

VINTAGE DRAG RACING

ICE AND GRASS

VERIFICATION AND CONTROL

These **GENERAL RULES** apply to all types of ISR racing sanctions and all classes unless so noted. All participants, racers and crewmembers are required to be fully aware of these regulations and must abide by them.

The rules for competition are intended only as a guide for the conduct of the sport in a uniform manner from region to region.

Safety rules and guidelines contained herein are of utmost importance. All participants must be concerned with safety and be familiar with these rules and guidelines. However, ISR does not warrant, guarantee or ensure safety even if the rules are enforced and/or adhered to. Moreover, each participant in competition has the responsibility to assess the safety aspects of the facilities and conditions and must assume the risk of competition.

MANDATORY EMERGENCY VEHICLE

1. A properly licensed and equipped emergency vehicle (i.e. rescue vehicle or ambulance) must be at the race site to transport injured persons to an appropriate hospital. Said vehicle will be fully equipped to include items such as oxygen, first aid, burn equipment, splints, backboard and stretcher. This vehicle shall have all emergency equipment.

RULE SUPPLEMENTS

1. Rule supplements, additions or corrections shall be announced in the official publication, magazines or newsletter. Upon such an announcement the rule changes become effective and enforceable.
2. Telephonic race rules conference calls will be followed up with an information letter to the affected affiliates.
3. After a rules meeting, any request to reconsider a new rule requires a $\frac{3}{4}$ majority vote of the rules committee to approve a revote. Then, a $\frac{3}{4}$ majority is also required to change the rule.

CLASS DIVISIONS

1. All class entries will not discriminate based on sex. Any qualified member may participate in the approved classes offered in any sanctioned event.
2. A snowmobile will be allowed to race in its respective displacement, or designated performance class, and any larger displacement or performance class, except as noted in specific sections.

REGISTRATION AND ENTRY

1. WAIVER FORMS ARE MANDATORY FOR ALL PERSONNEL IN SECURED AREAS (paddock, staging and track).
2. Driver must have registered at race headquarters and signed a waiver before any runs are made (practice or racing). No one, except officially entered drivers may ride or practice on any racecourse on the day of the event.
3. No refunds of entry or other fees will be made at sanctioned events after registration is closed, unless the event is cancelled or rescheduled by a ruling of the Race Director, after which time fees will be returned.
4. Any competitor who pays for race entry or organization membership with a check or credit card is responsible for the payment of all charges should the bank or other institution fail to remit for whatever reason.
5. Drivers who fail to complete payment for entry fees are subject to discipline prescribed by the ISR affiliate. Drivers may be suspended for a period of one year from the date on which the debt is paid.
 - a. If the participant stops payment on check or credit card, participant gives up the right to protest or appeal until full payment is made.
 - b. Participants who pass NSF checks must pay entry and prescribed fees in full before the next race or within 30 days, whichever is sooner.
6. Insurance fees are not refundable.
7. Regional service charges or insurance surcharges are not considered part of entry fee maximums.
8. Gate admission fees for driver and crewmembers will be regulated on a regional basis.
9. The order of events will be regulated on a regional basis.
10. The maximum number of classes a driver can enter per day will be regulated on a regional basis.
11. Any class or event can be eliminated when there are less than two (2) official entries at the close of registration.
12. All participants in events must be fully familiar with the rules and regulations, plus such rules by Race Promoters that may be specifically applied to any event.

DRIVER AND SNOWMOBILE

1. A driver and his snowmobile (chassis and engine) shall be considered a unit and once the class has begun, neither will be substituted. If a driver qualified on a snowmobile, both must be in the same final event of the class and/or event.
2. Engine parts may be replaced during the event, except for the crankcase and crankshaft, which may not be replaced.

SPONSOR IDENTIFICATION

1. Anytime the sanctioning organization or sanctioned event has a sponsorship, all members and promoters must meet sponsorship requirements, if drivers' number system is not compromised.

