1. RACE OFFICIALS

A. There will be an appointed Race Director positioned in the best place possible to monitor racecourse. This person along with the race officials will be watching for any infractions or violations and making any calls during racing. The Race Director has the right to disqualify the driver or sled for any reason. The Race Director shall decide the final interpretation of all rules. The Race Director has the right to disqualify any sinkers. Disciplinary action may be taken against drivers for unsportsmanlike conduct by themselves or their crew during a race, the awards ceremony or on social media, which may dismay the EWA, it's image, or the promoters' interests. A fine of $100 and/or the expulsion from 1 race may be imposed. The Race officials shall report any and all incidence to the Race Director. The Race Director shall inform the driver and or crew in question of the violation and the disciplinary action imposed. The driver has the right to appeal to the President concerning these actions. The President has the exclusive right to discuss concerns with the Race Director. The confronting of the Race Director by Drivers or Crew Members or persons acting on behalf of a team during the course of events shall result in the automatic disqualification for the day. All points and purse earned by the driver shall be forfeited for the day.

B. If upon inspection a driver is found to be in violation of a EWA rule specification in their class, the driver will be disqualified for the event, forfeit any prize money due, and forfeit series points, by the decision of The Race Director. Driver will not be allowed to race in a EWA sanctioned event, if a fine is imposed, until such fine is paid.

C. Owner of sled is responsible for their driver's actions in the pit area and on the race course. Acts of improper driving may result in disqualification.

D. Drivers that drive recklessly, as determined by the Race Director, and endanger spectators, another driver, or any race official will receive last place for that heat or 0 (ZERO) points if it is a heat race. The driver may be disqualified for the weekend.

E. It will be the intent to have Tech at every race possible. Any tech may take place on any sled at any time during the weekend.

F. It is not the responsibility of the EWA to retrieve a downed sled that the buoy did not release from. If opportunity and resources permits retrieval during racing it will be attempted.

2. SIGN UP

A. Drivers can enter one or two drag classes.

B. Drivers are categorized as Pro, Semipro or Sport in the oval classes. Semipro Drivers may enter pro ovals at the race directors discretion, If space is available without creating additional heats (filling a BYE)

C. Snowmobiles can be entered only ONCE per drag class and ONCE per oval class.

D. Pro Class top ten (10) finishers or drivers, which qualified for a final during the season, cannot drop into the Semi Pro class the following season.

E. Number 1 is reserved for the combined Pro Oval points champion from the previous year, all drivers will retain their numbers until the pre-registration deadline, unless they request a change and the number is available.

3. REGISTRATION

A. Entry fee must be paid and the driver and pit crew must sign waivers before the snowmobile can be started.

B. Registration is required for All races. Registration deadline is the Friday before the event. All drivers not registered will be allowed to enter but must pay a $50.00 late fee Per Class. All Pro and Semipro registrations must be complete and paid for Wednesday before the event. Driver and crew check in will be held at a location and time to be published by the EWA. Entries will not be accepted following the published closure of registration. All change requests will not be considered. ALL Pro/Semipro DRIVERS WILL HAVE THE AVAILABILITY TO REGISTER **On-line only**. Sport Class will be able to Register on site until 6 PM the Friday Start of the event.

C. Entry Fees will be as follows:

NHSA weekend Program

Pro Open Oval	$150.00	($10 fee $140 entry)
Semi Pro Open Oval	$100.00	($10 fee $90 entry)
Pro Limited Oval	$150.00	($10 fee $140 entry)
Semi Pro Limited Oval	$100.00	($10 fee $90 entry)
Open Drags	$100.00	($10 fee $90 entry)
Limited Drags	$100.00	($10 fee $90 entry)
Sport Drags	$50.00	each class
Sport Oval	$50.00	

* Checks will not be taken for any reason

D. Pit passes: Passes are $30.00 each Parking is limited and Vehicles will need a $40 parking permit. No one under 14 years old is allowed in the pits, special exceptions may be allowed at the discretion of the Race Director and accompanied by an adult.

