class. This only applies to last years class winners; this season's class winner can still race for the 2023/2024 season until next year.
- B. First year Sport Class racers are ineligible to race the Pro-Am Class without approval via appeal process.
- C. Pro-Am racers are **NOT** eligible for entry in the sport class.

Amateur Class

1. This is an age/experience-based class; racers between the ages of 16 to 39 are eligible to compete in this class. *(Note: Racers age cut-off is determined based on the date of the event.)*
2. All snowmobiles entering in this class must meet the improved trail stock requirements.
3. **NO open mods or twin pipes are permitted.**

Masters Class (+40)

1. This is an age-based class; racers of age 40 & over are eligible to compete in this class. *(Note: Racers age cut-off is determined based on the date of the event.)*
2. There are no snowmobile restrictions for this class but must meet general requirements for race entry
3. OEM **SOLID** snow-flaps are allowed for this class, however, no perforated flaps are allowed.

Pro-Am Class

1. Previously labelled – The Open Class
2. This is a skill/experience-based class for the higher skilled/experienced racer.
3. There are no snowmobile modification restrictions for this class but must meet general requirements for race entry.

Pro-Am Entry Restrictions:

- A. First year racers are ineligible to race the Pro-Am Class without approval via appeal process, see note b) under this section's general notes.

WSR SNO-X Shootout Race

1. Round robin style 2 lap race with 2 racers battling to advance to the next round in each heat.
2. \$50-dollar class entry buy-in; winner-takes-all prize payout!
3. Race entry requirements follow Pro-Am class (However, if you are **NOT** racing the Pro-Am classes; you can race the amateur/sport class and compete in the shootout)