  Numb Bum 24

Welcome to the 2025 Wapiti Off-Road Association – Numb Bum 24

ALL RACERS MUST READ THE RULEBOOK. Everyone must read the 2025 rulebook and by purchasing a license they acknowledge their responsibility to read and understand the rules.

INDEX

1. **GENERAL RULES AND GUIDELINES**
	1. Definitions
	2. Championship
	3. Ties
	4. Awards and Prize Money
	5. Membership and Fees
	6. Machine Requirements
	7. Equipment
	8. Restrictions
	9. Code of Conduct
		1. Conduct – Promoters
		2. Zero Abuse Policy
		3. Drug And Alcohol Policy
2. **CLASSES**

2.1 Class Definitions

2.2 Rider Numbers

2.3 Number Plates/Stickers

2.4 Transponders

2.5 Bike Size Classification

1. **RACE PROCEDURE**

3.1 Notice of Race 3.2 Course Marking 3.3 Start Procedure 3.4 Restarts 3.5 Finishing 3.6 Start Order 3.7 Safety 3.8 Flags 3.9 Scheduling

**4.0 PENALTIES**

4.1 Penalties- General

4.2 Competition Committee

4.3 Offences

4.4 Protesting

**1.0 GENERAL RULES & GUIDELINES**

**1.1 Definitions**

**1.1.2** Ice-Racing: An offroad race on a course made of 100% ice, preferably on a frozen lake or river, with a distance from 5-15+ Km in length. Numb Bum 24 is a solo event consisting with 12hr and 24hr length increments.

**1.1.3**  Lemans Start: Rider will be set back 20 paces in front of unit (Motorcycle/ATV only). Riders run to unit after race official gives race start (air horn or flag raise).

**1.2 Championship**

The Numb Bum Championship within each class/category will be decided based on total accumulated laps from race start to race finish.

**1.3 Ties**

Ties will be broken by comparing the number of laps lead. That team/rider would be considered the winner in the case of an absolute even tie. If there is still a tie after laps lead count, then laps in second place would be compared, moving down in order until a winner can be decided.

**1.4 Awards and Prize Money**

Trophies may be awarded to each official class, for the top 3 finishers.

1.4.1 Wapiti Off-Road Association – Numb Bum winning teams/riders who places first through third in all classes (ATV Open, Bike Open, Bike Novice, Metal Melisha – Red Eye/Iron Man, Dealers Cup) will receive a team trophy, and individual trophies at the end of the race.

**1.5 Membership and Fees**

All racers must hold in good standing a Wapiti Off-road membership for the current race season to be eligible for participation in race events. These can be purchased online www.wapitioffroad.ca or at the race location during sign-in hours. Memberships must be presented at sign in.

1.5.1 Membership Cost - $20.00 Annual

 Event cost - $250/Entry/Rider before February 28th, 2025

 Event Cost After Cutoff Date - $300/Entry/Rider after February 28th, 2025

 Transponder rental Cost - $50/weekend

1.5.2 All racers and spectators must sign the onsite Insurance waiver.

1.5.3 The event organizer must ensure that there are no involuntary charges collected directly from riders and pit crew other than those mandated above, and there shall be no restriction on the size or constituency of the pit crew.

1.5.4 Minimum age to be eligible for race entry is 14. A parent or guardian must sign waiver for anyone under the age of 16.

1.5.5 All teams/riders MUST participate in pre-race riders meeting. (As special safety instructions may be transmitted to riders)

1.5.6 Team captains are responsible for ensuring that all their team riders and pit crew members have filed completed waiver forms with the registration office. Race number MUST be recorded on waiver form and registration form.

**1.6 Machine Requirements**

Bikes/ATVs are required to be in compliance with the Alberta Traffic Safety Act.