DRIVER IDENTIFICATION

1. There will be an automatic suspension for drivers who race under another driver's number.

SNOWMOBILE IDENTIFICATION

1. Regions will determine methods of identification of snowmobiles in competition.

PRE-RACE SAFETY INSPECTION

1. ANY ENTRY IS SUBJECT TO INSPECTION UPON REQUEST BY THE RACE DIRECTOR OR TECHNICAL DIRECTOR.
2. Pre-race safety inspections are mandatory at all races. Passing a pre-race safety inspection is no guarantee that a snowmobile complies with all rules for the event.
3. Only snowmobiles having passed pre-race inspection will be allowed on the racetrack.
4. All aspects of modification are contingent on safety inspection by the Technical Director. The Technical Director may remove any snowmobile from competition that does not meet safety requirements.
5. Damaged or broken safety equipment (not including tether switch) not detected during a race is not grounds for disqualification after completion of that race unless black-flagged during the race in question.

MANDATORY TEARDOWN

1. Regardless of snowmobile equipment passing prior inspections, compliance with the rules must be made at the post-race inspection.
2. Once a snowmobile has completed registration to race it may be inspected at any time.
3. Tech Director will select the snowmobiles for mandatory teardown and inspection. Drivers will take their snowmobiles directly to Tech after completing the race. The snowmobile must remain in Tech until released by the Tech Director or a designated member of the Tech staff.
4. Driver and/or driver's mechanic will perform teardown to point required by the Technical Director.
5. Any driver not reporting to Tech or refusing teardown will be disqualified.
6. Inspected snowmobiles will not be reassembled by the inspection group.
7. Driver and/or driver's mechanic will be the only two (2) people allowed with the snowmobile in the inspection area.
8. The sanctioning organization assumes no responsibility for impounded snowmobiles.

SEALS

1. Drivers will allow the installation of a seal or seals on the engine and/or body of their racing snowmobiles. To change the seal, mutilate it or try to break it, or re-use it, during the weekend or event where it is installed without the consent of the Race Director, could result in the responsible driver being called before the disciplinary committee for strict discipline. Accidental breakage of the seal must be reported to the Race Director immediately.

PROTESTS

1. All formal protests must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee (protest fee may vary by region or circuit) two hundred and fifty dollars (**\$250.00**) recommended.
2. When the official protest is made with the fee, the item to be protested must be stated (a general protest will not be accepted), teardown will not be complete until protest is found to be valid or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If the protest is invalid, the fee will be given to the protested snowmobile owner for the inconvenience (to be accomplished before the snowmobiles are released from teardown).
3. There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or assigned official on the course.
4. Race Director has the authority to determine the validity of a protest.
5. No protests will be accepted that refer to a Race/Technical Director's judgement or decision.
6. It shall not be possible to protest or appeal technical inspection equipment, manual /electronic scoring or manual/electronic timing equipment.
7. Protests must be filed within thirty (30) minutes following the completion of the daily event or within thirty minutes following the official announcement of results for the class in question whichever occurs first.
8. Properly filed protests must be addressed by sanctioning body before finalizing class results.

APPEALS

Appeals Process

The following appeals process shall be applicable for all ISR affiliates and will be the binding operational guide and procedure statement for all affiliates effective July 30, 2015. For any Affiliate that has an internal Appeals Process, the process will only apply to operations inside the association or company and will not have any bearing on race rule interpretation, infractions, misconduct or other situations that may arise from race activity.

Technical Infractions

Driver or team are found in non-compliance with the rules concerning fuel, sled construction, specific dimensions, materials used, or components used not conforming to the rules for each specific class, the following will be the procedure.

Tech Director or Race Director determines infraction and makes the appropriate decision considering the gravity of the offence. The Director may:

- a. Verbally warn driver or team.
- b. Disqualify driver from event for the class specified.
- c. Disqualify driver from all events entered in days competition.
- d. Fine driver, if affiliate has a fine process in place in the affiliates bylaws or published operational guide.
- e. Suspend driver or team for season.

On Track Infractions

Race Director determines infraction and makes the appropriate decision considering the gravity of the offence. The Director may:

- a. Verbally warn driver or team.
- b. Disqualify driver from event for the class specified.
- c. Disqualify driver from all events entered in days competition.
- d. Fine driver, if affiliate has a fine process in place in the affiliates bylaws or published operational guide.
- e. Suspend driver or team for season.

If the affected driver feels the decision is not correct, he/she may appeal the decision in the following manner.

1. The Appeal must be presented to the affiliate Race Director in writing using the ISR approved form available from the ISR web site. This form must be presented within 30 minutes of the announcement of the disqualification or penalty. The Appeal must be accepted by the affiliate.

