

CENTRAL WISCONSIN

ICE RACING ASSOCIATION

CWIRA 2013 RULE BOOK



THANK YOU TO ALL OUR

2013 SPONSORS



~ 2013 ORDER OF EVENTS ~

- 1 OPEN "PRO/AM" G.P. MOTORCYCLE
- 2 PEE-WEE "A"
- 3 PEE-WEE MOTORCYCLE
- 4 OPEN "AMATEUR" G.P. MOTORCYCLE
- 5 OPEN G.P. QUAD
- 6 PEE-WEE "B"
- 7 OPEN "PRO" MOTORCYCLE
- 8 OPEN "PRO" QUAD
- 9 PRO/AM RUBBER ATV
- 10 OPEN "C" MOTORCYCLE
- 11 "AMATEUR" STOCK RUBBER ATV
- 12 OPEN "B" MOTORCYCLE
- 13 "JUNIOR" STUDED QUAD
- 14 OUTLAW "PRO" RUBBER ATV
- 15 "JUNIOR" MOTORCYCLE
- 16 OPEN "AMATEUR" QUAD
- 17 "B" RUBBER ATV
- 18 450 "PRO" MOTORCYCLE
- 19 "JUNIOR" RUBBER OPEN TIRE
- 20 "C" MODIFIED RUBBER ATV
- 21 "PRO" VET MOTORCYCLE
- 22 "AMATEUR" VET MOTORCYCLE
- 23 "AMATEUR" MOD RUBBER ATV
- 24 "B" MODIFIED PRODUCTION QUAD
- 25 "JUNIOR" RUBBER QUAD
- 26 "PRO/AM" MODIFIED QUAD
- 27 250 "AMATEUR" MOTORCYCLE
- 28 "C" MODIFIED PRODUCTION QUAD
- 29 "A" RUBBER QUAD

Definition of Terms:

Amateur Class - For B & C class riders

Pro/Am Class - For A & B class riders

Bike - 2 Wheel Motorcycles, no side cars or outriggers

ATV - 3 or 4 Wheel ATV

Quad - 4 Wheel ATV only

Rubber - Unstudded class- No studs or traction devices in or on tires

"Sportsman" Class - For beginners, no season points awarded

"C" Class - For beginners

"B" Class - For intermediate riders, formerly known as "Novice"

"Pro" Class - For "A", or expert riders

Welcome to Central Wisconsin Ice Racing's 2013 Winter Challenge Series. This booklet contains the rules, classes, and schedule for the 2013 season.

CWIRA officers & directors meet several times during the year to insure that our racing program stays safe, exciting, and competitive. This is a *racers* organization and at our spring meeting, all members are invited to attend and express their ideas and opinions on CWIRA matters. The officers and directors then sort through this information, put together a program for the next season, and present it to all the members at the fall meeting.

On Saturday, April 13, 2013, we will have our awards banquet at Ted's Grandview, in Fremont, Wisconsin. If you competed at over half of our scheduled points races and finished in the top 10 in your class, you will receive an award at the banquet. If a class has less than 3 awards handed out at seasons end, the winner will be expected to pay for half the cost of their jacket.

Tune in to our F.M. transmitter at the races for race information, and for CWIRA information during the week, log onto www.cwira.com.

As in the past, members paying their 2013 dues before or at our Fall meeting will receive a free CWIRA T-shirt. Dues will be \$30.00, and 2013 entry fees will be \$20.00 for all classes. Paying your dues before or at our Fall meeting also guarantees that your previous season's racing number is available to you for the upcoming season. Sign up will be done out of the CWIRA trailer.

John Strangfeld will be the go-to-guy for getting your worker points credit, signing up to work, or anything else associated with this program.