1.6.1 Any team/rider from out of Province is required to be in compliance with their jurisdiction of residence.

1.6.3 **Motorcycles**

* Must be in good working order with no loose parts or leaks. Machines may be disqualified from competition for safety or environmental considerations.
* Requires **FULL** wrap around hand guards that connect to both the bar end and center of the handlebar.
* Requires a **TETHER** that will easily kill the engine completely if pulled.
* Requires a rear **TIRE GUARD**, that covers most of the rear wheel.
* Requires a front **TIRE GUARD**, that covers most of the front wheel.
* Auxiliary fuel tanks/approved containers are to be plumbed into the fuel system of the machine and be fastened to the machine in a manner that is safe and secure
* Head Light and Tail Light – A fixed operational tail light is mandatory for the Numb Bum 24 hour race. (exception is the Red Eye Bike class)
* For added safety a clip-on style flasher light may be used on the rider
* Maximum stud protrusion ½ inch (13mm). No snowmobile cleats or picks will be allowed.
* Some form of protective layer to be placed between the ice surface and the machine. Preferably plywood or any other material that can be fastened to the ice surface.
* Each pit will require 2 fire extinguishers per machine. This is to be readily accessible if a fire were to break out.
* Each pit will require some sort of oil containment/clean up system in the case of any leaks that may get onto the ice surface. It is the sole responsibility of the rider to clean up any spill that may occur. All spills are to be reported to the head race official.
* Each team is required to have a Team sign placed on pit row. Must allow clear visibility of team name and number.

**ATV’s**

* Must be in good working order with no loose parts or leaks. Machines may be disqualified from competition for safety or environmental considerations.
* Requires **FULL** wrap around hand guards that connect to both the bar end and center of the handlebar.
* Requires a **TETHER** that will easily kill the engine completely if pulled.
* Head Light and Taillight – A fixed operational tail light is mandatory for the Numb Bum 24 hour race. (exception is the Red Eye class)
* For added safety a clip-on style flasher light may be used on the rider
* Requires **FULL NERF BARS** protecting the feet area.
* Maximum stud protrusion ½ inch (13mm). No snowmobile cleats or picks will be allowed.
* Auxiliary fuel tanks/approved containers are to be plumbed into the fuel system of the machine and be fastened to the machine in a manner that is safe and secure.
* Some form of protective layer to be placed between the ice surface and the machine. Preferably plywood or any other material that can be fastened to the ice surface.
* Each pit will require 2 fire extinguishers per machine. This is to be readily accessible if a fire were to break out.
* Each pit will require some sort of oil containment/clean up system in the case of any leaks that may get onto the ice surface. It is the sole responsibility of the rider to clean up any spill that may occur. All spills are to be reported to the head race official.
* Each team is required to have a Team sign placed on pit row. Must allow clear visibility of team name and number.

**1.7 Protective Equipment**

The following are the minimum requirements to compete; additional safety gear is recommended. Proper selection of helmet and safety apparel is the rider’s sole responsibility.

1.7.1 A Helmet must be worn at all times when operating any OHV during an event and in the pits. Helmets must be certified by the manufacturer as meeting one or more of the following standards and must have the official certification label(s) affixed and clearly visible (not painted over): D.O.T. FMVSS 218 Manufactured in 1989 or later. The original label indicating the month and year of manufacture must be affixed to the helmet. Snell M85 or M90 or updates. CSA 3D230M85 or updates.

1.7.2 Eye protection in the form of shatterproof goggles or face shield

1.7.3 Full length protective motocross or off-road riding pants are MANDATORY and knee guards are highly recommended. Insulated winter gear is permitted as replacement.

1.7.4 Long sleeved shirt, jersey, and/or jacket. Chest protector and elbow guards recommended. Insulated winter gear is permitted as replacement.

1.7.5 Protective boots that are at least 8” high for adults. Insulated winter boots are permitted as replacement.

**1.8 Restrictions**

1.8.1 Teams/riders must use the same machine for parade lap as the main race.

1.8.2 **Dead Bike Rule** - The Referee/Track Marshall must give approval for a back-up bike/ATV to be substituted because of mechanical problems with the original race machine and will attach a new ID tag. (See appendix 4.0 for penalties for machine substitutions) The substituted machine must display the proper and corresponding race numbers original to race entry. Original transponder is be to moved to replacement bike/ATV.

