

## - RULES -

**RULE #1** - All studded motorcycles are required to have front and rear wrap around ice racing fenders. Fenders must be of sturdy construction, cover the full width of the tire, so that **NO** screws are visible when viewed head on. The cross section of the fender must be of a curved design for more strength and better protection than a flat fender would offer. Flat cross section fenders may be allowed on a 1 week grace period if inspected by an official and found to be soundly built and in good condition. The front fender must extend from the fork legs down around the front tire to a point not more than 2" higher than axle height. The rear fender must extend from a point on the rear tire vertical from the axle down around the rear of the tire to a point not more than 2" higher than axle height. Maximum allowed distance between fender and tire is 1 1/2".

**RULE #2** - Any racer caught using drugs or alcohol while racing will be disqualified. CWIRA reserves the right to do mandatory breathalyzer checks on random classes just before their final. Refusal to be checked or a blood alcohol content greater than .025 will disqualify racer. For first offense the racer will be disqualified for that day only, but will need to be checked at each race for the next calendar year, at sign up, and before their final. If it is their second offense, they will be banned for the rest of the season and loose all points.

**RULE #3** - No sidecars or outriggers unless there is a class for them.

**RULE #4** - All studded classes are allowed to use only screws with a single screw slot and a maximum head height of 3/16". Screws may be sharpened to a like new condition when dull, but basic shape and function cannot be modified in any way. Screws may be tipped, but screw head must still come in contact with tire and no spacers are allowed under screw head to increase effective head height. 1/4" tall screws are **NOT** allowed.

**RULE #5** - All ATVs must display a Wisconsin Public Use Registration Sticker, or the equivalent if from a neighboring state. If not, you can be ticketed by a DNR Officer.

**RULE #6** - All machines must have a functioning rear brake. All studded QUAD's must also have working front brakes. Studded QUAD maximum width is 51".

**RULE #7** - All studded ATVs and Rubber ATVs that are allowed to run shortened swing arms and Hoosier type tires will be required to use nerf bars that extend to the outside edge of the rear tires. We recommend that they be used in all ATV and Quad classes. Keep outside front corners of nerf bars rounded so they will not hook on another machine, and function as they are intended.

**RULE #8** - All ATV classes must have a functioning tether switch installed. Functioning will be defined as having the tether cord attached securely to the rider, and when the cord is pulled free of the switch, the ignition system must be killed completely, preventing the spark plug from firing.

**RULE #9** - ATV bumpers may be modified or replaced, but must still have a similar appearance, shape and function as the O.E.M. bumper. If any weights or accessories are added to any race machine, they must be securely fastened, or entry may be disqualified for safety reasons. No one allowed on track without a helmet on race day. No traction devices on feet.

**RULE #10** - All machines must be class legal each time they pull up to the starting line or be subject to disqualification. A rider may change machines between races as long as the replacement machine is class legal. Once a race is started, there can be no changing of machines. *Start of race* will be defined as the *first attempted start*, even if it results in a complete restart.

**RULE #11** - No traction devices or abrasive materials may be used on any tires of a rubber class machine.

**RULE #12** - Pee Wee A & B classes must use stock type over the counter tires. Worn edges of knobs may be cut square again, but the basic shape and function of the knobs may not be altered. All other Rubber ATV classes may cut and/or soften their tires in any fashion.

**RULE #13** - Properly fitting helmets with a minimum of a D.O.T. approval rating (CWIRA recommends helmets with a Snell approval rating) are mandatory in **ALL** classes for **ALL** racers. Properly fitting chest protectors are mandatory in all studded ATV classes, and for any racer under the age of 18, regardless of the class they are competing in. CWIRA recommends the use of properly fitting chest protectors and neck/spinal support devices by all racers in all classes. Sorel type boots will be allowed. Leather MX type boots are recommended. Tennis shoes and all nylon upper snowmobile boots will **NOT** be allowed.