2. The affiliate must within 24 hours convene a meeting of the owner/ management/ officials of the affiliate and review the offense/ infraction. If the offense is upheld, the driver/team can request a further appeal to ISR and ask for a review by the rules group for the discipline. ISR has 5 days to conduct such review with the rules committee of the specific discipline.

If the Appeal is found valid, all points, money, prizes, etc. are returned/ awarded to the driver/team.

3. If the offense is upheld, the Affiliate and the Driver/team must inform ISR of the situation within 24 hours of the alleged infraction. ISR will then, within 5 working days conduct a review of the situation, convene the appropriate rule review group from the proper discipline/aspect and render a decision.

The decision of this session is binding and has no further appeal.

Affiliates and Drivers must review the Chain of Custody and submission of components/ fuels/ design concepts presented for the Appeal. If the driver/team does not submit samples, exhibits, photos, etc. of the offending component or fuel, the appeal is considered void and the penalty stands. If the Affiliate does not accept and submit samples, exhibits, photos, etc. of the offending component or fuel, the appeal is considered void, and the penalty is rescinded, and all prize money, awards and points are returned to the driver/team. There is no appeal of any type to this operational chain of evidence and procedure.

The Operational Guideline and Appeals Forms are found here:

Race Operation Infractions [Click here](#)

Rules Interpretation Issues [Click here](#)

Business Operation Misconduct [Click here](#)

The affected driver/team may ask for a review of a decision or procedure within 30 minutes of the conclusion of the event or race where the infraction is deemed to have occurred.

1. The Appeal must be presented to the affiliate Race Director in writing using the ISR approved form available from the ISR web site. This form must be presented within 30 minutes of the announcement of the disqualification or penalty. The Appeal must be accepted by the affiliate.
2. The affiliate must within 24 hours convene a meeting of the owner/ management/ officials of the affiliate and review the offense/ infraction. If the offense is upheld, the driver/team can request a further appeal to ISR. ISR has 5 days to conduct such review by ISR management and consultants. If upheld the driver/team has no further appeal. If the Affiliate decision is overruled, all points, money and prizes are awarded to the driver. The ISR decision is binding and has no further appeal, from Driver/Team or Affiliate.

NOTICE

Driver infractions/ disqualifications in a drag racing and speed run events will be forwarded to all ISR affiliates.

NOTICE

Drivers, promoters or any personnel affiliated with ISR snowmobile events who are banned from racing or subject to other major penalties by one affiliate, having completed the hearing process, the decision shall be honored by all ISR affiliates.

PRIZES AND AWARDS

1. All prizes, awards and paybacks shall be presented to the official winners or their appointed representatives at the close of the event, unless specifically advertised otherwise as to the time and place of awards.
2. Drivers will not be required to attend award banquets, parties, ceremonies, etc., to receive prizes, awards or pay-backs, although they are encouraged to cooperate as a courtesy to the promoter.

PIT AND PADDOCK/STAGING AREA

1. Reasonable speeds will be observed in the pit and paddock area. All pit areas are caution zones where utmost in driver awareness is required.
2. Hot pit and staging areas are limited to drivers preparing to race and their pit crewmembers. Minimum age for pit crewmembers in these areas is 14 years old. All persons in these areas must have signed a release and waiver for the event.
3. There is no minimum age for people in paddock, pit parking and cold pit areas. It is recommended that people in these areas be required to sign a release and waiver.

TESTING, TUNE-UP, WARM-UP & PRACTICE

1. Testing of the engine and/or snowmobile must be done in a designated area only. Driver must consult with Race Director to determine proper testing areas at each event.
2. Testing area must be a suitable course or area, completely free of obstructions, which provides adequate and safe run-off areas, so competitor may slow down and exit safely.
3. Fences or squared off banks shall not be permitted at the end of the testing area.
4. Officials must provide proper supervision of the testing areas as well as adequate crowd control to prevent spectators or other persons from moving onto the area.

SUPPORT VEHICLES

1. No unauthorized motorized vehicles will be allowed in the pit or staging area.

TEMPORARY SHELTERS

1. Competitors shall not utilize temporary shelters such as tents, sunshades or other structures made from flammable materials. Such equipment shall have proof of flame resistance testing affixed for inspection by race officials.