E. Membership

All drivers, including Sport, must join the Eastern Watercross Association There is no fee. Drivers must obtain a License from ISR (International Snowmobile Racing) to participate

4. SAFETY

A. Safety Official:

There will be a safety person in the pit Area, whose function will be to enforce the safety rules set by the EWA. Sleds traveling through the pit area will be driven in a slow and safe manner, either walking beside or riding while seated, at no more than clutch engagement speed. Failure to comply will RESULT in DISQUALIFICATION.

B. Required Protective Gear:

i. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2025, or newer, "Snell Foundation Approval Code." Or Helmets certified under the European ECE 22.06 standard are also approved. Helmets are also mandatory in the Staging and Starting area (Any color). Helmets must be securely fastened at all times. The EWA continues to strongly encourage all drivers in all disciplines / divisions to source helmets that continue to display High Vis Colors/International Orange that cover 75% for Water cross racing

ii. Full body life vest of any bright color with 100MPH rating or have four (4) one and one-half (1 ½) inch straps

iii. Shoes, socks, long pants (no exposed skin below the waist) and race shirts, preferably long sleeve.

iv. Moto-cross style pants are required in Pro Oval and Drag classes.

v. Eye protection is required for everyone in the staging and starting line areas. It is recommended that those in the pit area wear eye protection at all times.

C. Warm up Safety Stands:

Stands that retain cleats and other items that are thrown by a track will be mandatory and securely placed at the rear of tunnel opening within twelve (12) inches of the track, and must be a minimum of two (2) inches wider than the tunnel whenever the rear of the machines is raised to clean out the track. The Safety stand will be constructed of materials sufficient to contain cleats or other items that might be thrown from the track. Shield must be no more than one (1) inch from the ground. Side shields are also mandatory. The sled should be on the stand whenever it is practical. The track must have a minimum of two (2) inches of ground clearance.

D. Additional Start Line Backstops There will be six (6) backstops constructed of material sufficient to contain cleats or other items thrown from a track at the start up area.

E. Engine Deadman Switch

Functional Tether (deadman) Switch MUST BE used and securely attached to the operator WHENEVER the engine is running. Participants will be given only one (1) warning. The second occurrence shall result in immediate removal of the Driver and Team. All Points and Awards will be forfeited.

F. Snow Flap A rear snow flap of sufficient materials to retain a cleat that is thrown from the track will be installed in a permanent manner, and shall be held down along the distance of the snow flap so as to contain all mud, rocks, water, etc. at all speeds. The snow flap must be retained in a secure manner. (No springs or bungies)

G. Safety Inspection
i. Snowmobiles must be inspected by Race Official or Tech Official before it is allowed to be used or raced.
ii. Snowmobile will be checked for properly operating tether switch, brake, sharp edges, proper belt guard, proper ski tips, proper rope and buoy.
iii. Each snowmobile will be issued a sticker after passing inspection. Each snowmobile must have this sticker before it is permitted to race.

iv. Snowmobiles must comply with ISR Watercross racing competition rules "General Snowmobile Rules"

H. Fire Extinguisher Everyone must have a working fire extinguisher in their pit area in case of fire. One (1) reprimand will be given, after which a $25 fine per day will be implemented.

I. Flags for Oval Racing
i. GREEN FLAG - means race
ii. RED FLAG - stop the race and all drivers will slow down and come to the designated landing area.
iii. YELLOW FLAG - Caution on the race track.
iv. BLACK FLAG - Disqualifies a driver. Driver must return to landing area.
Reasons for disqualification
1. LOOSE EQUIPMENT
2. Unsafe Acts by the driver.
v. BLUE FLAG with YELLOW DIAGONAL - signals riders that the leaders are about to lap them.
vi. WHITE FLAG - One (1) lap to go
vii. BLACK AND WHITE CHECKERED FLAG - signifies winner and end of race.