**RULE #14** - Odyssey's and UTV type machines are not allowed unless there is a class set up for them.

**RULE #15 - Number and Number Plate Requirements** - Pee Wee Classes are required to have a minimum of 6" tall, black numbers on white backgrounds. ALL other classes must have a minimum of 8" tall, black numbers on white backgrounds. All number plates are limited to 2 digits. ATVs must display 3 plates. All hung vertically, on front, rear, and left hand side. Left hand side plate must be mounted above and inboard of the left hand front tire, and be clearly visible with rider seated on the ATV. Motorcycles must display plates on the front, and both sides. The intent of this rule is to make it easier to score the race vehicles accurately. If your plates are not in 100% compliance, you may still be allowed to race, if the scorer's approve your number plates. Your race number will be reserved for you for the next season if you renew your CWIRA membership at or before the fall meeting. No duplicate numbers will be allowed in any class. Previous season class competitors will be granted number preference thru the fall meeting date.

**RULE #16** - Any class with 10 or more riders, time permitting, will run a consolation race for those who didn't transfer to their final.

**RULE #17** - Any class with less than 5 entries may be combined with another class. Any class with a less than 5 rider average in a season will not receive an end of season award.

**RULE #18** - If a rider wants to enter in more than one class, he must pay an entry fee in each class.

**RULE #19** - Class jumping is allowed as long as the racer and race vehicle meet all class requirements.

**RULE #20** - The Grand National Points System will be used for scoring and awarding championship points. 20 pts - 1st, 16 pts - 2nd, 13 pts - 3rd, 11 pts - 4th, 10 pts - 5th, 9 pts - 6th, 8 pts - 7th, 7 pts - 8th, 6 pts - 9th, 5 pts - 10th, 4 pts - 11th, 3 pts - 12th, 2 pts - 13th, 1 pt - 14th and down. No championship points awarded for heat races. Championship points will be awarded only in finals and overall results in moto type races. If you can stage your machine on the starting line and "Take the start", of any given race, you will receive your appropriate points, regardless if you complete the 1st lap or not, even if your machine is broke when you start it. 2<sup>nd</sup> moto is the tie breaker in moto style races. Championship points will be paid out according to your actual finish position, no skipping over non-CWIRA racers finishing ahead of a CWIRA member. One championship point will be awarded just for signing up. Season ties will be broken by giving the higher position to the rider with the highest finishes, if that fails to break the tie both riders will be awarded the position. All CWIRA members competing must participate in a "Work Day" to have their points validated for season end awards. Please reference the "Work for Points" program in this booklet for details.

**RULE #21** -\*\*\* There will be NO throw-out races

**RULE #22** - First motos and heat starting position will be determined by random computer pick, or clothespin draw. #1, 1st choice, #2, 2nd choice, etc. Second moto start will be determined by finishing order in 1st moto. Finals will be started according to heat finishes. 1st heat winner, 1st choice, 2nd heat winner, 2nd choice, etc. Anyone transferring from consi has last choice. If we don't have enough entries to run a consi, everybody races in the final if track conditions permit.

**RULE #23** - If two or more riders go down in the first corner, automatic restart. EVERYONE involved in the incident will go to the penalty line, no matter who is at fault. The rest of the field will start in original order. If one rider goes down, flag-mans discretion. If the race leader has 2 or more laps completed, racers will be started in order of the last completed lap in a single file rolling start.

**RULE #24** - Anyone that causes a restart, for any reason, or jumps on the line, will be restarted from a penalty line. Penalty line #1, and 2nd row start lines will be decided on race day by the Staging Worker. Racers on the penalty line or 2<sup>nd</sup> row will be started on their own start by way of staging worker. Racers starting from row #1 will go to penalty line #1 for 1st offense and if they commit another penalty line offense before 1 lap is completed, they will go to penalty line #2. Line jumping will be defined as touching the bungee cord once the board has turned green. Anyone starting from a penalty line on a restart that doesn't result in at least 1 full lap being completed, must go back to their penalty line on the subsequent restart.