1.8.3 No repairs shall be made while the machine is on any part of the active racecourse. A minimum of 20 ft off the track is needed to perform any repairs or to receive any assistance (excluding ref or emergency personnel)

**1.9 Code of Conduct**

Riders, their guests, pit crew, etc. are expected to behave in a sportsmanlike manner. The list is provided as a rulebook to licensed competitors but does not restrict the Wapiti Off-Road Association from invoking penalties for other actions detrimental to the sport which are not specifically stated herein.

1.9.1.1 All dogs must be on leash. Owners must pick up their dog poop and respect the areas.

1.9.1.2 Slower riders are required to allow faster riders to pass. Unlike other forms of racing, the slower rider is to **NOT** pull over, or make any sudden lane changes, but rather keep to their race line and allow faster riders to go around. This requirement does not apply when both riders are competing in the same class.

**1.9.2 Conduct- Promoters**

Promoters are expected to deliver races in a timely manner in accordance with the standards laid out in the Rule Book.

1.9.2.1 Hosting club and or promoters are responsible for plowing a safe course.

**1.9.3 Zero Abuse Policy**

Threats or violence toward event organizers, Wapiti Off-Road officials, or riders anywhere on the premises prior to, during or after a Wapiti Off-road Sanctioned race may result in disqualification from the event and possible further disciplinary action. There is “ZERO TOLERANCE” for bullying. You are responsible for anyone associated with you at any Wapiti Off-Road sanctioned event.

**1.9.4 Drug and Alcohol Policy**

There will be zero tolerance for any drug or alcohol usage while attending a Wapiti Off-Road Association sanctioned event. Failure to follow this policy can result in full disqualification at the individual event. Repeat offences can result in full disqualification of the event, and other future events sanctioned by Wapiti Off-Road Association.

**2.0 CLASSES**

Below is a description of all the classes offered; it is the rider’s responsibility to choose the best suited class for their skill set and age.

Wapiti Off-Road reserves the right to refuse any race entry they see fit. This can include age requirements, machine requirements and safety gear requirements.

2.1 Rider Classification

|  |  |  |
| --- | --- | --- |
| **Class** | **General Description** | **Letter/Color** |
| **Bike Pro Open** | Elite class with the highest skilled racers. | White numbers on black background |
| **Bike Novice** | Racers with limited experience. | Black numbers on white background |
| **Metal Melisha Class (Iron Man Category)**  | All experience levels competing solo for the full 24hrs. Support team allowed.  | Black numbers on yellow background |
| **Metal Melisha Class (Red Eye category)** | All experience levels compete during daylight hours only. | Black numbers on yellow background (No headlight or taillight) |

**2.2 Rider Numbers**

Riders may choose their own race numbers. Race numbers may be changed or added to by the race organizer as to eliminate any 2 machines having the same numbers.

**2.3 Number plates and badging**

Race numbers must be displayed on 2 sides of the machine. Racers must have the correct badging for their machine so racers and promoters can identify riders for passing, scoring, and safety.

2.3.1 Numbers displayed on ATV side fenders is not acceptable and should be displayed similar to that of motorcycles.

2.3.3 It is the responsibility of the team/riders to ensure that numbers are kept clean and visible at all times and may be subject to disqualification in the event that manual time keeping is used and numbers are not visible.

**2.4 Transponders**

2.4.1 A single MyLaps transponder is to be mounted on the front of each bike/ATV behind number plate. Transponders must be registered to the race team prior to the start of the race. A backup transponder will be assigned if a failure occurs. The loss of a transponder while on the track will result in incomplete laps and will **NOT** be counted.

2.4.2 If transponders stop recording laps, the race marshal will ask rider to pull off of the course and install the backup transponder before continuing the race. The completed lap, with an unresponsive transponder will still be counted as completed laps.

**2.5 Machine Size Classification**

There will be no machine size classification. Racer class will be decided on skill level.