ANIMALS

1. No aggressive animals will be allowed at the race site.

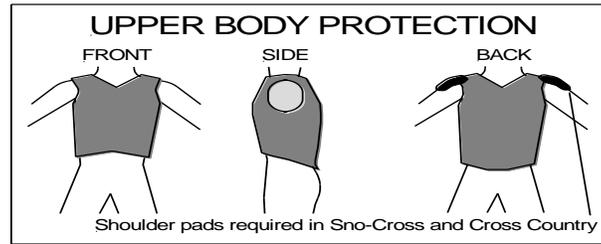
DRIVER PROTECTIVE EQUIPMENT

It is the responsibility of the racer to select protective equipment that will conform to ISR guidelines and provide adequate protection. Even though race rules committees and ISR develop guidelines, ISR does not endorse or guarantee specific products or manufacturers of protective equipment. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.

1. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2015 Snell Foundation Approval Code. Helmets carrying European Standard ECE 22.05 are also approved. This is also mandatory in the tune-up area. The helmet must be securely fastened at all times. SnowCross: Any snowmobile operator under the age of 18, must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.
2. Enclosed cockpit sled drivers must use an automotive certified helmet meeting Snell SA specification.
3. Gloves and clothing, along with at least above ankle leather boots are mandatory (above ankle boot must have a minimum of 6 inches of leather above the ankle).
4. Eye protection mandatory; facemasks may be required at the starting line at the discretion of the Race Director. If corrective lenses are required to

drive a motor vehicle, the driver will also be required to wear them when racing.

5. Hearing protection is mandatory in all non-stock classes in all types of competition. Recommended for all stock class competition.
6. The use of upper body protection equipment is mandatory, except for enclosed cockpits. The upper body protection must cover all body areas shown in illustration. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.



7. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
8. Upper Arm Pads and Elbow pads are highly recommended in all forms of racing.
9. Neck bracing recommended in all forms of racing.

Upper Body Protection That Meets ISR Guidelines [Click Here](#)

Evs [Click Here](#)

Tek Vest [Click Here](#)

Saf-Jak [Click Here](#)

Leatt Adult [Click Here](#)

Leatt Youth [Click Here](#)

HMK Protective Vest [Click Here](#)

13. Leather suits: See class specifics.

GENERAL COMPETITION

SIGNAL LIGHT RULES

1. Sanctioning bodies, which employ signal lights, must inform competitors of their signal light protocol before the start of the event. When light signals are used instead of flags, all competitors must be made aware of signal light procedures prior to the race.
1. Competitors must obey signal lights.
2. The following signals apply to OVAL, ENDURO and other specified closed course races:
 - a. GREEN LIGHT-Start of race.
 - b. YELLOW LIGHT-Caution
 - c. RED LIGHT- Stop snowmobile. At the direction of the Race Director, return cautiously to the starting line.
3. The following signal lights apply to DRAG racing:
 - a. PRE-STAGE/STAGE-Flashing or non-flashing means stage snowmobiles, be ready to race.
 - b. YELLOW LIGHT-Staged and ready to race.
 - c. GREEN LIGHT- Start of race
 - d. RED LIGHT-Driver has left the line before green light.

TIMING

1. It is the driver's responsibility to see that his snowmobile triggers the scoring system properly.
2. Starting and finishing lights must be of a uniform height.

RACE STARTING PROCEDURES

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race (except special events).
2. Snowmobiles may be pushed to the starting line.
3. All participants (including crewmembers entering the start line area, are required to wear eye protection or safety glasses.
4. Snowmobiles must be placed on an approved stand for warm-up and/ or for clearing the track. See CLEANOUT/SAFETY STANDS in this chapter.
5. All snowmobiles on the starting line must have the track and both skis flat on the course surface, before starter begins the race.
6. The driver's feet must be on the running boards or stirrups. The Race Director may disqualify a driver if the driver's method of start interferes with other contestants.

START

1. Events that take place under natural lighting will be terminated thirty (30) minutes after published sunset. This rule must be strictly enforced. Furthermore, this rule assumes that there are no other visibility issues other than sunset. If visibility is reduced beyond the prescribed limit by other factors, racing must be halted before the prescribed time.
2. Any conditions that reduce visibility (prior to 30 minutes after sunset) must be considered before continuing to race. Other conditions include (but not limited to) snow dust, ice dust, fog, haze, clouds, mist, falling snow, falling rain, and smoke.
3. It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.
4. An injured or otherwise incapacitated driver or damaged snowmobile shall be prohibited from racing with exception that if in the Race Director's judgement, the driver or snowmobile is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.

