



## **GWA PROCEDURAL MANUAL** (REVISED\_3/27/2026)

### **I. RACE OFFICIALS**

- A)** The race officials have the right to disqualify a driver or snowmobile for any reason. Race officials decide the final interpretation of all rules. 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 G.W.A., its image, or the events best interest.
- B)** If upon inspection a driver is found to be in violation of an G.W.A. rule specification in their class, the driver will be disqualified for the event and forfeit any trophies.
- 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. The race director has the authority at his/her discretion to provide one warning to a driver for unsafe behavior on or off the track. If the behavior is not corrected, the race director has the right to disqualify the driver.
- D)** It will be the intent to have tech at the event. Safety tech will take place on all snowmobiles registered to race during predetermined time communicated through the GWA Facebook page or website. A tech sticker will be issued once tech inspection is passed and is required before hitting the water. Post-race tech may take place if staffing permits.
- E)** There will be an appointed race director positioned in the best place possible to monitor the racecourse. This person will be watching for any infractions or violations and making any calls during the event.
- F)** If a complaint is filed with the race director regarding the behavior of a driver and/or their affiliated crew during the event by another driver, promoter, or police the GWA officials will convene prior to awards to investigate the complaint and develop appropriate discipline if necessary.
- G)** Race officials include but not limited to; race director, Starting line official, charts/scoring, flagman, retriever operators, tech director.

### **II. RACERS CODE OF CONDUCT:**

- A)** Every entrant is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations, or affiliations at or away from the event are deemed inappropriate or who exhibit conduct, which is offensive, abrasive, in bad taste, or

otherwise inappropriate or who have been convicted of criminal activity may be denied participation.

Failure to obey the direction of a GWA official as such pertain to the procedures and rules that govern the organization and administration of the event may be grounds for disqualification.

Any entrant that publicly criticizes GWA or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to GWA and the best interest of the sport is a breach of this CODE.

Actions or in-action not otherwise specifically prohibited by this CODE, of an entrant, while participating in the event, which is deemed by GWA to be or to cause a situation, unnecessarily dangerous, negligent, or otherwise inappropriate, shall be considered a breach of the CODE.

Actions or in-action on the part of a competitor which, in the opinion of the Race Director and/or the Stewards, results in an unfair advantage to the competitor shall constitute unsportsmanlike conduct and is a breach of the CODE.

Entrants are responsible for the conduct of their riders and crews during a competition. An offense by a team member will be charged to the entrant.

Any breach of CODE listed above could result in disqualification.

### **III. RACE REGISTRATION / SIGNUP**

**A)** Cash payment will be accepted during driver check-in on the day of the event. No checks will be accepted.

**B)** Registration will be held Friday prior to the start of racing. Refer to event schedule for registration time and location.

**C)** Snowmobiles may be entered in more than one class. The show will not wait if that snowmobile is not ready to race. NO EXCEPTIONS. It's suggested to review the posted race order prior to registering to understand your risk of having back-to-back races if you choose to enter multiple classes with the same sled.

**D)** The snowmobile that a driver brings to the starting line the first time for the event in each class is the snowmobile they must race the balance of the event. The driver can change motors or other snowmobile parts, but the snowmobile must not change.

**E)** A participant must be 14 years of age or older and have parental consent to be allowed to enter.

**F)** Practice will be held on Friday between IWA events. Refer to event schedule for time. A registered driver will be allowed to make as many passes on the water as time allows. If practicing drags, make your pass, get towed back and get back in line if you wish. If practicing ovals, make 2 laps, come in, and get back in line.

## **IV. ENTRY FEES**

**A)** All fees must be paid, along with driver and pit crew waivers signed before a snowmobile can be started.

**B)** Entry Fees will be as follows:

- Class 1: Drag, Youth Stock \$20.00 (trophy to 3)
- Class 2: Drag, Stock 800 \$20.00 (trophy to 3)
- Class 3: Drag, Open Mod \$20.00 (trophy to 3)
- Class 4: Oval, Open Mod \$20.00 (trophy to 3)
- Class 5: Oval, Modern Vintage \$20.00 (trophy to 3)
- Class 6: Practice \$0.00 (for registered racers only)

**C)** Classes are subject to consolidation or separation based on entrants.

## **V. PIT AREA**

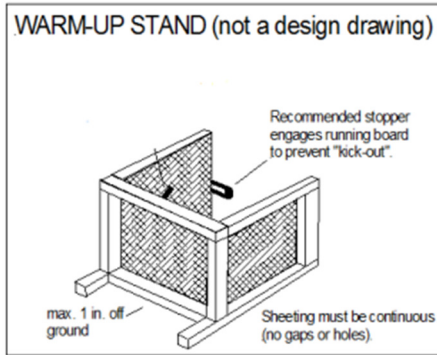
**A)** The vintage pit area will open on Friday morning. Refer to the event schedule for exact times. Please park in an orderly manner, keep your pit area contained in a reasonable space, and be respectful of others. Pick up after yourself when leaving.