CWIRA has hired a tech inspector who will be at most races. Tech inspector will be available pre-race for sound checks and related tech questions. Official tech inspections can be done anytime, but will be routinely done post race, after your final, and/or 2nd moto. As you exit the track, your first stop is the tech area. Failure to pass any tech item will result in a disqualification or warning at the tech officials discretion. Failure to stop at tech area WILL result in a disqualification In ALL of the racers classes that day. If you are racing in back to back classes, have a pit member take your machine thru tech, or make other arrangements with the tech official.

Finally, as a reminder, sign up opens at 8:00, riders meeting at 10:40, and racing starts at 11:00 a.m. sharp.

See you at the races!
Larry Strangfeld
Race Day Director

CWIRA Member

2013 Officers & Directors

President	Jim Falke	(920) 585-5765 Cell (920) 446-3262 Evenings
Vice President	Al Falke	(920) 809-3780 dantemx_0@hotmail.com
Secretary/Treasurer	Jack Potter	(608) 378-4722 Home
Race Day Director	Larry Strangfeld	(715) 743-3893 Home (715) 590-2945 Cell
Directors	Mark Muth - <i>Motorcycle</i>	(715) 284-4725 Work
	Bill (MOTO Bill) Bell - <i>Motorcycle</i>	(715) 212-6340
	Jeremy Flees - <i>Rubber ATV</i>	(715) 347-0202
	Tad Fehrenbach - <i>Rubber ATV</i>	(715) 897-0419
	Dustin Hoffman - <i>Studded Quad</i>	(715) 321-2437
	Colin Wilcott - <i>Studded Quad</i>	(715) 305-4764
Worker Points Official	John Strangfeld	(608) 215-7032 concepts29@gmail.com

- 2013 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 lose 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 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 Odyssey 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 either be scratched or combined with another class.

RULE #18 - If a rider wants to ride 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. 2nd 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, the final results of the last race of the CWIRA season will be the tie breaker. All CWIRA members competing in “Adult” classes 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 -When we tally up your season championship points, you are allowed 1 throw out race. (I.E. if we have 8 points races, we will count only your best 7 finishes). If you miss more than 1 race, all points accumulated will count towards your season championship points total. If you are disqualified at any race, for any reason, that race can not be counted as your throw out race.

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, flagmans discretion. If the race leader has 2 or more laps completed, racers will be started in order of the last completed lap in single file.

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 30' behind the bungee for studded classes, and up to 50' behind the bungee for rubber classes. Penalty line #2 is 20' behind penalty line #1 in all classes. 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. Regardless of the class, all machines must be in neutral, with the offending racers left hand on top of their helmet. 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 disqualify the rider for that day. The third complaint will disqualify that rider for the remainder of the season.

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 \$50.00 for 2-strokes, and \$100 for 4 strokes. Sound D.B. protests will be \$50.00 for any machine. 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 10:40 a.m. sharp. No practice until you are signed up. Two practice tickets may be issued per studded entry, one ticket per rubber entry. 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. \$4.00 from each entry fee will go into a trophy fund used for season championship awards. Cash payback percentages will be figured from your entry fees paid, less \$4.00.

RULE #30 - 2013 dues will be \$30.00, and will include a free T-shirt if paid at or before our Fall meeting. 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 - Grievances and complaints will be handled by the Association Officers and Board of Directors present on day of complaint.

RULE #33 - 2-stroke engines being raced in a class with a displacement limit, are allowed to be overbored up to .120". If the engine has been stroked, it can not exceed the displacement of a similar engine, with stock stroke, and a .120" overbore. 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.

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 staging area to pull up to the starting line - once at the starting line, 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, (including crew members) are **NOT** allowed to do any shoveling or sweeping at the starting line. After bringing their machine to the starting line, racers (not crew members) 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 concerning safety 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. However, due to CWIRA equipment limitations, and test conditions, the following variances will apply: modified ATVs - 99 DB maximum. Motorcycles at 102 D.B. If you are in a designated 96 D.B. "QUIET CLASS," there will be no variance, and you will have to test at 96 D.B. or less to be allowed to race. 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.