LEAVING THE COURSE

1. Drivers should stay on the confines of the marked course. At the discretion of the Race Director, a driver may be disqualified for leaving the confines of the course.

CONTROL OF SNOWMOBILE DURING RACE

1. It is expressly forbidden to drive or push a snowmobile in a direction other than that of normal race traffic. A driver who has spun out is permitted to turn snowmobile around to continue the event provided such action is taken only when the course is clear.

RACE FINISH

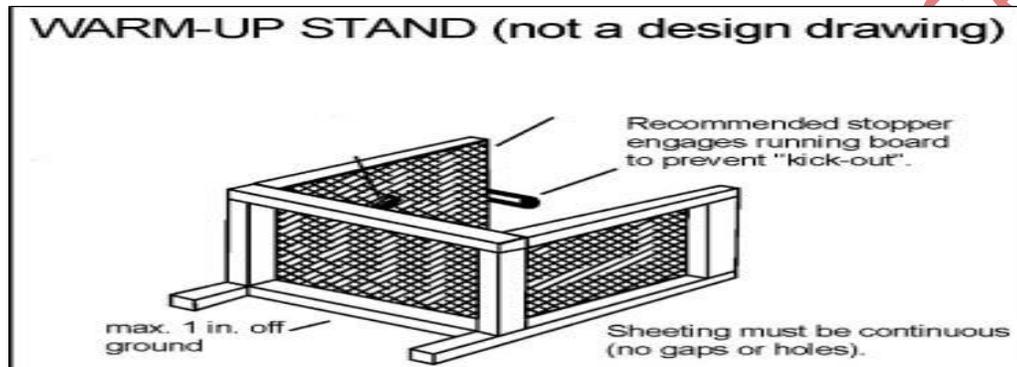
1. The finish line will be clearly marked.

DRIVERS BRIEFING

1. The mandatory meeting (or meetings) will be held at an announced time and place. It will be conducted by the Race Director and Race Promoter. Descriptions of the course, flags, etc. will be made. An interpreter should be used when needed. Pins, stamps, tags, etc. may be used to check the identity of drivers at the briefing.

CLEAN OUT / SAFETY STANDS

1. Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory (see illustration).



The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory, and they must extend at least to the center of the rear axle. Vertical coverage must be no more than one (1) inch off the ground/ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes). A plywood liner is recommended to help absorb impact. Safety stand must maintain enough height to prevent track encountering ground/ice surface. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.

2. No full throttle operation while snowmobile is on warm up stand (recommendation).

MISUSE OF PIT PASSES

1. Improper usage of pit or paddock passes will be grounds for discipline.

FIRE EXTINGUISHER

1. Fire extinguishers must be available in pit, paddock/staging and starting line areas. Fire extinguisher minimum size will be five (5) pounds with ABC fire extinguishing capabilities. Fire extinguishers will be in place before the start of the race.

GENERAL VEHICLE RULES

These **GENERAL RULES** apply to all snowmobiles in competition unless so noted. All participants, racers and crewmembers are required to be fully aware of these regulations and must abide by them.

Participants are solely responsible for the condition of their snowmobiles and their competence to operate them.

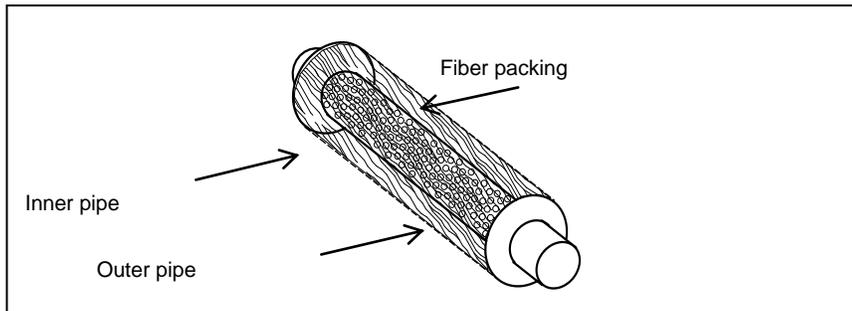
Where the rules permit or require components or equipment to be installed, replaced, altered, modified or fabricated, it is the sole responsibility of the driver to select components, materials and/or fabricate the same so that the components will perform safely in competition.