**RULE #25** - If the majority of the racers in a class protest the riding conduct of another rider, the first complaint will result in a verbal reprimand, the second complaint will result in the rider being scored last in that class for the day (Black Flagged). The third complaint will disqualify that rider for all classes that day.

**RULE #26** - Pit racers will automatically be disqualified for the day and no entry fees returned. Pit racing is defined as exceeding the normal walking speed of a person within 50' of any buildings, people or vehicles in race area.

**RULE #27** - Teardown fees will be at \$100.00 for 2-strokes, and \$200 for 4 strokes. You have to be entered in the same class as the entrant being protested to be eligible to tear them down. Owner of

the protested machine can be present at inspection, and is responsible for disassembly. CWIRA officials and the person doing the measuring are the only other people allowed into the inspection area. The Board of Directors reserves the right to tear anyone down at anytime, without a tear down fee, if we feel that it is necessary. Anyone refusing to tear down without good reason will forfeit any points, money, or trophies earned that day. If the protested machine is found to be legal, the owner of the machine is allowed to keep any collected tear down fees. If the protested machine is found to be illegal, the protester gets their tear down fee back. If it is their 1st offense of the year, the protested party gets disqualified for that race. If it is their 2nd offense, they are banned from CWIRA competition for the balance of the season and are stripped of all championship points earned with that machine.

**RULE #28** - Get to the races early. Sign up will be from 8:00 - 10:00 a.m. Practice will be from 9:00 - 10:00 a.m., unless conditions don't allow. Riders meeting will be at 10:30 a.m. No practice until you are signed up. Anyone getting into sign up line after 10:00 a.m. will be charged a \$5.00 late entry penalty. No entry fee will be returned after the first race starts.

**RULE #29** - All entry fess will be \$20.00 for youth classes all additional classes will be \$25.00. \$5.00 from each entry fee will go into a trophy fund used for season championship awards.

**RULE #30** - Membership dues will be \$40.00, and will include a T-shirt for a discounted price if paid before the designated date. Additional T-shirts and sweatshirts will be available to order in the sign up area at most races. If you are not a CWIRA member, you may race for an additional \$10.00 1 day membership fee. This fee allows the racer to compete in as many classes as they desire. One day members and CWIRA season members will be awarded championship points, but no points will accumulate until dues are paid. These fees pay our expenses during the season. Please support our association by joining early.

**RULE #31** - A promoter of a late season race may pay money (80% payback) instead of trophies in adult classes with the approval of the CWIRA officers and directors. Pee Wee and Junior Classes will be strictly trophies only.

**RULE #32** - All decisions will be handled by the Association Officers and Board of Directors present on day of complaint. Conduct of the event will be controlled by the Association President/Vice President with input from the main flag man. **ALL DECISIONS MADE ON RACE DAY ARE FINAL.**

**RULE #33** - 4-stroke engines may be bored and/or stroked to any size if you like, but it's **ACTUAL DISPLACEMENT** determines what classes it is legal to race in.

**RULE #34** - Pro classed riders are eligible to race in a novice class, if it falls into a separate category. For this purpose, the categories are: Rubber ATV, Studded ATV, and Studded Motorcycles.

**RULE #35** - Any racer failing to make starting line call on the initial start, or a restart, will receive 2 minutes grace before starting the class without them **if the pit steward is notified**. If the pit stewards are not notified there will be **no 2 minute grace period given**. This policy will be used in all races, including consis. If the race is restarted with **no** laps completed, and a late racer arrives at the start line, they may be put back into the race. If a racer fails to get to the start line before the start of the race, they will receive last place points in a moto style race, and be eligible to compete in a consi, if there is one in that class. The requested "2 minute" period will not start until the class is staged at the line. If multiple racers request "2 minutes" the original riders requesting the delay may still start the race. There will only be allowed a maximum of "3" grace periods (6 minutes) for the start of any race.

**RULE #36** - If a racer leaves the boundaries of the race track during a race, they must not gain any track position upon re-entering race track, or be disqualified. If a yellow flag is displayed in a corner, you must hold your position until you pass a corner worker with no yellow flag displayed, or the flag man with a green or white flag displayed. Failure to do so will result in loss of position(s) or possibly disqualification for repeat offenders.