**B)** As participants enter the vintage pit area, a race official will be there to inform you with any critical information. All who enter will be required to sign the liability waiver and obtain a pit pass.

**C)** Upon race conclusion, it's requested that the vintage is cleared out by noon on Saturday to make room for other events. If items are left beyond the deadline, they may be moved at the race director's discretion.

**D)** Any driver/crew has the responsibility to monitor safety in the pit area. Any infraction should be reported to a race official. Snowmobiles traveling through the pit area will be driven in a slow and safe manner at NO MORE THAN CLUTCH ENGAGEMENT SPEED. Failure to comply will result in disqualification.

**E)** Track stands must be shielded. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, one-eighth inch thick. Side panels are mandatory, and they must extend at least to the center of the rear axle. Vertical coverage must be no more than one (1) inch off the ground/ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes). A plywood liner is recommended to help absorb impact. Safety stand must maintain enough height to prevent track encountering ground surface. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.



**F)** Fire extinguishers must be available in pit, paddock/staging and starting line areas. Fire extinguisher minimum size will be five pounds with ABC fire extinguishing capabilities. Fire extinguishers will be in place before the start of the race. Each race team is required to bring their own fire extinguisher as well.

## **VI. EVENT BANDS & PIT PASSES**

**A)** Drivers will be required to purchase a weekend event band.

**B)** Drivers will receive complimentary pit pass for a pit crew member at no charge after appropriate waivers have been signed. Additional pit passes can be purchased for \$5.00/per.

**C)** Event bands are required by the promoter and can be purchased at the main gate.

**D)** No one under 14 years old is allowed in the hot pit area. If a child is between 14-17, they must be always accompanied by an adult and have signed a minor consent form, available at the vintage pit entrance.

**E)** The GWA vintage watercross event has no affiliation with the International Watercross Association (IWA) or the International Snowmobile Racing (ISR) during the entirety of the event. Vintage pit passes do not grant access to the IWA/ISR pit area.

## **VII. GENERAL**

**A)** Up to two (2) drivers race at a time during heat races and three (3) drivers in a final. Points are awarded according to finish.

### **B) STAGING and STARTING:**

1) All registered sleds **MUST** pass a safety tech inspection before being allowed to hit the water. If a racer hits the water without passing safety tech first, that driver is subject to disqualification for the weekend. Safety tech inspection will consist of, but is not limited to, clutch guard, tether, helmet, life vest, brakes, and race numbers.

2) All racers will be in the designated staging/warm up area and must have snowmobiles ready to go for the race. Once drivers are called to the starting line, driver or pit crews may not lift the snowmobile to clear the track or motor. Drivers must be prepared and ready to race.

3) If a driver has a mechanical problem, they may ask for a two (2) minute delay. If the driver is not on the line at the end of this time, the race will go on without the driver. A competitor in the same heat to a driver in need of more time may donate their 2-minute delay to the driver. If the competitor chooses to do so, they will no longer have that 2-minute for themselves if the need were to arise.

4) 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.

5) Jumping the official starter flag will result in an automatic last place for that heat and receive an "S" in the scoring. Ruling on jump start is the decision of the Starting Line Officials.

6) A driver may start his/her race after all other snowmobiles have crossed the starting line providing the following:

- That he/she was in the staging area with their snowmobile at the time of the start of the race.
- This must be done before the end of the first full lap by all drivers still afloat.
- Driver must only enter the starting line after being flagged on by the Starting Line Official.

**C) BUOY:** All sleds are required to have a buoy and rope attached to their snowmobile that will automatically deploy in an event that the driver sinks. It's the driver's responsibility to ensure the proper function of their buoy. Loss of recovery buoy while racing may result in a disqualification for that heat if the flagman or race director determines that it is causing an unsafe situation. If a driver's buoy is loose, the driver may stay in the race but must move out to the perimeter of the racecourse allowing other drivers to pass in a safe manner. If the loose buoy driver decides to stay on the racecourse, the driver must keep a close eye on the flagman in case they are given the black flag.

**D)** It is not the responsibility of the G.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.

**E) FLAG RULES:** Any competitor who does not obey the following rules will be subject to disqualification and/or fine.

GREEN FLAG – Start of race or signifies course is clear and race is in progress.