J. Staging and Starting

I. All racers will be in the designated staging warm up area and must have sleds ready to go for race. Once drivers are called to the starting line, drivers or pit crews may not lift the sled to clear the track or motor. Driver must be prepared and ready to race. IN ALL CLASSES,

SNOWMOBILED MUST BE BROUGHT TO THE STARTING LINE UNDER THEIR OWN POWER. ALL DRIVERS NOT ON THE LINE WILL BE AWARDED LAST PLACE POINTS FOR THE HEAT.

ii. If a driver has a mechanical problem starting from when the driver is called to the line, the driver can request two (2) minutes from the Starting Official to correct the problem. If the driver is not on the line at the end of this time, the race will go on without that driver.

iii. The start will be a light start. A false start or jump occurs when a sled or driver starts (moves forward) before the green light illuminates.

iv. Jumping the official start will result in automatic last place in the heat. Ruling on jump starts is the decision of the starting line officials(2).

v. In the DRAG CLASSES, hitting a buoy or out of lane will result in last place in the heat, unless determined by Race Officials that out of lane was forced by another driver.

vi. In the drag classes, the Race Director may determine unsafe operation in which a driver will get last place.

K. Warm-up: a 90 min warm up session will be made available where applicable. The warmup fee is $20. Drivers will be allowed 2 laps at a time on each sled and must return the warmup area lining up in the order for which they arrive. Additional laps and or not following official instructions will result in disqualification for the weekend.

L. Loose Equipment: Loss of buoy or any loose equipment in oval classes may result in a disqualification if the flagman determines that it is causing an unsafe situation. This may include a downed rider or buoy interfering with another rider. If your buoy is loose keep a close eye on the flagman.

M. ALCOHOL AND MOOD-ALTERING SUBSTANCES

A) It is strictly prohibited for any entrant, pit crew, or EWA staff to be under the influence of alcohol or mood-altering substance unless medically prescribed during an EWA event. This is consistent with ISR policy. 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.

N. PASSING A RED or BLACK FLAG
i. The RED flag indicates a safety situation on the course. All drivers must slow down and return to the landing area immediately. BLACK flags are driver specific.
ii. Any driver passing a RED or BLACK more than once will be disqualified for the class.

5. SNOWMOBILE REQUIREMENTS (These apply to all snowmobiles)

A. Fuel must comply with section 6 (Fuel Section)

B. SNOWMOBILE MUST HAVE THE FOLLOWING

i. A FUNCTIONAL TETHER SWITCH CONNECTED TO THE OPERATOR WHENEVER THE ENGINE IS RUNNING.
ii. A standard* snowmobile track.
iii. A standard* snowmobile hood and belly pan. Hood style must be no older than 2000 and from a sled 580cc or larger model.
iv. PRO class belly pan must be of a model year from 2003 or newer.
v. A standard* functional brake.
vi. One or Two (2) standard* snowmobile skis with loop protection. The skis must have rubber tips or one (1) inch wide and at least three (3) inch diameter ski loops. NO UNPROTECTED METAL SKI TIPS ALLOWED.
vii. One (1) standard* round wear bar per ski or none at all.
viii. Centrifugal snowmobile clutches.
ix. A belt/clutch guard constructed of at least 3/32" aluminum extending over the center bolt of the primary clutch and covering the secondary clutch in a safe secure manner
x. A nylon rope with a minimum diameter of 1/2" and a minimum of 20 feet attached to the steering column or ski as appropriate and a buoy. Length depends on the depth of the water at the race site.
xi. Buoy must be secured in a safe manner at the Race Directors discretion.
xii. TUNNEL / FLAP: The flap mount cannot extend more than ten (10) inches from the back of the track. Measurement will be taken from a perpendicular line to the top of the tunnel. Tunnel extensions may not protrude lower than the running board. Suspension brackets may not extend below the running board more than six (6) inches. The bracket must not extend down or back more than two (2) inches from suspension bolts.
xiii. All sleds must have silenced exhaust or exhaust canister that may not exceed six (6) inches from hood maximum. Noise levels will be enforced. Repacking on occasion is mandatory. Silencers can be checked at the request of the Race Director. Drivers will be given 1 warning. Afterward a $100 fine and or disqualification may be imposed at the Race Directors discretion.
xiv. Snowmobile must have biodegradable chain case oil and antifreeze.
xv. White on black or black on white six (6) inch high numbers on both sides of the hood. Number One (1) is reserved for the COMBINED PRO OVAL points champion from the previous season. All others will be retained from the previous season.
xvi. Handlebars must have handgrips that cover and plug ends.

xvii. Hood tether, it is recommended that hoods are secured to the chassis. A tether will prevent loss of a hood. Lost hoods will not be searched for until the close of the race. Sleds will not be allowed to continue without a hood.