**RULE #37** - Pee Wee and Junior classes - racers in these classes can have outside help until they leave the pre-staging area (for these classes only), and enter the Hot Zone. Once they are in the Hot Zone, no assistants allowed.

**RULE #38** - Any racer, at any race (with CWIRA boards permission), while competing in their normal classes, can jump up into their next higher class of competition to see how competitive they will be at that level. An entry fee is to be paid for each class competed in. All cash and trophies earned at that race will be awarded to the racer, but championship points will only be awarded for their "normal" classes. The purpose of this rule is to encourage all racers to move up through the competitive ranks as their skills and equipment improve. Also, as the board deems it appropriate, they may move a racer up, or down in the competitive ranks **AT ANY TIME**, to insure quality competition. If a racer moves up a class level (or down with CWIRA approval), or gets moved by CWIRA, within the 1st 2 races, they will receive their "average points" earned in their "new" class for the weeks they ran their "old" class.

**RULE #39** - The only people allowed in front of the bungee cord during actual CWIRA competition are CWIRA officials and designated line workers. Racers are **NOT** allowed to do any shoveling or sweeping at the starting line. After bringing their machine to the starting line, racers are allowed to use only their hands and/or feet to sweep their starting spot.

**RULE #40** - CWIRA officials and board members can act on any issue at any time.

**RULE #41** - Fuel rule - The following are banned from CWIRA competition in **ALL CLASSES**. Alcohol, nitrous oxide, nitro methane. Also banned are super chargers and turbo chargers. All engines must be naturally aspirated and burn pump or race gasoline only.

**RULE #42** - The maximum sound limit allowed on all CWIRA machines is consistent with state law at 96 D.B., using the M.I.C. stationary sound test recognized and used by the AMA and D.N.R. Please note that DNR wardens may do sound tests at some events, and if you fail THEIR 96 D.B. test, you may be issued a citation. It is up to the board to decide when or if, a race or machine will be tested.

**RULE #43** - Any machine failing a sound test may get one warning before being disqualified. Disqualifications will apply to all classes that machine was being raced in that day, including classes that it may have been ridden by additional riders. The machine then has to pass a sound test before it will be allowed to race again. Once you have gotten a warning, you are eligible for disqualification, even at a later race date, if you fail a sound test.

**RULE #44** - Prior to 8:00 a.m. on race day no race engines are allowed to be started. Prior to practice on race day no CWIRA racers are allowed on the race track. Please do your practicing on a practice track. This will improve the quality of our tracks on race day.

**RULE #45** - "HOT ZONE" - The Hot Zone area will include what was previously known as the staging area and the starting chute (including the start line). The Hot Zone area and the restrictions within the Hot Zone are mandated by our insurance company. Only racers, their machines, officials and designated workers are allowed in the Hot Zone. Once a racer enters the Hot Zone, CWIRA considers that to be the same as if they are on the racetrack. Our tech directors will do most of their tech inspections inside the Hot Zone (sound tests will be done outside the Hot Zone). So it is possible to receive a "BLACK FLAG" for a rule infraction inside the Hot Zone. Repairs that require help will have to be done outside the Hot Zone. CWIRA will create a separate staging area from the Hot Zone for Pee-Wee and possibly Junior classes where they can receive assistance, but once they enter the Hot Zone on their way to the start line, they are on their own.

**RULE #46** - Performance Enhancement Accessories (IE. H.R.C. - Pure Polaris - G.Y.T.) are not considered legal in stock and visually stock classes, regardless of who sells them. For a part to be considered "LEGAL", it must be installed on the machine at the factory, not packed in the crate with the machine or sold over a parts counter.