RED FLAG – A red flag signifies the immediate stop of the race. This will come from the decision of either the starting line official or race director if they feel the conditions are unsafe to continue or there is an injured driver on the racecourse. Drivers should exit the racecourse as soon as possible. Once off the course, the drivers shall remain with their sled near the starting line. The driver shall not return to their trailers with their snowmobile. After a red flag, the race may be restarted at the race director's discretion.

BLACK FLAG – A black flag directed at a driver is to indicate that the driver is disqualified from that heat and must exit the racecourse as soon and safely as possible. A driver may get a waived black flag from either a jump-start or an unsafe driving maneuver, etc. An unsafe driving maneuver is determined by the starting line official or race director.

WHITE FLAG – When displayed, drivers have started their last lap.

CHECKERED FLAG – When the checkered flag is displayed, it means the race is complete. The signal to end the race is the checkered flag for all drivers, no matter of position (one checkered, all checkered). 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. 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.

**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) RACE RESTART PROCEDURE**

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

2) 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.

3) 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):

I) Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.

II) Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.

III) After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap.

IV) No mechanical work will be allowed on the sled other than gas and lube.

V) 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.

**H)** A drivers meeting will be held prior to the start of racing. It's required that ALL drivers attend this meeting or be subject to disqualification. Pay attention in the pits to know when the drivers meeting will start.

**I)** No testing allowed on Memory Lake unless authorized by sanctioning body.

## **VIII. ALCOHOL AND MOOD-ALTERING SUBSTANCES**

**A)** It is strictly prohibited for any entrant, pit crew, or GWA officials to be under the influence of alcohol or mood-altering substance unless medically prescribed during an GWA event. If medically prescribed, the prescription holder is to follow any/all recommendations set forth by prescription specifically but not limited to operation of a motor vehicle while under the influence of said prescription.

**B)** NO OPEN ALCOHOLIC beverages permitted in the pit area during race hours. ANYONE suspected of being under the influence of alcohol or federally illegal drugs (including DRIVERS, PIT CREWS OR VISITORS) while in the pit area during racing hours will result in the DRIVER'S DISQUALIFICATION.

## **IX. LANE ASSIGNMENT / RACE FORMAT**

**A)** For drags: The first round of drags, each racer will be given 2 attempts to make it across the pond. Those that make it across at least once will move onto the finals. For finals, lane assignments will be selected at random, and racers will compete head-to-head in a single elimination type format.

**B)** For ovals: Lane assignments will be selected at random for both heats and finals. Racers will compete head-to-head in a single elimination type format. Participants will be required to complete 3 laps plus 1 equalizer lap. The number of oval laps may change at the race director's discretion.

**C)** 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".

## **X. RACECOURSE BOUYS**

**A)** For ovals, the buoys 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)** Missed racecourse buoys: It will be the discretion of the race director whether the driver took the best course to correct a missed buoy. If the race director deems the path taken by the driver to be reckless, he/she could be awarded a last place.

**D)** 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, but if occurs, must yield lead back by next corner if the initial leader stays on the main course. This ruling is at the discretion of the Race Director.

**E)** 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.

**F)** For drags, lane buoy's will be utilized. They'll be positioned at the end of the course to indicate the finish line. They will also serve as a guide for participants to stay in their designated

lane. Participants should begin to throttle down after crossing these buoys to approach land in a safe manner.

## **XI. SNOWMOBILE RULES – ALL CLASSES**

**A)** A competitors assigned number should be visibly displayed on each side of the snowmobile. It's recommended to use 6" tall and 3/4" wide lettering in contrasting color to the snowmobile.

**B)** A minimum of 3" muffler is required. Any stock, aftermarket, or custom muffler is allowed in all classes. Muffler must contain an inner and outer tube whereas the inner tube is perforated. The muffler must also contain packing to dampen the sound.

**C)** Any intake system is allowed.

**D)** Removal of components such as headlights, gauges, seats, stock fuel tanks, taillights, etc. is allowed. The snowmobile must retain a bellypan and hood to contain the engine and drivetrain.

**E)** Any commercially available carburetor is allowed. Removal of material is only allowed in mod classes.

**F)** An adequate return spring on the throttle is required. The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the snowmobile) of the right-hand handlebar. Throttle must be thumb operated. Twist grip throttles not allowed.

**G)** Handlebars and risers may be altered to fit a driver's preference. Handlebar ends must be plugged.

**H)** Any commercially available clutches are allowed.

**I)** Any commercially available ski can be used with ski loops securely attached. A single skag may be used on each ski but is not required. No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement. Metal ski loops should be padded.

**J)** Any commercially available rear suspension is allowed in all classes. Any commercially available track can be used. Any length may be utilized if it remains positioned under the tunnel. The rear most part of the tunnel (excluding the rear lift bar) can extend no more than fifteen (15) inches from the back of the track. Measurement will be taken from a line perpendicular to the top of the tunnel (see illustration). No studs or cleated tracks allowed. Tunnel extensions are allowed.