ATV with 4x4 capabilities will be asked to run in 2wd if competing against other 2wd machines, unless agreed upon prior to the race start by all participants.

**Note**: Minimum bike size is 125cc.

1. **RACE PROCEDURE**

**3.1 Notice of Race**

The Notice of Race should be in the form of a poster on the Wapiti Off-Road Facebook page.

3.1.1 Pre-Riding may be done at any time prior to two full days before race day. There will be NO pre-riding the course on race day. The race course will be closed two days prior to the event, and any team caught pre riding during this time will be subject to penalty.

**3.2 Course Marking**

3.2.1 The racecourse is to be fully plowed on a surface that is 100% ice, with no dirt or rocks on the surface. Snowpack courses will not be allowed. Painted lines will outline the ice surface if no snow is present.

* + 1. The starting line must be wide enough to fairly accommodate the number of riders in each class and there must be adequate width from the starting line to the first obstacle to accommodate safe passing.
		2. Riders must always remain on the marked racecourse.
		3. Riders must exercise due care and control to avoid damaging course markings. Only event organizers may authorize changes to markings.
		4. Event organizers must take reasonable precautions to prevent both accidental and intentional course cutting. If a racer cuts the racecourse, the penalty will be DNF.
		5. A safe entrance and exit to the racecourse must be made with clear markings for riders to see while on the track. **Max 5 Mph in pit row**.

**3.3 Start Procedure.**

A Mandatory Rider’s Meeting will be held prior to the race to explain the racecourse markings, fueling area, and hazards. The start of the rider’s meeting will be signaled using a horn. As announced at sign in, Rider’s meetings will be at 11 am in the designated area.

3.3.1 Riders are to assemble at the start line at the appointed time with dead engines.

3.3.2 Starts are DEAD ENGINE: Lemans start.

3.3.3 Riders must ensure they are starting in their correct class.

3.3.4 The start for each class shall be indicated by an air horn, or flagging.

3.3.5 The time clock will begin counting when the Pro bike class leaves the starting line. Each class will have its own, separate start with a minimum of 15 second intervals between each start.

3.3.6 An event’s Cut-off Time(s) may be reduced to address environmental or safety concerns.

3.3.7 If a rider is having mechanical issues prior to lining up, notice must be given to the race marshal directly. They will be asked to move to the sidelines to avoid disrupting the start of the next class. There will be no extra time given that will delay the start of any class

3.3.8 If a rider is having mechanical issues on the start line and cannot remedy within 30 seconds of his/her class starting, they will be asked to move to the sidelines to avoid disrupting the start of the next class.

**3.4 Restarts and Stopping the Race**

A false start occurs when a rider leaves the starting line prior to the signal.

3.4.1 The only person authorized to stop a race is the race Promoter or race marshal.

3.4.2 If an accident should occur on the start, where a rider cannot be moved in time to start the next class and there is not room to route the riders safely around, the remaining classes will not start until it is safe to do so. The remaining classes will have their start time adjusted to compensate for the delay.

3.4.3 Where a race is stopped, the positions of the riders at the last check over the finish line previous to the stop signal shall be considered the finishing positions; with the rider(s) responsible for the stoppage being moved to last place in the results.

3.4.4 If the race is restarted, the rider(s) shall start consecutively in the order set by scoring. Riders that did not complete a scoring lap will restart after the other riders.

3.4.5 If a race is stopped due to injury or apparent injury of a rider, said rider may not restart.

**3.5 FINISHING THE RACE**

Event organizers will have a defined finish line and announce to each rider when they are finished the race. Riders that elect to stop participating in an event prior to being told they are finished must inform the scoring team that they are done and off the course.

3.5.1 Finishing position will be awarded based solely on the number of laps completed.

3.5.2 If a rider does not complete one full lap, they will be considered a DNS (did not start)

**3.7 Safety**

Promoters will have an ERP (emergency response plan) in place prior to the event. A first aid kit, and personnel trained in basic first aid must be on site for the duration of the race.