**RULE #47** - NO CUSSING , SPITTING, SNIVELING, OR WHINING!!!  
This is a gentleman's sport.

### **- Work Points Program -**

**CHAMPIONSHIP Points will be obtained by following the below parameters: All racers must register and work one race weekend of the season to be awarded championship points for year-end awards. Racers may still have a qualified adult substitute worker complete their work day.**

**Minors under the age of 18 years old must provide a qualified adult substitute worker to qualify for championship points. In the case of multiple family members racing, one "Work Day" will be required for all of the YOUTH racers in the family. Worker must sign up for desired work race at the fall meeting, or two week prior to event.**

- Each event will have a limited number of positions to be filled.
  - All worker registration will be filled via "first come - first served" per event.
  - Worker sign-up and worker duties will be posted online or in the race trailer.
  - Racers will **not** be given a make-up day if the pre approved race is missed you will be responsible in signing up for another race UNLESS you were signed up before December 20<sup>th</sup> in which case you will be awarded a work day.
  - Worker must check in at registration trailer at 7:00am race day. Workers are responsible for filling out worker form and turning it in to RACE DAY WORK SUPERVISOR.
- No worker form - No points.
- Workers are responsible to pay a promoter gate fee.
  - Safety vests must be worn by all workers during race day.
  - Race day duties will be assigned by the RACE DAY WORK SUPERVISOR

If you work an "All Day" position you may be awarded average points IF you have it approved by the Worker Point Supervisor or an Officer 24 hours before the scheduled race. NOTE: If you work on a "NON Points" race day there will be no average points given for any race.

**"All Day Positions" must be covered by a qualified substitute if you are racing that day.**

**"Set Up" positions are responsible to be at the races early to begin set up at 7:15 am**

**"Tear Down" positions are responsible for all clean up at the end of the day**

**Day of Event Worker Duties:**

1. Starter (All day position)
2. Bungee (All day position)
3. Set up
4. Set up
5. Set up
6. Set up
7. Tear down
8. Tear down
9. Tear down
10. Tear down

**Some races may require more or less workers than this list. Go to website for jobs available for each race.**

**- CLASSES - ATV -**

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**\*UNSTUDED\***

**PEE-WEE "B" (CLASS #6)** - Racers age 11 or younger. If a racer turns 12 during the season, they may complete that season. This class allows only **box stock** quads with a maximum engine displacement of 90cc. No purpose built race quads allowed. No over bores allowed. Jetting and tires may be changed (maximum tire size allowed is 20x7x8). (**See Rule #12**) Aftermarket steel rims that vary from stock OEM diameter, are allowed, as long as the outside diameter of the tire does not exceed the stock OEM diameter by more than 1". Safety equipment may be added with the approval of the Tech Inspector. Performance limiters such as airbox, exhaust, clutch and throttle restrictors may be removed or adjusted according to OEM factory recommendations for your specific model. NO other modifications are allowed. This is our entry level Pee-wee class, and generally speaking, designed for the lower performance machines and younger and/or less experienced racers. CWIRA reserves the right to advance any Pee-wee "B" racer to the Pee-wee "A" class at any time in the interest of fair competition. \$20.00 entry fee. Trophy class.

**PEE-WEE "A" (CLASS #2)** - This class has the same racer and equipment requirements and restrictions as our Pee-wee "B" class. This is our advanced Peewee class, and generally speaking, designed for the higher performance machines and older and/or more experienced racers. \$20.00 entry fee. Trophy class.

**OUTLAW PEE-WEE (CLASS #9)** - Racers age 9-14 allowed. Pee-Wee "A" racers allowed if they will be at least 9 years old by the end of our season. No studs. Open tire rule. 2WD quads only. 0-130cc engines are allowed but must originate from a quad. Engines and chassis may be modified. \$20.00 entry fee. Trophy class.