RULE #43 - 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 #44 - CWIRA will have a tech official at most races. The tech official will be available pre-race for sound checks and related tech questions/inspections. Official tech inspections can be done anytime, but will be routinely done post race, after your final and/or 2nd moto. As you exit the track, your first stop is the tech area. Failure to pass any tech item will result in a disqualification, or a warning, at the tech officials discretion. Failure to stop at the tech area when directed to do so by the tech official, WILL result in disqualification in all classes entered that day by the offending racers. If you are racing in back to back classes, have a pit member take your machine thru tech, or make other arrangements with the tech official.

RULE #45 - 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 #46 - NO CUSSING , SPITTING, SNIVELING, OR WHINING!!!
This is a gentleman's sport.

- 2013 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. Workers can still have a qualified adult substitute worker so they can compete on race day but will not receive championship points that day and will be skipped over for championship points. Racers will however be awarded class position trophy or payback.

If the racer wants to help with set-up the morning of the race but will use a substitute worker, that worker needs to start work by practice until end of race day.

Minors under the age of 18 years old that race an adult class must provide a qualified adult substitute worker to qualify for championship points in the adult class only. Junior and peewee classes are exempt.

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 on cwira.com.
- Racers will **not** be given a make-up day if the preapproved race is missed.
- Worker must check in at registration trailer by 7am race day. Workers are responsible for filling out worker form and turning it in to Bill Bell.
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.
- Work day does not count as throw out race.
- Race day duties will be assigned by the RACE DAY DIRECTOR

Day of Event Worker Duties:

Set-up 7:00 a.m.

EVERYONE MUST PARTICIPATE IN EVENT SET UP AND TEAR DOWN

Job Responsibilities available day of event:

1. Trailer Sales/Flag Assistant
2. Corner Worker 1
3. Corner Worker 2
4. Corner Worker 3
5. Corner Worker 4
6. Scoring Assistant
7. Tech 1
8. Tech 2
9. Staging
10. Starter

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

- 2013 CLASSES - ATV -

*UNSTUDED *

PEE-WEE "B" (CLASS #6) - Racers age 11 or younger. If a racer turns 12 during the season, they may complete that season. Pee-pee classes allow only **box stock** quads with a maximum engine displacement of 90cc. 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-pee 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-pee "B" racer to the Pee-pee "A" class at any time in the interest of fair competition. \$20.00 entry fee. Trophy class. Ribbons awarded to all participants.

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

JUNIOR RUBBER QUAD (CLASS #25) - 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. 0-200 cc 2-stroke, and 0-300 cc 4-stroke powered machines are allowed to use modified engines, but exhaust is limited to 96 D.B. 301-400 cc 4-strokes are allowed, but the engine intake and exhaust system must be visually stock. 2-strokes over 100 cc 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 OPEN TIRE (CLASS #19) - 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 #11) - Any unstudded ATV allowed, as long as the engine and intake are visually stock. Aftermarket exhaust systems are allowed with a 99 D.B limit, and air box lids may be removed. Engine & chassis must originate from the same model ATV. Chassis must be visually stock, except for quick steer and lowering kits. Open tire rule. "B" and "C" riders only. \$20.00 entry fee. Trophy class.

"AMATEUR" MOD RUBBER ATV (CLASS #23) - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. Class is open to all "C" riders and the bottom half of the "B" Rubber ATV class, based on last year's season end results. \$20.00 entry fee. Trophy class.

"C" MOD RUBBER ATV (CLASS #20) - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. "C" riders only. \$20.00 entry fee. Trophy class.

"B" RUBBER ATV (CLASS #17) - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. "B" riders only. \$20.00 entry fee. Trophy class.

