

## **092 SML WATERCROSS 2017**

These Rules shall apply in all watercross races with permission from the FIM Europe in addition to the FIM sporting regulations and supplementary regulations

### **092 WATERCROSS 2017**

#### **092.1 Definition**

092.2.1 Snowmobiles

#### **092.2 Snowmobiles**

092.2.1 Snowmobiles

#### **092.3 Classes: Watercross (WC)**

092.3.1 Watercross

092.3.2 WC European Championship or -cup

092.3.3 WC Amateur

092.3.4 WC Women

#### **092.4 Riders**

092.4.1 Age of riders

092.4.2 Size and colour of number plates

#### **092.5 Specific requirements**

#### **092.6 Inspection**

#### **092.7 Riders' personal equipment**

#### **092.8 Division of classes**

#### **092.9 Responsibilities on vehicles**

#### **092.10 Environmental matters**

092.10.1 Recovery of fuel, oil and glycol

092.10.2 Litter

092.10.3 Restrooms

092.10.4 Spectator safety at events

#### **092.11 Organization of the event**

092.11.1 Additional requirements

092.11.2 Officials

#### **092.12 Riders licenses and insurance**

#### **092.13 Entries**

092.13.1 Late entries

092.13.2 Registration at the event

**092.14 Race format**

- 092.14.1 Track Watercross
- 092.14.2 Ramp
- 092.14.3 Stopping of a heat, warnings, signals and practices
- 092.14.4 Drying of snowmobiles after submersion
- 092.14.5 Safety and medical response
- 092.14.6 Starting and false starts
- 092.14.7 Prizes
- 092.14.8 Results and points
- 092.14.9 Instructions for organizers

## **092.1 Definition**

Watercross consists of watercross event performed on a closed water course with snowmobiles. Events take place on rivers, lakes, ponds and other bodies of water, and in the case of watercross even, feature ramps built on water. There are no requirements on length or width for drag or watercross racing. The start and finish areas are on sand, concrete or an equivalent solid material.

## **092.2 Snowmobiles**

### **092.2.1 Snowmobiles**

Entry is permitted for factory-made and self-made snowmobiles that meet the safety requirements and the requirements set by the Sporting Code. Engines may be either two-stroke or four-stroke.

## **092.3 Classes: Watercross (WC)**

### **092.3.1 Watercross**

No limit on the degree of modifications. The use of nitrous oxide, turbos or superchargers is not permitted.

### **092.3.2 Watercross European Cup or European championship**

Points awarded for top 6; 1st=25p, 2nd=20p, 3rd=16p, 4th=13p, 5th=11p and 6th=10p

All races are counted towards European Championship (EC) or Cup (EC) points.

The EC competition is organised according to a specified bracket, and each race of the EC follows the same bracket. The organisers of the EC races participate in the shared prize pool with an agreed upon sum.

If a Cup race has fewer than 6 riders, the bracket can be used directly without a separate time trial. All riders racing in the Watercross class compete for EC points.

### **092.3.3 WC Amateur**

No limit on engine displacement. No limit on the degree of modifications. The use of nitrous oxide, turbos or superchargers is not permitted.

Races in this class may not be entered or raced by a rider who has participated and/or raced in a 600cc, 800cc or WC Open class race in the two previous seasons, if they have finished in the top five (5) in such races. A rider entering this class may not race in any other classes during the same event. The same snowmobile may not enter a 600cc or WC Open class race during the same day.

### **092.3.4 WC Women**

Maximum engine displacement is 600 cc. No limit on the degree of modifications. The use of nitrous oxide, turbos or superchargers is not permitted.

## **092.4 Riders**

### **092.4.1 Age of riders**

Watercross classes: WC Under 600cc, Open, Amateur and Women's classes: riders minimum age is 16.

