



Public tendering for the planned **CENTRAL EUROPE SNOWCROSS TROPHY (CEST) Season 2022/2023**

The purpose of the CEST is to make snowmobiling more attractive and accessible for everyone, according to the motto "Snowcross for everybody". Due to the participation of a high number of drivers this series should become more interesting for organizers and sponsors.

The company BHV-Events (www.bhv-events.com) acts as "promoter" for the BHV-Central-Europe-Snowcross-Trophy (BHV-CEST) and organizes the internet presence and the whole advertising of the BHV-CEST.

Classification:

"PRO OPEN" (=Professional/Elite).

"SEMI PRO" (=hobby/amateur)

"SENIORS" (=over 40 years) minimum number of starters: Six otherwise the "Seniors" will be increased to the "Semi-Pro" class

"LADIES" (= Ladies)

„ROOKIES“ → license free (only in Neukirchen 25.2.2023)

„MASTER“ → for snowmobiles 2015 and older

Venues:

There are 5 races in Central Europe. First race in Binzberg (4716 Gänsbrunnen, Switzerland) on 14/01/2023, second race in 1862 Les Mosses (Switzerland) 28/01/2023, third race in 5741 Neukirchen am Großvenediger (Austria) 25/02/2022, fourth race in 28030 Formazza (Italy) March 4th + 5th, 2023, fifth race (and end of season) in 23041 Livigno (Italy) March 18th + 19th, 2023.

In Switzerland and Italy the races will be held as part of the national championship, but there is a separate ranking for the CEST. The national rules and regulations apply. The BHV-CEST announcement/regulations are subordinated to the national regulations at the respective national races.

Definition of a snowmobile race:

A snowmobile race is a race on natural or artificial snow. The track is laid out like a motocross track.

Basics:

This is a series announcement/regulations of the BHV-CEST. The BHV-CEST series is held in different countries. This means that the rules and regulations of the respective country are valid. The BHV-CEST series announcement/regulations are subject to the respective national announcements/regulations.



Track:

The competition tracks are usually not permanently used tracks. These tracks are newly prepared for each event and individually adapted to the geographical conditions. The guidelines and recommendations of the association of the respective organizer should be the basis for the track design. The track should have a minimum length of 500 m and a maximum length of 1600 m, be at least 8 m wide and allow an average speed of 60 km/h at the most. The length of the **starting straight** must be at least 30 m and can be a maximum of 100 m long. In this zone no jumps are allowed and it can only be used for the start. In case of special conditions (lack of snow, size of terrain, ect.) shorter slopes can be approved by the respective commissioner in charge.

Safety:

The start and finish zone, the snowmobile park and all spectator areas must be secured with a barrier or tape and have 7 m safety distance (or exclusion zone) to the track.

The edges of the track must have a snow wall of at least 500 mm, if possible. The runway markers must be made of flexible material, max. 500 mm high. Obstacles, walls, trees ect. must be covered with protective material (straw bales, foam or other). Neutral zone between 2 tracks (min. 7 m wide or various protective material must protect the drivers in the danger zones.

Start and start rules

Specification of the starting zone:

The start zone must allow sufficient space for 10 snowmobiles to start. Each sled is allowed to occupy a space of 1.5 m. The start zone must be designed to ensure a safe start for all riders.

Pre-start:

Every driver must be in the pre-start 5 minutes before the start. Anyone who is late will not be allowed to start. In all categories, 2 reserve drivers will be allowed in the park to replace the qualified drivers who are not present. The race director or commissioner is responsible for the supervision and decides on sanctions. Smoking is absolutely forbidden in the pit and the pre-start. If the terrain environment does not allow to set up a pre-start zone, the start procedure can run without the pre-start rule.

Starting grid:

According to timed practice or qualifying race

Each driver must have completed at least 1 timed lap during free practice, timed practice or qualification, otherwise the driver will not be admitted to the race.



Starting rules:

Until all drivers have arrived at the start line, the starter will show the green flag. After every participant is lined up at the start line, the starter shows a "15 seconds sign". After this 15 seconds a "5 seconds sign" or a yellow signal will be shown. The green signal finally allows the start. The race director or commissioner is responsible for the starting lights or a flag start. The organizer decides if the start is done via light system or flag start.

In the event of a jump start, the person(s) responsible for the restart must start with the engine switched off, the ripcord pulled out, and the hand and ripcord held up.

Mode:

All races will take place on Saturdays and Sundays (if possible) per venue. This allows up to 6 or 8 CEST runs (3 to 4 CEST runs per day) on one race weekend.

PRO OPEN (pro/elite) 10 min + 2 laps

SEMI PRO (hobby/amateur) 8 min. + 2 laps

SENIORS/LADIES (over 40 years and ladies) 8 min. + 2 laps

The race duration is determined by the organizer or federation of the respective national championship.

If there are less than 6 starters in the veterans or ladies class (each), the SENIORS/LADIES will be combined in the SEMI PRO class.

Race/run cancellation:

The race director has the right to stop a run early for urgent safety reasons or for reasons of act of nature beyond control, on his own initiative.

If the race director stops a race before the designated number of minutes divided by 2 has elapsed, the race will be repeated or declared null and void. If the race is interrupted at a later time, the last finish before interruption is decisive for the compilation of the results. On the day of the event, the jury will decide to (partial) cancel the race.