PRO/AM RUBBER ATV (CLASS #9) - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. All "B" riders and non-exempted "A" riders are allowed. Currently, the exempted (Not Allowed) "A" riders include: Scott Lindner, Dan Lindner, Dustin Hoffman, Brandon Hoffman, Louis Plaskey, Nick Nett, Jeremy Flees, and Cody Norris. \$20.00 entry fee, 80% cash pay back.

"A" RUBBER QUAD (CLASS #29) - Any unstudded 2WD QUAD. Tether switches and nerf bars are required. Open tire rule. "A" riders only. \$20.00 entry fee, 90% cash pay back.

OUTLAW "PRO" RUBBER ATV (CLASS #14) - Any unstudded 2WD ATV. Tether switches and nerf bars are required. Open tire rule. "A" riders only. \$20.00 entry fee, 90% cash pay back.

- 2013 CLASSES-ATV - *STUDED CLASSES*

JUNIOR STUDED QUAD (CLASS #13) - Racers aged 12-17. If a racer turns 18 during the season, they may complete that season. Studded quads only. **NO** sway bars allowed, but front brakes, nerf bars, and tether switches are required. 0-200 cc 2-stroke, and 0-300 cc 4-stroke powered machines are allowed to use modified engines, but exhaust is limited to 96 D.B. 301-400 cc 4-strokes are allowed, but the engine, intake and exhaust system must be visually stock. 2-strokes over 100 cc must be air cooled. No chassis mods are allowed, and the engine must originate from the same model quad. Aftermarket wheels are allowed, offset of rims may vary from OEM specs. \$20.00 entry fee. Trophy class.

OPEN "AMATEUR" QUAD (CLASS #16) - Any studded QUAD. Engine must originate from a motorcycle or ATV. ATV based engines have no maximum displacement limit, but motorcycle based engines are limited to 750 cc for single cylinder engines, and 650 cc for engines with two or more cylinders. Custom chassis allowed. "B" and "C" riders only. \$20.00 entry fee. Trophy Class.

OPEN "PRO" QUAD (CLASS #8) - Any studded QUAD. Engine must originate from a motorcycle or ATV. ATV based engines have no maximum displacement limit, but motorcycle engines are limited to 750 cc for single cylinder engines, and 650 cc for engines with two or more cylinders. Custom chassis allowed. "A" or "Pro" riders only. \$20.00 entry fee, 90% cash pay back.

“C” MODIFIED PRODUCTION QUAD (CLASS #28) - 0-250 cc 2-stroke and 0-450 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. Chassis must use stock OEM “A” arms, rear swing arm and rear axle. “C” riders only. \$20.00 entry fee. Trophy class.

“B” MODIFIED PRODUCTION QUAD (CLASS #24) - 0-250 cc 2-stroke and 0-450 cc 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. \$20.00 entry fee, trophy class.

“PRO/AM” MODIFIED QUAD (CLASS #26) - Any studded quad with the following restrictions: 4-strokes are limited to 450 cc single cylinder engines originating from a motorcycle or ATV. Custom chassis allowed. 250 R 2-strokes must originate from a motorcycle or ATV with a maximum engine displacement of 310 cc. Non-OEM power valve cylinders are allowed. Custom chassis allowed. Banshees are allowed, but the engine is limited to stock stroke and max over bore of .040. Chassis must originate from a banshee, but may be modified. “A” or “B” racers only. \$20.00 entry fee, 80% cash payback.

“OPEN” G.P. STUDED QUAD (CLASS #5) - Any studded QUAD. Engine must originate from a motorcycle or ATV. This class is open to all racers. G.P. course, right and left turns. \$20.00 entry fee, 80% cash pay back.

- 2013 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. Ribbons awarded to all participants.

JUNIOR MOTORCYCLE (CLASS #15)- 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 85 cc for 2 strokes, and 150 cc for 4 strokes. \$20.00 entry fee. Trophy class.

OPEN “C” MOTORCYCLE (CLASS #10) - Any studded motorcycle. “C” class riders only (racers with little or no ice racing experience.) \$20.00 entry fee. Trophy class.