### **092.4.2 Size and colour of number plates**

Three plates in watercross at the front and sides, with numbers in black over a white background. If it's required to use additional number plates, following requirements must be used:

- One plate attached to the front
- One attached to the rider's back
- Two plates attached perpendicular to the sides of the vehicle so as to be visible from either direction. These must be clearly visible and may not be blocked by any part of the vehicle or by the rider sitting in a normal riding position.
- Instead of using a separate plate, an area of similar size on the chassis or cover may be painted or taped with a non-reflective colour.
- Numbers must be clearly readable and painted or taped with a matte colour, similar to the background, in order to avoid glare.
- Minimum dimensions of numbers: height 140 mm, width 80 mm, line thickness 25 mm and distance between numbers 15 mm.
- All other number plates or markings which may disturb the detection of race numbers must be removed before the race.
- At least 2 cm on all sides of the plate must be free of any advertisements.

## **092.5 Specific requirements**

- Structures such as keels and rudders etc. protruding from the chassis or rollers of the snowmobile are not permitted.
- The track or rollers may be modified by altering their dimensions, and the height of the track mat is not specified
- The installation of additional anti-skid devices or equivalent modifications to a track is not permitted.
- A part of the track structure must cover the track from above.
- Rear bumpers are mandatory.

- Helmets must comply with the FIM Snowcross technical rules, and one third of the helmet must be safety coloured.
- Life jackets: Life jackets must be approved for use in racing, i.e. they must either have at least four clasps or be a so-called side-open jacket with connected back and front pieces and at least one clasp.
- Due to fire safety, snowmobiles that use nitrous oxide must be marked with a gas container label in a visible place on the side of the vehicle.
- Four-stroke engines are permitted. The same classification applies as for two-stroke engines.
- Steering skis are discretionary as long as they meet the safety requirements, and may not include cutting hard-metal runners, and ski loops are mandatory.
- The length and strength of the hoisting rope is inspected before the race by measuring it, and the rope is fastened to a structure that can withstand the hoisting, e.g. the control shaft.
- The hoisting rope buoy must be self-detaching in the event of submersion.
- The buoy must remain fastened to the snowmobile until the event of a possible submersion. If the buoy is detached during the heat, the rider must exit the track and his or her performance is disqualified
- If the buoy is submerged during the heat, the snowmobile will not be salvaged while the heat is underway.
- The minimum length of the splash guard is 30 cm.
- Floating buoys must be 4 litres in volume and safety coloured, for example yellow or orange.
- The pit area must include a spot for drying submerged snowmobiles, and this must be clearly indicated.
- Smoking is not allowed at the pit or staging areas.
- Snowmobiles must include exhaust silencers, max. 115 dB. Measuring takes place max. 2 metres away as follows:

MEASURING NOISE LEVEL: FIM Snowcross technical rules  
In snowmobiles, the place of measurement is at the exhaust port at a right angle on the opposite side of the snowmobile within 2 metres of the exhaust port.
- Each rider must have at least a 6 kg extinguisher at their disposal at the pit area.
- The used fuel type must be commercially available for use in racing; for example, aviation fuel is not permitted.
- No other modifications are permitted.

### **092.6 Inspection**

Areas to be inspected and which require approval before the rider and snowmobile may participate in a race include:

- safety switch (kill switch),
- switch and variator protective cover,
- operating brake,
- splash guard,
- helmet,
- visible race numbers at the front and both sides,
- rider's life jacket
- fuel system exhaust trap, e.g. back-pressure valve
- hoisting rope and buoy,
- chassis, rollers and track,
- steering, skis and runners
- breathalyser test if necessary.
- noise level: a separate spot must be reserved at the pit area for the safe performance of noise level measurements.

Once the inspection is completed and the rider and snowmobile approved, a sticker or equivalent mark of approval visible to the officials at the start area is attached to the snowmobile.

The organisation responsible for the inspections is liable to monitor the riders and snowmobiles for the duration of the all event, performing additional inspections on alterations to the riders and/or snowmobiles if necessary; this requirement is dependent on the race organisation.

The Chief Technical Steward of inspections shall document any possible shortcomings and report these to the head of inspections of the next event.