**JUNIOR RUBBER QUAD (CLASS #27)** - Racers age 12-15. If a racer turns 16 during the season, they may complete that season. No studs. Wedge type tires are allowed, hoosier type soft flat track tires are not. 2WD QUADS only. 0-200cc 2-stroke, and 0-300cc 4-stroke powered machines are allowed to use modified engines, but exhaust is limited to 96 D.B. 301-400cc 4-strokes are allowed, but the engine intake and exhaust system must be visually stock. 2-strokes over 100cc must be air-cooled. No chassis mods are allowed, and the engine must originate from the same model quad. After market wheels are allowed, offset of rims may vary from OEM specs. Steering may be cut but NO "easy" steers allowed. \$20.00 entry fee. Trophy class.

**JUNIOR RUBBER QUAD - OPEN TIRE (CLASS #20)** - Racers age 12-17. If a racer turns 18 during the season, they may complete that season. No studs. Open tire rule. 2WD QUADS only. 0-200cc 2 stroke, and 0-300cc 4 stroke powered machines are allowed to use modified engines, but exhaust is limited to 96 D.B. 301-400cc 4 strokes are allowed, but the engine intake, and exhaust system must be visually stock. 2 strokes over 100cc must be air cooled. No chassis mods are allowed, and this engine must originate from the same model quad. After market wheels are allowed, and offset rims may vary from OEM specs. Steer may be cut, but NO easy steers allowed. \$20.00 entry fee. Trophy class.

**"AMATEUR" STOCK RUBBER ATV (CLASS #12)** - Any unstudded ATV allowed, as long as the swing arm is stock. . Open tire rule. "B" and "C" riders only. \$25.00 entry fee. Trophy class.

**"AMATEUR" MOD RUBBER ATV (CLASS #25)** - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. Class is open to all "C" and "B" riders.

**"B" RUBBER ATV (CLASS #18)** - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. "B" riders only.

**PRO/AM RUBBER ATV (CLASS #10)** - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. All "B" riders and non-exempted "A" riders are allowed. All riders are subject to be removed from this class at anytime.

**PRO/AM STOCK RUBBER ATV (CLASS #)** - Any unstudded ATV allowed, as long as the swing arm is stock. Open tire rule. Open to "A" and "B" riders only.

**"A" RUBBER QUAD (CLASS #30)** - Any unstudded 2WD QUAD. Tether switches and nerf bars are required. Open tire rule. "A" riders only.

**OUTLAW "PRO" RUBBER ATV (CLASS #15)** - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. "A" riders only.

### **- CLASSES-ATV -**

#### **\*STUDED CLASSES\***

**JUNIOR STUDED QUAD (CLASS #14)** - Racers aged 14-18. If a racer turns 19 during the season, they may complete that season. 0-301cc 2-stroke, and 0-450cc 4-stroke powered, studded quads. Engine and chassis may be modified. But both must originate from the same model quad. 2-strokes are allowed to use non-OEM power valve cylinders. \$20.00 entry fee. Trophy class.

**OPEN "AMATEUR" QUAD (CLASS #17)** - Any studded quad with the following restrictions. Engine may originate from a motorcycle, ATV or snowmobile. ATV based engines have no maximum displacement limit, but motorcycle based engines are limited to 750cc for single cylinder models, and 650cc for multi-cylinder engines. Snowmobile engines are limited to 500cc, with no boring or stroking allowed, and can use a CVT clutch set up. Custom chassis allowed. "B" and "C" riders only.

**OPEN "PRO" QUAD (CLASS #8)** - Any studded quad with the following restrictions. Engine may originate from a motorcycle, ATV or snowmobile. ATV based engines have no maximum displacement limit, but motorcycle engines are limited to 750cc for single cylinder models, and 650cc for multi-cylinder engines. Snowmobile engines are limited to 500cc, with no boring or stroking allowed, and can use a CVT clutch set up. Custom chassis allowed. "A" or "Pro" riders only.

**"C" MODIFIED PRODUCTION QUAD (CLASS #29)** - 0-301cc 2-stroke and 0-450cc 4-stroke powered, studded QUADS. Engine and chassis may be modified, but both must originate from the same model QUAD. 2-strokes are allowed to use non OEM power valve cylinders. "C" riders only. \$25 entry fee Trophy class

**"B" MODIFIED PRODUCTION QUAD (CLASS #26)** - 0-301cc 2-stroke and 0- 450cc 4-stroke powered studded QUADS. Engine and chassis may be modified, but both must originate from the same model QUAD. 2-strokes are allowed to use non OEM power valve cylinders. "B" riders only.