250 “AMATEUR” MOTORCYCLE (CLASS #27) - 0-220cc 2-stroke/0-250cc 4-stroke powered, studded motorcycles. “B” and “C” class riders only. \$20.00 entry fee. Trophy class.

OPEN “B” MOTORCYCLE (CLASS #12) - Any studded motorcycle. “B” class riders only. \$20.00 entry fee. Trophy class.

“AMATEUR” VET MOTORCYCLE (CLASS #22) - Any studded motorcycle. Any “B” or “C” racer that is at least 30 years old. \$20.00 entry fee. Trophy class.

450 “PRO” MOTORCYCLE (CLASS #18) - 0-250 cc 2-stroke and 0-450 cc 4-stroke powered, studded motorcycles. “A”, or “Pro” class riders only. \$20.00 entry fee, 90% cash pay back.

OPEN “PRO” MOTORCYCLE (CLASS #7) - Any studded motorcycle. “A” or “Pro” class riders only. \$20.00 entry fee, 90% cash pay back.

“PRO” VET MOTORCYCLE (CLASS #21) - Any studded motorcycle. Any “A” or “Pro” class rider that is at least 30 years old. \$20.00 entry fee, 90% cash pay back.

OPEN “AMATEUR” G.P. MOTORCYCLE (CLASS #4) - Any studded motorcycle. “B” and “C” racers only. G.P. course right and left hand turns. \$20.00 entry fee. Trophy class.

OPEN “PRO/AM” G.P. MOTORCYCLE (CLASS #1) - Any studded motorcycle. “A” or “B” riders only. G.P. course right and left hand turns. \$20.00 entry fee, 80% cash payback.

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

- 2013 CWIRA SCHEDULE -

Saturday, January 5, 2013 (Non-Points)	Fremont, WI Partridge Lake	Jim Falke	(920) 585-5765 Cell (920) 446-3262 Evenings
Sunday, January 6, 2013 (Points)	Fremont, WI Partridge Lake	Jim Falke	(920) 585-5765 Cell (920) 446-3262 Evenings
Sunday, January 13, 2013 (Points)	Neillsville, WI Sherwood Lake	Larry Strangfeld	(715) 590-2945 Cell (715) 743-3893 Home
Sunday, January 13, 2013 (Non-Points)	Neillsville, WI Sherwood Lake	John Strangfeld "Moose Endurance Race"	(608) 215-7032
Sunday, January 20, 2013 (Points)	Hatfield, WI Lake Arbutus	Ken Marcou Mark Muth	(715) 284-4093 (715) 284-4725
~CWIRA Club Race~			
Sunday, January 27, 2013 (Points)	Rock Dam, WI Rock Dam Lake	Ann @ Lakeside	(715) 267-6432

MID-SEASON CWIRA CHAMPIONSHIP

Sunday, February 3, 2013 (Points)	Tomah, WI Lake Tomah	Ken Marcou Jack Potter	(715) 284-4093 (608) 378-4722
~CWIRA Club Race~			

Sunday, February 10, 2013 (Points)	Weyauwega, WI Fairgrounds	Jim Falke	(920) 585-5765 Cell (920) 446-3262 Evenings
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STATE CHAMPIONSHIP

Sunday, February 17, 2013 (Points)	Dexterville, WI Lake Dexter	Guy Robus Team 19	(715) 323-2954 (715) 569-3701
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Sunday, February 24, 2013 (Points)	Humbird, WI Emerson Lake	Carl Spurling	(715) 896-3474
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Saturday, April 13, 2013 (BANQUET)	Fremont, WI Ted's Grandview	Jim Falke	(920) 585-5765 Cell (920) 446-3262 Evenings
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GP classes with right and left hand turns available for studded bikes and quads at all events

FOR MORE INFO, CALL JIM FALKE

(920) 585-5765 Home

OR LOG ONTO www.cwira.com