

## GKMA ICE RACING RULES

### 1. BIKE EQUIPMENT: All bikes must be equipped with the following items:

1. A lanyard kill switch that disables the engine of the motorcycle when the tether portion is removed

2. A protective front & rear fender made of metal or similar strength material, at the referees discretion

3. Ice racing tires that have studs only on the left side of the tire. A single stud per knob may be placed in the knobbies on the right side of the tire for staging purposes. The official stud of the GKMA is the Holiday Ice Racing Screw, and may only be modified by filing on a plane parallel to the standard stud head contour, i.e. at a 90 degree angle to the vertical line of the threaded portion of the stud. The referee shall have the authority to decide what constitutes a legal stud under this rule. The incorporated washer of the screw must be touching the knob of the tire, and no additional washers are permitted under the screws.

4. Front brakes must be removed or disabled by removing the lever.

2. WAIVER: All riders must sign a waiver, and have in their possession, a current racing license, or a receipt indicating that a license has been purchased.

3. RIDING: Riding to and from the track must be done in first gear, and there is to be no practicing other than on the track at designated practice times.

4. PIT AREA: The pit area shall be separate from the spectating area, and there is to be no riding whatsoever in the spectating area.

### 5. CLASSES:

1. Classes will be decided on race day at the discretion of the referee, based on the number of entries per class.

2. Engine sizes for classes will be as follows:

\* Super mini class: 85cc 2 stroke or 150cc 4 stroke maximum

\* 125 Class: 125cc 2 stroke or 250cc 4 stroke maximum

\* 250 Class: 250cc 2 stroke or 450cc 4 stroke maximum

\* Open class: minimum 250cc 2 stroke or minimum 400cc 4 stroke

\* 4 stoke class: any displacement

\* Sportsman Class: any displacement machine with no more than 2 studs per knob on the rear tire, and one stud per knob in the front tire. Knobby tires only with no profiling.

3. Age limits for age classes are as follows:

\* Up the hill: 25 and older

\* Vets: 39 years and older

6. FLAGS:

Flags have the following meanings:

1. GREEN - start of race

2. BLUE WITH WHITE STRIPE - one lap to go until finish

3. YELLOW - caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. While the yellow flag is displayed, failure to use reasonable caution, aggressive riding or passing while the yellow flag is displayed may result in a three-position penalty, at the referee's discretion. No passing on the yellow flag between the point where the flag is displayed and the accident area. Contact with emergency personnel will result in immediate disqualification from the event

4. BLACK - disqualification of a rider. That rider must report to the referee at once

5. WHITE WITH RED CROSS - emergency vehicle or personnel on the track. Absolutely no passing is allowed

6. BLACK AND WHITE CHECKERED - end of a race

7. RED - stopping of a race for any emergency situation

7. SCORING:

1. A GKMA approved scoring system must be used. Each rider is entitled to examine his score or scorecard with the head scorer or referee.

2. Official results are declared final if no rider requested a recheck within 30 minutes after they are posted.

3. If any claims are filed within the 30-minute time frame, a new posting limit of 30 minutes will be required if the claims are found to be valid. The final results posted at the end of the 30-minute protest period may not be altered except by the referee.

4. In the case of a false start, the race will be re-started with the riders returning to their original starting positions.

5. Riders who are not present at the starting gate for the original start of a race are barred from any subsequent restarts.

6. In all starts the Referee and/or Official shall have the power to decide what is a fair start. The Official and/or Referee may declare a restart when:

1. Two or more riders are down in the first lap.

The rider(s) responsible for causing a red flag will re-start on the start penalty line, 10 meters behind the start line, at the referee's discretion.

2. Conditions occur that endanger the lives of spectators or contestants and the event is not more than 50 percent completed.

7. When the referee believes that a rider is not in condition to race the referee may refuse such rider to enter an event until such times as the rider gets a clearance from a doctor stating that the rider is fit to race.

8. When a rider(s) is deemed to have jumped the start:

When there is a false start, the rider(s) responsible shall be moved to the start penalty line, 10 meters behind the start line, for the restart. A second false start caused by the same rider(s) will result in additional penalties at the referee's discretion.

9. When a race is to be restarted after more than one scoring lap, and the full race is not to be re-run, re-start position is determined by the riders position at the finish line on the last complete lap before the red flag. The riders will line up in single file, and the rider(s) responsible for the red flag will be placed at the back of the lineup.

10. If a race is stopped with three-quarters or more of the laps completed, the positions of the riders at the last check over the finish line previous to the red flag shall be considered the final finishing positions. The rider(s) responsible for causing the red flag shall be placed last in the finishing order, at the referees discretion. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the event by the referee.

11. Any rider that intends to pull off the track must signal his intentions by raising his left arm, and he must never cut across the course in front of other competitors.

12. When the caution flag is displayed due to an accident or mechanical problem, the downed rider must clear the track as quickly as possible if physically able. If possible, the downed rider should push his machine to the inside of the track, when it is safe to do so. All corner marshals shall be a minimum of 14 years of age.

13. The referee may decide the maximum number of riders who start any event.

14. Final results will be tabulated from three motos or, in the case of qualifying motos; a main event as is customary for each particular track or as announced at the rider's meeting. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.

15. POINTS SYSTEM: Points awarded per moto are 15 points for first, 12 points for second, 10 points for third etc. (see schedule below). The rider accumulating the most points after both motos is the overall class winner. In case of a tie, the winner is the rider with the better position in the final moto.

#### GKMA POSITION POINTS

Position	Points
1st	15
2nd	12
3rd	10
4th	8
5th	6
6th	5
7th	4
8th	3
9th	2
10th	1

16. When the winner receives the checkered flag, the race is considered complete and all riders who take the checkered flag are scored according to their position and number of laps completed as of the final lap. A rider who did not finish or who completed fewer than three-quarters the number of laps of the winning rider and did not take the checkered flag receives no points. A rider who did not

start will receive no points. No rider will be allowed to make up lost laps after the checkered flag. The last rider must cross the finish line no longer than two minutes after the class winner.

17. A rider must compete a given heat, semi, or main event on the same machine on which he starts that heat, semi, or main.

18. Riders shall have a maximum of two minutes to get to the starting line, or to get his machine running after the staging process is complete. A rider can request the delay by getting the attention of the referee with a raised arm.

19. In the case of a race going longer than scheduled, the finishing positions will be determined by resorting back to the score sheet for the rider positions at the end of the lap that should have ended the race.