C. SNOWMOBILE MUST NOT HAVE THE FOLLOWING:
i. No flotation devices allowed - except for boat cushions used as seat.
ii. No studs or traction devices are allowed on the track. (excluding Sport class)
iii. No rudders allowed - RUDDER: any type of device that attaches to the snowmobile and rides in the water at any time. The mandatory snow flap is not considered a rudder.
iv. No Airfoils allowed - AIRFOIL: Any type of device other than a standard hood that attaches to the snowmobile with the primary function of altering the flow of air around the snowmobile.
v. None of the following pressurized intake systems are allowed:
1. Nitrous Oxide
2. Turbo Chargers
3. Pressurized fuel tanks.

6. FUEL SECTION

A. Pump Fuel

i. Pump gasoline is not recommended for semi-pro and pro classes; however it may be used as long as it passes any applied tests.

ii. It is recommended that pump fuel is tested prior to competition.

B. Race Fuel Race fuel will be subject to the same tests as Pump Fuel
C. Fuel Additives

Approved fuel may be mixed with petroleum, organic, vegetable, or chemical base lubricants. The use of oils, fuels including gasohol and any additives that provide power-boosting characteristics are strictly forbidden. The list of illegal additives includes, but is not limited to, alcohol, nitrates, methanol, nitro and any oxygen bearing compounds.
D. Power Boosters

No competitor or drivers pit personnel shall possess power boosting additives or agents upon the premises of a race event.
E. Fuel Tests

i. D.C. Test
ii. D-15 Test
iii. Water Solubility
iv. Ceric Nitrate Reagent (Test for Alcohol)
v. Race Officials / Tech personnel will perform tests using general criteria similar to the test methods written in the current ISR rulebook.

F. Testing Application Any or all of the fuel tests may be applied

G. Test Time Drivers will allow officials to test their fuel at anytime.
H. Testing Expense A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
I. Drivers Responsibility It is the drivers responsibility to ensure that his/her fuel is acceptable. If you are in question, have your fuel checked.

7. DRAG CLASSES

A. Open Drags
i. Four (4) drivers race at a time. Points are awarded according to finish. The top four (4) drivers continue to the final.
ii. Normally aspirated.
iii. No nitrous oxide systems.
iv. Any centrifugal clutch system allowed.
v. Snowmobile frame and tunnel may be hand manufactured, but must retain stock appearance and retain the manufactures appearance and safety features.
vi. Engine Classification 0-900cc.

B. Limited Drags
i. Four (4) drivers race at a time. Points are awarded according to finish. The top four (4) drivers continue to the final.
ii. Any Oval class snowmobile is allowed
iii. Snowmobile must have been entered and started in any oval class for the weekend to compete.

C. 0-650cc / 651-850cc Sport Drags
i. Four (4) drivers race at a time. Points are awarded according to finish. The top four (4) drivers continue to the final.

ii. Normally aspirated.
iii. No nitrous oxide systems.
iv. Any centrifugal clutch system allowed.
v. Snowmobile frame and tunnel must be Stock.
vi. Front and rear suspensions may be altered to improve the handling of the machine.
vii. Engine Classification 0-650cc and 651-850cc.

viii. Seats, fuel tanks, gauges, and lights may be removed however the OEM chassis may not be altered in any way.

ix. Traction products attached to the standard rubber track are allowed. However the snow flap must touch the ground and must be secured to contain any thrown studs.
x. Pro and Semi-pro drivers are not allowed enter Sport Drag classes
xi. Top 3 drivers awarded a trophy.

8. Race Starting Procedures

1. All drivers must be assembled in the staging/warmup area, ready to race within two (2) minutes of notification of their race (except special events). This is defined as when the sleds were summoned to leave the pits. The two-minute clock starts when the first sled of the group leaves the pit and enters the warmup area. All the other sleds in the event/heat/final are required to be in the warm up position within the two- minute window.

2. All participants (including crew members) entering the start line area, are required to wear eye protection or safety glasses.

3. Snowmobiles must be placed on an approved stand for warm-up and/ or for clearing the track. See CLEANOUT/SAFETY STANDS in this chapter. Drivers will be allowed 15 sec to wram up and stage once directed to the line from staging.