Outside help and leaving the track:

Any outside help on the track is prohibited, unless it comes from a track marshal designated by the organizer to ensure safety. This applies to all categories. All violations of this rule will be sanctioned. A driver who goes off the track must start again from the same place. In doing so, he must be considerate of the other drivers and has no right of way.



Timetable (See appendix):

Depending on snow and track conditions the schedule can be changed by jury decision, as well as one or more runs of one or more classes can be cancelled.

Flag Signals:

Official signals will consist of the following boards and flags:

Red flag: Race stop

Plaid flag: End of the race or training session

Black flag with number: Stop for the driver with this no.

Yellow flag fixed or moving: Danger, drive carefully! / No overtaking and no jumping!

Blue flag waved: You will be overtaken / let overtake!

Green flag waved: Free track, no danger

Minimum age of a track marshal is 16 years. The race director will assign the relevant locations and give instructions on race signaling.

Timekeeping:

Timekeeping or timing system will be determined by the respective organizer.

Scoring:

Each starter will be automatically entered in both classifications (National Championship and CEST) upon registration for the event. Protests that lead to a loss of points due to unavoidable delays, unavoidable obstructions when overtaking competitors, yellow phases, unavoidable jostling or race abandonment will not be recognized. Protests that are justified because of endangerments, intentional blockades and unsportsmanlike conduct will be punished with point deductions. All starters, no matter of which class or series, are equal without exception.

Points awarded:

1st place 25 points	8th place 13 points	15th place 6 points
2nd place 22 points	9th place 12 points	16th place 5 points
3rd place 20 points	10th place 11 points	17th place 4 points
4th place 18 points	11th place 10 points	18th place 3 points
5th place 16 points	12th place 9 points	19th place 2 points
6th place 15 points	13th place 8 points	20th place 1 point
7th place 14 points	14th place 7 points	



The winner of the CEST in the classes "PRO OPEN" or "SEMI PRO" or "SENIORS/LADIES" is the driver with the most points. In case of equality of points at the end of the season, the higher number of victories counts. If the number of victories is equal too, the ranking from the last finish will count.

The winner of the day will be determined as follows: points will be awarded per run according to the "scoring system". Classification: highest number of points from one, two, three or four runs. In case of equal points the better last run is decisive. Should the event, for whatever reason, have to be cancelled after a scored run in the respective class, this one scored run counts for the daily ranking and counts towards the overall ranking.

Entry fee:

The organizer determines the entry fee for the respective national championship. The entry fee for the CEST in LesMosses (CH), Formazza (I) and Livigno (I) is CHF 20,- or € 20,- per day. The race in Neukirchen is a "pure" CEST event - the entry fee is € 70,- per day.

Trophies:

Cups for the individual CEST runs will be organized and paid by BHV-Events.

Announcement and regulations:

The announcement and regulations are those of the organizer and venue as well as the listed points.

Conditions of participation/licenses:

Switzerland: License from the Swiss Motorsport Association

Italy: License from the Italian Motorsport Association

Austria: daily or annual license (Nat. EU A B) from Austria Motorsport

The respective licenses are recognized or accepted among the participating federations and therefore entitle to participate.

Insurance:

Insurance for the respective event is taken over by the respective organizer. This means that BHV-Events does not bear any liability for the respective event.

Technical regulations:

The competition vehicles must be presented at the technical inspection in a roadworthy and operationally safe condition. The technical equipment such as engine as well as drive and brake elements must correspond to the usual and/or by the manufacturer prescribed regulations.



All vehicles must be equipped with functioning brake lights and a functioning emergency stop including rip cord.

Only vehicles **without spikes** and **without snow grabs** are allowed to be used.

Sound levels of 94 dB must be maintained. Only the race director has the right to exclude a driver from the event due to non-compliance with the noise regulations.

Crash helmet, MX goggles, closed ski goggles or helmet visor, back protectors or chest protector, gloves and suitable footwear are also mandatory!

The rip cord from the emergency stop switch on the vehicle must be connected to the driver from the start of the individual runs until the waving off when crossing the finish line. In case of disregard the points of this run will not be scored! Sharp-edged parts, broken or missing body parts are not allowed. Protruding parts, such as non-padded tank nozzles in the driver's area of influence, are not permitted. The technical inspection reserves the right to exclude vehicles from the event that do not comply with the regulations. The entry fee will not be refunded.

Change of snowmobile:

Any change of vehicle must be announced to the race control at least 10 minutes before the race.

Environmental protection:

Each participant of an event is responsible for the disposal of the waste or waste materials produced at the event. If the organizer sets up appropriate disposal containers, these must be used under strict observance of the intended sorting. It is strictly forbidden to drain fuel, oil or coolant on the ground, to throw away or leave waste as well as old materials in connection with the participation in an event. During refueling or working on the snowmobile or in the paddock, environmental carpets (non-permeable but absorbent protective sheets) have to be placed under the snowmobile. In case of non-compliance, the participant can be held liable by the organizer for all consequential costs.

Administrative & technical controls:

Each participant can only have one machine checked in his name and start number. Machine changes not reported to the race director or commissioner between qualification and race runs are forbidden = disqualification. In case of a defect of the registered machine, the driver can make a machine change, but this must be reported to the race director or commissioner before the practice or race start.

Noise checks can be made by an official before the practice and after each race run.