CLASS ELIGIBILITY & SNOWMOBILE ID

1. Unless otherwise specified in specific ISR rules, a snowmobile used in more than one class or division must comply with all rules and safety guidelines for each class or division in which it competes.
2. In stock and stock-based classes, the chassis and engine must have been originally OEM assembled and serial numbered indicating that the snowmobile is a stock qualified unit from the production run of a stock qualified model.
3. All snowmobiles in Modified and Open classes must have serial numbers permanently affixed to the engine and the frame. Duplication of serial numbers is not allowed.
4. If the tunnel, engine or other serial numbered part is replaced, the serial number must be removed from the replaced part and affixed to the new part.

ENGINE

1. ISR and/or the Race Rules Committees will approve the validity of all engine intake systems.
2. In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced snowmobile.
3. In stock and stock-based classes, coolant thermostats, regardless of location in the cooling system, may be ran as produced, changed to alternate temperature settings, or completely removed. If removed a control plate/washer to control volume of flow may be installed in its place. This plate shall serve no other function than restricting the flow of coolant.
4. In Stock classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional.
5. In modified drag racing and some other types of racing, the following minimum standards for straight-thru silencers are required:
 - a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
 - b. Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).



- c. Outer pipe must be at least $\frac{3}{4}$ in. larger than inner pipe.
 - d. Minimum silencer length 3 in.
6. OEM carburetor slide valves and replacement jet components without modification will be allowed in all Stock classes. No modification to carburetor body will be allowed.
 7. An adequate return spring on the throttle is required. The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the snowmobile) of the right-hand handlebar. Throttle must be thumb operated. Twist grip throttles not allowed. Water Cross exception: Any hand operated throttle positioned on the right-hand side handlebar allowed. No twist grips allowed.
 8. No pressure charging allowed unless specified.
 9. All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.
 10. When superchargers are allowed, a supercharger restraint system, including a flexible blanket shield, is required to prevent super chargers from being blown free of the engine.

DRIVE

1. Brakes shall always be operative. Brake lever must remain on the left, front side of handlebar.
2. The master cylinder, caliper and disk assembly must be commercially available.
3. Additional brake assemblies may be added. If the secondary brake is on the track drive shaft, the disk may be smaller than 7". Brake disk in any other location must be a minimum of seven (7) inches in diameter. Track drive shaft may be lengthened to accommodate additional brakes.
4. In Modified and Open classes, anytime the brake assembly has been modified or relocated, the brake disk must be covered with a shield capable of retaining an accidental explosion.
5. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
6. Chains, pulleys and exposed moving parts will be isolated from the driver and other competitors by shields capable of retaining all accidental explosions and component impacts. Integrity of protective shields shall be at the Race and/or Tech Director's discretion. No holes may be drilled in protective shields.
7. Unless otherwise specified, stock class belt guards are acceptable in Stock classes only.
8. Secondary clutch windage plates may be removed in all classes. Windage plates may not be added in Stock based classes unless OEM for the model.
9. Custom clutch guards, clutch guards on purpose-built chassis, and specialty chassis may use Carbon fiber, Kevlar, and other materials as reinforcement of standard clutch guard material and design. Newly designed clutch guards must exceed the specifications and limits established in standard clutch guard requirements, See specific disciplines for details. Each specific clutch guard must be submitted to ISR with digital pictures (both installed and uninstalled, at least four views) and a detailed explanation of design, design limitations, and method and type of fasteners used to affix the guard to the chassis. ISR may request an appointment to inspect on site.

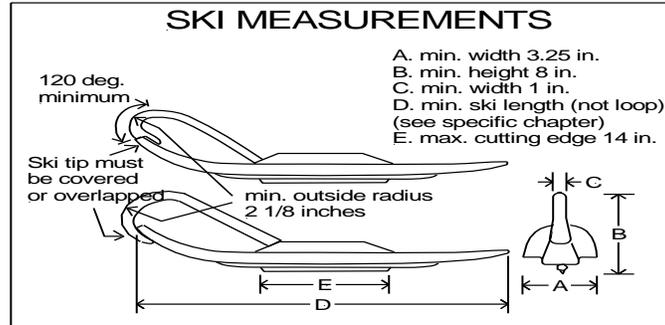
SKI SUSPENSION AND STEERING

1. All handlebar ends must be plugged.
2. Only steel suspension springs allowed unless otherwise specified.
3. At safety inspection, ski suspension travel will be measured vertically at the front bumper.