**"PRO/AM" MODIFIED QUAD (CLASS #31)** - Any studded quad with the following restrictions: 4-strokes are limited to 450cc single cylinder engines originating from a motorcycle or ATV. Custom chassis allowed. 2 Strokes have no CC limit but must originate from a motorcycle or ATV "A" or "B" racers only.

**OPEN "AMATEUR" G.P. STUDED QUAD (CLASS)** - Any studded quad. Engine must originate from a motorcycle or ATV. This class is open to "B" and "C" class riders only.

**OPEN " PRO" G.P. STUDED QUAD (CLASS #5)** - Any studded QUAD. Engine must originate from a motorcycle or ATV. This class is open to all "Pro" racers. G.P. course, right and left turns.

**OLD SKOOL QUAD (CLASS #21)** - Studded quads with the following restrictions. 0-660cc air-cooled 4-strokes. 0-400cc liquid-cooled 4-strokes. 350cc banshees are allowed, but must use stock OEM pipes. 0-301cc liquid-cooled 2-strokes are allowed. LT500 quadzillas and 441-660cc a/c 4-strokes must have a visually stock engine, intake and exhaust system. All machines may be approved on a 1-on-1 basis by the studded quad directors. All machines must use an OEM frame (modifications allowed), after market axels and

suspension components are allowed. Engines must originate from an ATV. Class is open to all riders. No KFX, LTR, TRX, YFZ, DS, KTM, 450's or 525's.

## **- MOTORCYCLE CLASSES -**

### **\*STUDED\***

**PEE-WEE MOTORCYCLE (CLASS #3)** - Racers age 11 or younger. If a racer turns 12 during the season, they may complete that season. Studded motorcycles with a maximum engine displacement of 50cc. \$20.00 entry fee. Trophy class.

**JUNIOR MOTORCYCLE (CLASS #16)** - Racers age 15 or younger. If a racer turns 16 during the season, they may complete that season. Studded motorcycles, with a maximum displacement limit of 85cc for 2 strokes, and 150cc for 4 strokes. \$20.00 entry fee. Trophy class.

**OPEN "C" MOTORCYCLE (CLASS #11)** - Any studded motorcycle. "C" class riders only (racers with little or no ice racing experience.) \$25 entry fee Trophy Class.

**250 "AMATEUR" MOTORCYCLE (CLASS #28)** - 0-220cc 2-stroke/0-250cc 4-stroke powered, studded motorcycles. "B" and "C" class riders only. \$25 entry fee Trophy Class.

**OPEN "B" MOTORCYCLE (CLASS #13)** - Any studded motorcycle. "B" class riders only.

**"AMATEUR" VET MOTORCYCLE (CLASS #24)** - Any studded motorcycle. Any "B" or "C" racer that is at least 30 years old.

**450 "PRO" MOTORCYCLE (CLASS #19)** - 0-250cc 2-stroke and 0-450cc 4-stroke powered, studded motorcycles. "A", or "Pro" class riders only.

**OPEN "PRO" MOTORCYCLE (CLASS #7)** - Any studded motorcycle. "A" or "Pro" class riders only.

**"PRO" VET MOTORCYCLE (CLASS #23)** - Any studded motorcycle. Any "A" or "Pro" class rider that is at least 30 years old.

**OPEN "AMATEUR" G.P. MOTORCYCLE (CLASS #4)** - Any studded motorcycle. "B" and "C" racers only. G.P. course right and left hand turns.

**OPEN "PRO/AM" G.P. MOTORCYCLE (CLASS #1)** - Any studded motorcycle. "A" or "B" riders only. G.P. course right and left hand turns.

**NOTE: Curved cross - section front and rear ice racing fenders now required on all studded Motorcycles. See Rule #1 for specifications.**