4. All snowmobiles on the starting line must have the track and both skis flat on the course surface before starter begins the race.

5. All snowmobiles will be started from a standing position, in a line abreast (unless stated otherwise).

6. The driver's feet must be on the running boards or stirrups. The Race Director may disqualify a driver if the driver's method of start interferes with other contestants.

START

1. On a false start a racer will be penalized by the Chief Starter, Race Director or Flagman, and a penalty if designated will apply.

2. There shall be no change of drivers at any time.

3. Events that take place under natural lighting will be terminated thirty (30) minutes after published sunset. This rule must be strictly enforced. Furthermore, this rule assumes that there are no other visibility issues other than sunset. If visibility is reduced beyond the prescribed limit by other factors, racing must be halted before the prescribed time.

4. Any conditions that reduce visibility (prior to 30 minutes after sunset) must be considered before continuing to race. Other conditions include (but not limited to) snow dust, ice dust, fog, haze, clouds, mist, falling snow, falling rain, and smoke.

5. It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.

6. An injured or otherwise incapacitated driver or damaged snowmobile shall be prohibited from racing with exception that if in the Race Director's judgement, the driver or snowmobile is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.

7. Drivers staged may self-delay their start, however no driver shall enter the course following the completion of the first turn by the leader.

9. OVAL CLASSES

A. PRO/SEMI-PRO OPEN OVAL

i. Normally aspirated.
ii. No nitrous oxide systems.
iii. Any centrifugal clutch system allowed.
iv. Snowmobile frame and tunnel may be hand manufactured, but must retain stock appearance and retain the manufacture's appearance and safety features.
v. Engine Classification 0-850cc.
vi. Up to four (4) drivers race at a time. Points are awarded according to finish. The top six (6) drivers continue to the final.
vii. IWA legal Pro and Semipro open machines allowed in open oval classes
see www.iwaracing.org for rules

B. PRO/SEMI-PRO LIMITED OVAL
i. Chassis rules are the same as open oval Max engine size 650cc
ii. Up to four (4) drivers race at a time. Points are awarded according to finish. The top six (6) drivers continue to the final.
iii. IWA legal Pro and Semipro stock machines allowed in the 0-650cc class
see www.iwaracing.org for rule.
iv. Top Two overall points for the year in Semi-Pro must move up to PRO the following year.

C. Sport Oval
i. Four (4) drivers race at a time. Points are awarded according to finish.
ii. Normally aspirated.
iii. No nitrous oxide systems.
iv. Any centrifugal clutch system allowed.
v. Snowmobile frame and tunnel must be Stock.
vi. Front and rear suspensions may be altered to improve the handling of the machine.
vii. Engine Classification 0-850cc.
viii. Seats, fuel tanks, gauges, and lights may be removed however OEM chassis may not be altered in any way.
ix. Traction products attached to the standard rubber track are allowed. however the snow flap must touch the ground and must be secured to contain any thrown studs.
x. Pro and Semi-pro drivers are not allowed to enter this class.
xi. Top 3 drivers awarded a trophy.
xii. Sport Oval drivers must be 14 years of age or older to enter.

10. LANE ASSIGNMENTS / RACE FORMAT

A. Lane Selection / Number of Laps. The lane choice will be decided by a computer system. Drivers are placed in their lane via the computer-generated method. The number of oval laps and format may change due to the size of the race site. The determination will be made by the Race Director, Race Officials, Site Chairperson, or Board of Directors.

11. BUOYS (Oval Racing)

A. Drivers must go around each buoy in order for the lap to be counted. Making contact with the buoy is ok however if any part of the track or outside ski make contact with the buoy the driver will be called for Not going around the buoy and that lap will not count.
B. Touching or bumping a buoy is legal.
C. Drivers who damage buoys intentional or not shall bare the cost of replacing the buoy. Drivers will be able to complete racing for the day but will not be able race again until the buoy has been paid for. No exceptions!

No expression or implied warranty of safety shall result from publication with 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.

* Standard - A product manufactured and sold by a snowmobile company.
* OEM - Original Equipment Manufacturer.