**K)** Modifications to the front suspension are allowed but are subject to tech officials discretion to approve to ensure the safety of the entrant and their competition. IFS sleds must remain IFS

in all classes. Leaf spring suspensions may have the leaf spring removed and ski bolted directly to spindle.

**L)** No “swiss-cheesing” of components.

**M)** A snow flap is required. The snow flap should overlap the widest part of the rear tunnel opening by at least one inch on each side.

**N)** The maximum width of a snowmobile must be no more than 45”.

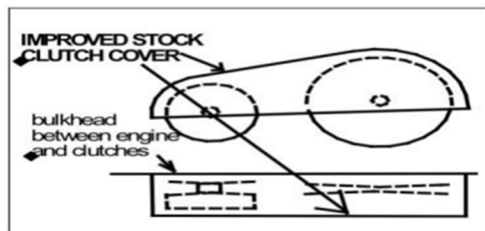
**O)** Only a commercially available pump gasoline is allowed. (The term “pump gasoline” includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with petroleum or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting characteristics are forbidden. Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce power, more than that produced by standard pump gasoline and petroleum base oil shall not be permitted. The list of unacceptable additives includes, but is not limited to, alcohol, nitrates, and other oxygen bearing compounds. No competitor or driver’s pit personnel shall possess power boosting additives or agents upon the race premises of the sanctioned event. Violations of this rule shall subject the violator to severe disciplinary procedure. Aerosol cans of ether are allowed at sanctioned races for starting purposes. No driver will be allowed to carry such cans on their person or their snowmobiles during the race. Driver statements as to their fuel components will be binding and may be verified by various fuel tests. Drivers must allow officials to test their fuel at any time.

**P)** CDI or ECU may be re-programmed.

## **XII. SAFETY TECH REQUIREMENTS – ALL CLASSES**

**A)** A vest type USCG (or Canadian Equivalent) approved Personal Floatation Device is required.

**B)** A clutch guard must be utilized. At minimum, the clutch guard must be OEM for the chassis and well secured. Though not required, additional guarding is recommended. Additional clutch guarding must be comprised of a material equivalent or stronger than that of the stock clutch guard and should extend down to the centerline of the primary and secondary clutches.



**C)** Tether must be utilized with a length of no greater than 48”. The tether switch must be mounted to a rigid part of the snowmobile. Do not mount to any steering component.

**D)** Brake must be commercially available and functional.

**E)** Helmet must be Snell 2020 or ECE 22.05/22.06 approved. It's recommended to utilize a bright color helmet to contrast against the water, but it's not required.

**F)** Shoes, socks, long pants (no exposed skin below waist) and shirts, with sleeves that cover the elbows.

**G)** Eye protection is required for all participants in the staging and starting line areas. It is recommended that all people in the pits always wear eye protection.

### **XIII. SPECIFIC CLASS RULES**

**A)** Drag - Stock youth 0-800cc fan/air/liquid-cooled 2004 & older: Youth is considered ages 14-17. Must be stock engine/exhaust. Engine/exhaust does not have to be the original for the model or brand.

**B)** Drag - Stock 0-800cc fan/air/liquid-cooled 1990 & older: Engine/exhaust does not have to be the original for the sled or brand.

**C)** Drag - Open mod 1990 & older: Multiple pipes allowed. Material removal from engine/carburetor's is allowed. Drivetrain and chassis modifications allowed but at the race/tech director's discretion to determine its safety. No "swiss-cheesing". No forced induction allowed (turbos or superchargers).

**D)** Drag - Open mod 2004 & older: Multiple pipes allowed. Material removal from engine/carburetor's is allowed. Drivetrain and chassis modifications allowed but at the race/tech director's discretion to determine its safety. No "swiss-cheesing". No forced induction allowed (turbos or superchargers). No Ski-Doo REVs allowed.

**E)** Oval - Open mod 2004 & older: Multiple pipes allowed. Material removal from engine/carburetor's is allowed. Drivetrain and chassis modifications allowed but at the race/tech director's discretion to determine its safety. No "swiss-cheesing". No forced induction allowed (turbos or superchargers). No Ski-Doo REVs allowed.

**F)** Classes are subject to consolidation or separation based on entrants.

### **XIV. MANDATORY EMERGENCY VEHICLE**

**A)** A properly licensed and equipped emergency vehicle (i.e., rescue vehicle or ambulance) must be at the race site to transport injured persons to an appropriate hospital. This vehicle shall have all emergency equipment. Contract arrangements must be made to have a transport situation ambulance on site if a transport is made. Racing must not be allowed without an ambulance on the grounds.

\*\* 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\*\*\*