### **092.7 Riders' personal equipment**

Helmets must be of an approved type (FIM Snowcross technical rules)

Life jackets. Life jackets must be approved for use in racing, i.e. they must either have at least four clasps or be a so-called side-open jacket with connected back and front pieces and at least one clasp. Riders must carry a blunt knife during the heat. The use of protective footwear and shoulder/back protection is recommended.

### **092.8 Division of classes**

Entry to the classes. Riders may enter more than one class, barring any exceptions in rules governing the Amateur and Women's classes. However, the snowmobile used must comply with the technical and safety requirements of the technically inferior class.

### **092.9 Responsibilities on vehicles**

Attendance at the staging area is permitted for the rider, snowmobile, the mandatory lifting jack for test use of the vehicle, an assistant, and officials.

Special care must be taken in driving in the pit area, starting line-up or return way, and speeding is not permitted.

At the pit and staging area, a environmental matt of an absorbent material must be placed under the snowmobile during maintenance work to contain any possible liquid or chemical spilling. The minimum size of the service mattress is 1 metre by 1.6 metres.

### **092.10 Environmental matters**

See the FIM environmental regulations on environmental matters.

#### **092.10.1 Recovery of fuel**

The pit area must be provided with containers designated for the temporary storage of waste oil, fuel, glycol and other chemicals.

#### **092.10.2 Litter**

The pit and staging areas and spectator areas must be provided with sufficient containers for litter and garbage.

#### **092.10.3 Restrooms**

Two sets of women's and men's restrooms must be provided: one of each in the immediate vicinity of the pit area, and one of each for spectators near the race area.

#### **092.10.4 Spectator safety at events**

Care must be taken to ensure that spectators are restricted from accessing the entire start and finish areas, the pit area, and any other locations necessary for unobstructed racing or spectator safety.

### **092.11 Organization of the event**

See the FIM Europe regulations.

#### **092.11.1 Additional requirements**

Additional requirements must include any information and specifications required by the supplementary regulations and FIM Europe regulations

#### **092.11.2 Officials**

Officials and guards must wear clothing or other markings to clearly indicate their designated role. The minimum age for officials is 16 years old, in accordance with the Sporting Code. Officials must wear life jackets when operating out in the water.

#### **092.12 Riders licenses**

Riders must have a valid snowmobile licence or one event licence.

#### **092.13 Entries**

Entries are submitted with the FIM Europe form, which must be made available to the organiser according to the supplementary regulations

##### **092.13.1 Late entries**

According to Supplementary Regulation

### **092.13.2 Registration at the event**

Riders must register with the secretariat of the event within the required period of time and present their rider license. Riders who fail to attend the event without notifying the organiser receive a notice and penalty in accordance with the FIM Europe regulations

### **092.14 Race format**

The organiser of each event has the right to determine the race bracket to be used as the race format, as well as the right to build ramps for watercross races, taking into account the structure, anchoring and safety of the ramp.

If a heat has only one snowmobile, it does not need to start and will advance in the bracket as the winner of the heat.

#### **092.14.1 Track watercross**

Racing takes place on a track marked with red and yellow buoys. In circling the track, red buoys should stay on the left side of the rider and yellow buoys on the right. The track may have several consecutive red or yellow buoys. The buoy for the additional track should be positioned so as to prevent driving lines from intersecting during entry or return to it. The colour of the buoy marking the additional track is white. The finish line must be marked on both sides of the track with white buoys. The outer perimeter of the track is marked with two-coloured buoys (orange with white stripes).

#### **092.14.2 Ramp**

The min. and max. measurements of the ramp are determined by the type of race bracket used. If the watercross track is raced by a single rider, the minimum width of the ramp top is 2 metres and minimum length 4–6 metres, and the underwater part of the top must be at least 0.5 metres when approaching the ramp from the direction of the track, part of the ramp extending under water. If the watercross track is raced by two or more riders, the minimum width of the ramp top is 6 metres and minimum length 4–6 metres, and the underwater part of the top must be at least 0.5 metres when approaching the ramp from the direction of the track, part of the ramp extending under water. The max. height of the ramp is 1.5 metres, with a max. gradient of 1:4 or 14 degrees (appendix 1).