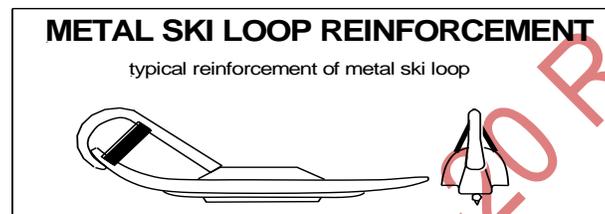
SKIS & SKI RUNNERS

1. Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over 1/2-inch turndown constitutes a cutting edge. Hillclimb only: Ski's with over 1/2 inch *turn down on any edge will be allowed*. Multiple turn downs allowed.
2. A maximum of fourteen (14) inches total length of carbide per ski is allowed (unless otherwise specified in specific chapters).

- All ski loops must be at least one (1) inch wide and 5/8-inch-thick or 1-inch diameter round material. The arc of the leading edge of the ski loop must have an outside radius of at least 2 1/8 inches and extend at least 120 degrees upward (see illustration). Plastic ski loops must be affixed with steel bolts.



- The ski loop must overlap the end of the ski and secure to the underside or it must cover the leading edge of the ski entirely.
- Metal ski loops must be affixed with steel bolts and not welded (Oval-minimum two fasteners).
- Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.



- Beam breaker surface for electronic timing must be confined within the ski loop (unpolished, flat black).
- Ski tip (not including the loop) must be turned up 1.5 inch from the bottom of the ski (not including the keel(s) or ski runner).
- No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.

TRACK SUSPENSION

- Any OEM type slide rail hyfax may be used as a replacement.
- Slide rail hyfax can be drilled in all classes.
- Where allowed in these rules and by local environmental laws, slide rail lubrication systems may be used. No toxic solutions may be used.

TRACK & TRACTION

- Track dimension rules are specified in each chapter. A 1/8-inch maximum variance in the minimum track width requirement is allowed. No cutting, notching or trimming of the track is allowed, except as noted in specific sections.
- Unless otherwise indicated, the track must be centered on the centerline of the tunnel in all modified classes. Modified classes are allowed track offset for installation of brake assembly on front driveshaft. In no case may this offset be more than 2 (two) inches, determined from edge of track to inner edge (side) of tunnel. In Stock and Stock-based classes, the track location must be as produced unless otherwise specified.
- In all forms and classes of racing, track clips and guide clips may be replaced when worn - guide clips may be removed and replaced with track clips - track clips may be removed and replaced with guide clips - the track must retain the original number of clips with which it was produced.
- In all forms of racing, there are traction device limitations, see specific chapters for details (see Appendix for traction device measurement details).
- Identification numbers affixed or molded into tracks by the molder of the track must remain completely visible and unmodified. No traction device or other item may be installed over the identification numbers on the track. Identification numbers include model number, serial number and/or any other information applied to the track by the molder.
- Tracks may not be reversed.

FRAME & BODY

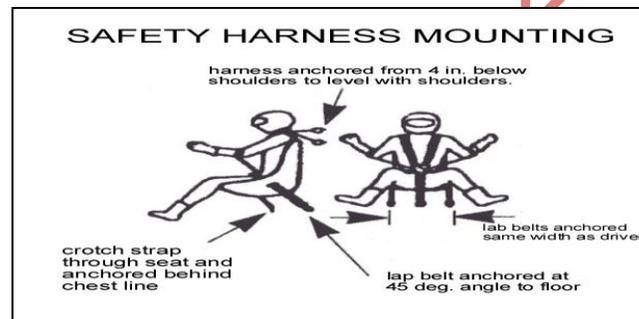
- A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down (restrained from rearward movement) to restrain traction components, snow, mud, rocks and other material thrown from the track at all speeds. Recommended materials are 3/16-inch fiber reinforced rubber belting or 3/16-inch semi-rigid plastic such as HD polyethylene or UHMW polyethylene.
- The snow flap must overlap the widest part of the rear tunnel opening by at least one inch on each side.
- The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile. The use of springs and/or elastic material for holding down and restraining snow flaps is not acceptable.
- The snow flap must be in contact with the course surface when the rider is on the snowmobile. Violation of this rule results in mandatory expulsion from the class.
- The snow flap on the twin track snowmobile must be reinforced to keep it in proper placement at racing speeds. Two (2) separate flaps may be used on twin track snowmobiles.
- Material used in/as wheelie bars will not be considered a snow flap.
- The maximum overall snowmobile width is 45 inches unless otherwise stated.
- In Speed Runs and some Modified classes in drag racing, maximum snowmobile length is 120 inches. See class specifics.
- Where specifically allowed, foot stirrups/foot pegs may be installed. Must be constructed of rigid materials.
- All modified snowmobiles regardless of class or discipline will be equipped with an upholstered, padded seat minimum thickness one (1) inch, minimum length fifteen (15) inches. OEM seats may be cut down to the design needs of the builder but must meet these minimum standards.
- Unless otherwise stated, seats in Stock class must be OEM for the model. OEM seats have no requirements for fabric, padding, dimension, or coverage. If the seat meets manufacturers legal design criteria it is legal for any class, stock or modified.
- Unless otherwise specified, tunnel protective strips may be added to underside of tunnel to protect the tunnel and cooling system from being

