

BULLETIN NO. 17/18-008 DATE: 3 Oct 2017

TO: ALL ISR Sno Cross Affiliates

SUBJECT: All Stock Sno Cross Gusseting/Reinforcement

- Reinforcement of components is allowed by welding or bracing.
- Structural integrity must be maintained.
- Reinforcement of chassis, skid frame, (slide rail) tunnel, front suspension, rear suspension, must only be done with like material to original component. Only exception is aluminum can be **reinforced** with steel. No carbon fiber or titanium reinforcement allowed.
- Titanium parts/ carbon fiber parts used in the production of a stock qualified 600 SS model will be allowed without modification, and must be the exact same production part.

Gusseting/Reinforcement

Gusseting is defined as bracing or reinforcing of:

- *Joints, weldments, castings, extrusions and forgings used in the structure of the vehicle.*
- *Gusseting can be used to strengthen key areas (especially in Stock classes) where stress loads of competition may exceed original design parameters.*
- *Gusseting/ Reinforcement may be used by manufacturers to alleviate a infield design issue that causes safety related failures in front or rear suspensions, steering components, or chassis/frame structure. If done by a manufacturer the reinforcing part or component must be provided to all competitors who are racing that particular unit or model at no charge. Manufacturers need not supply these items to sleds that are not involved in competition.*
- *Material to perform these duties may be welded to, bolted to, riveted to, heat shrunk and press fit to, or encapsulated by covering with like or dissimilar materials, the actual object/component being reinforced.*
- *Upon pre race safety inspection Technical inspectors may require chassis builders to reinforce certain areas upon review of ISR, a competent Technical Inspector and the appropriate SMDG member/members who have expertise in the area*