#### **092.14.3 Stopping of a heat, warnings, signals and practices**

In the event of submersion in watercross heat, the signal to stop the heat is given to the remaining riders by waving a red flag on both shores and, if possible, from a safety boat positioned in the centre of the track. In the event of submersion after the ramp, a signal of a safety hazard is given to the riders behind the incident by waving a yellow flag, and riders behind the incident may bypass the ramp on a marked route in order to avoid a greater safety hazard and risk of further incidents. Riders receive no penalty for bypassing the ramp while a yellow flag is up as this is a so-called "force majeure" situation. Jumps off the ramp must be made on individual driving lines, and the use of consecutive and/or intersecting driving lines is strictly forbidden. Officials in charge of signal flags will be provided with regulations on signals in accordance with the FIM Europe regulations. The organiser may permit practices and/or test rides on the tracks before a race.



#### **092.14.4 Drying of snowmobiles after submersion**

Drying of a snowmobile by the rider and one assistant is permitted at the designated area during and after a heat once the snowmobile has been transported to the area by the organiser. The wait period and time allocated for drying is 15 minutes, after which the rider has the right to resume racing. The organiser shall time the wait period at the drying area.

#### **092.14.5 Safety and medical response**

See the FIM Europe medical code on medical response, first aid and fire safety.

A safety switch (kill switch) is mandatory and must be fastened to the rider during a heat and test ride. The use of a lifting jack is mandatory for the rolling of the snowmobile engine and track mat during test rides at the pit and staging areas.

There must be a sufficient amount of divers and rescue boats.

**Divers must be positioned on a boat/jet ski in the vicinity of the track and ready to dive during the heat!**

#### **092.14.6 Starting and false starts**

The start takes place with flags and/or lights. The starter inquires about and ensures the readiness of the riders prior to the start. The starter will quickly wave a concealed starter flag and/or in the case of lights being used, the starter light will turn on.

The starter indicates that a false start has taken place by waving a red flag, in which case the heat is stopped. A false start results in a disqualification and/or the heat is restarted and/or the rider in question is placed last in the heat. The organiser reserves the right to make adjustments to false start rules to ensure fair conduct.

#### **092.14.7 Prizes**

The amounts and values of prizes shall be indicated in the additional rules of the event or on the bulletin board. At minimum, the top three finishers are awarded prizes.

#### **092.14.8 Results and points**

The results must be reported to the FIM Europe. In case of a tie in EC points, the order is determined based on the numbers of first, second, third, etc. places in rounds qualifying for the final result. If the situation remains a tie after this, the placing of the last round is decisive. If none of the riders with equal scores participated in the last round, the second to last round is used, etc.

#### **092.14.9 Instructions for organizers**

The number of riders per heat is limited to max. 3 riders/heat

Monitoring of the helmets' safety colours and interfering if necessary

Clearer signaling to riders (more flags)

If a rider falls in the water and the organiser has a jet ski available, this could be used to drive along the track to the afloat rider and transfer them to a safe distance. At the same time, the jet ski would serve as a warning signal to other riders of the submersion.

Observing and ensuring the divers' readiness to perform rescues during the course of the day

It has been requested that every event of the season is to be equipped with jet skis to improve the safety of riders.

It should be clarified to riders that the hoisting rope must be free of any knots or extensions.

Buoys should be uniform in size and colour – round buoys of c. 40 cm in diameter. Colours: red, yellow and orange-white. Finish line buoys should be white.

The use of a test ride jack at the pit, staging and start areas.

More attention is given on the placement of spectator stands and safety zones in order to minimise the risk of accident to third parties.

With additional buoys placed on the track, safety zones are also made manageable  
Damaging the race track results in last place in the heat.

The rear protection of the start area should be given appropriate attention.