3.7.1 Each race pit must contain two fire extinguisher per machine and have it easily accessible.

3.7.2 Each race pit must have some sort of spill kit available. There will be no discharge of oil, coolant, fuel, or any other type of hazard in the pits or anywhere on the ice surface.

3.7.3 Avoid passing any medical aid being performed on the course. Racers must stop and wait for clearance.

3.7.4 In the event of an incident or injury on the course, riders who are not involved/affected **MUST** report it to the race official regardless of position in the race. If the black flag is out due to the incident, all riders must pull off the side of the course, staying in their same race order.

**3.8 Flags**

Flags and flag descriptions will be discussed at the riders meeting.

Green Flag:- Race is underway, and the all clear signal has been given. Continue racing.

Red Flag:- Race has been stopped. Return to start line for a restart.

Black Flag (Waving) :- Race has been stopped. Return to Pits and wait further instruction.

Black Flag (Pointed):- There has been an issue found with the rider who gets the black flagged pointed directly at them, while passing the finish line. This may be a mechanical failure identified, or a penalty that has occurred. Stop on the ice, as soon as possible. Pull over to the side of the course safely and wait for race official.

White and Checkered flag (Crossed):- This is the mid race flag. Half of the allotted time has passed. Continue racing.

White Flag:- Last lap flag. One lap remains. Continue racing.

Checkered Flag:- Race has come to an end. Safely return to the pits.

**3.9 Suggested Schedule**

Riders meeting: 10:30 am

Machine inspection/Transponder testing: 11:00 am

Race Starts: 12:00 pm

**4.0 Penalties**

4.1 Penalties General

Except as otherwise stated in these rules, the penalty for a rules infraction is disqualification of the rider from the event. The competition committee may decide a lesser penalty.

4.2 Competition Committee

4.2.1 Competition committee will consist of the race marshal, one member from race board of directors, and one promoter member.

4.2.2 The Competition Committee has the authority to review infractions and apply their agreed upon interpretation of the Rule Book on a case by case basis. All disputes will be decided by way of a vote among committee members

**THE FOLLOWING OFFENSES WILL BE SUBJECT TO DISCIPLINARY ACTION BY THE Referee/Track Marshall:**

4.3 The Referee/Track Marshall shall have the absolute authority and his/her decision shall be final.

4.3.1 An attack (physical or verbal) on a race official and/or engaging in a fight. This includes any person who attacks or is involved in a confrontation anywhere on the premises prior to, during or after a race There will be no maximum fine or suspension for this offense.

4.3.2 Failure to re-enter the track at a point as close as practical to the point at which the rider left the track and is considered an unfair advantage.

4.3.3 Failure to yield to on-coming traffic when re-entering the track from pit row.

4.3.4 Failure to immediately respond to a black flag or other signals from the Referee/Track Marshall or other officials.

4.3.5 Determination of offenses will be at the sole discretion of the event Referee & Track Marshal

4.3.6 Failure to attend riders meeting.

4.3.7 Riding at any time against the normal direction of travel.

4.3.8 Riding at any time in such a manner as to endanger the life or limb of other riders, officials or public

* + 1. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification.
		2. **Riding while under the influence of drugs and or alcohol = immediate dismissal**

4.3.11 The team penalty for an approved race machine substitution is 2 hours. If a team does 2 machine replacement, they get penalized twice and so on. Race Marshal needs to be at team pit prior to resuming race (with new machine). **It is the responsibility of the team to locate Race Marshal prior to the end of the 2 hr time penalty.**

**4.4 Protesting**

Any entrant may protest matters directly involving the event, promotor or rider issues provided they are directly involved without consequence. No protest will be accepted by outside members, observers, or if it’s based on “hear say”.

4.3.1 Protest must be in writing, submitted, signed and delivered by the rider who wishes to protest. Submissions are to handed to race official only.

1. – Scoring – Within 60 minutes of exiting the racecourse.

2. – Rule Infraction – Within 60 minutes of exiting the racecourse.