damaged by traction products.

13. If a braking parachute is required, it must have been produced by a recognized manufacturer. Tech inspectors may observe the operation of the parachute and inspect for worn or frayed lines, ripped or dirty canopies and worn or ragged pilot chutes. Parachute cable housings must be mounted solidly to the frame or other suitable member; the use of quick pins for parachute mounting is prohibited. The parachute must be mounted in a manner that does not render it inoperative if the snowmobile should lose a track or part of the snowmobile (specifically, mounted above the snow flap and at the center of the rear of the tunnel). The parachute controls will be mounted so they are accessible to the participant in a normal driving position.
14. Parachutes are recommended on any snowmobile that can achieve 150 miles per hour and is mandatory for any snowmobile that runs 160 MPH or better.

ENCLOSED COCKPIT FRAME & BODY

1. A quick release seat belt/ shoulder harness (aircraft-type, automotive race type) is mandatory on all enclosed cockpit snowmobiles. All safety belts/shoulder harness installations must be mutually compatible (originally designed to be used with each other). Installations not allowed where the harness is sewn, fastened or where the safety belt is fed through the loops in the harness. For harness installations see illustration. Only those units that release all four (or five) attach points in one motion are allowed. Shoulder harnesses must be securely mounted to the frame, cross member, or suitable reinforced mounting, and installed to limit driver's body travel both upward and forward. Belts and shoulder straps must be 3-inch minimum width.
2. Quick release arm restraints are mandatory.
3. Under no circumstances are bolts to be inserted through belt webbing for mounting.
4. It is recommended that all belts and harnesses be covered with fireproof material.
5. An abrasion plate is mandatory on seat belts where they are wrapped around the frame and would be exposed to rubbing on the track or by a rotating component.
6. All enclosed cockpit snowmobiles must be equipped with a regulation on board fire extinguisher and must be manually controlled. The system must be halon 1301 or 1211 and mounted per manufacturer's specifications with the primary nozzle(s) directed to protect the participant while in the driving position. See OVAL OUTLAW rules for variations and exceptions.
7. Fuel tanks must have a pressure cap and be vented to the outside of the body or have built in check valve.
8. All roll cage structure must be designed to protect the participants from any angle, three hundred sixty (360) degrees. Flush grinding welds not permitted. It is recommended that all cage welds be gusseted. Must have a roll bar four (4) inches above driver's head (see illustration). An approved Fire-Retardant Suit, (fire suit) must be used and must be the final layer of clothing on the driver during competition. No other clothing may be worn over the fire suit.



IGNITION & ELECTRICAL

1. All snowmobiles must be equipped with a tether switch that must always be attached to the operator and be operable. The switch must "kill" the engine by disconnecting the ignition system when the operator and the snowmobile become separated. It is the responsibility of the driver to make certain that the tether is attached to everyone who starts the engine or operates the snowmobile.
2. Maximum tether cord length will be 4 feet except where noted otherwise. Verification of tether cord length will be determined at tether cord's fully extended length.
3. The tether cord will be securely fastened to the driver. No alligator clips allowed.
4. The tether switch will be securely mounted in a location on the snowmobile other than on the handlebars or steering column. Hillclimb only: The tether switch must be securely mounted to a structural component of the snowmobile and located in such a manner that it will not become detached from the snowmobile during accidents, or failed climbing attempts. In no way can the tether be fastened or restricted that would not allow it to function in case of need.
5. All snowmobiles must have a handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch).
6. Wet cell must be enclosed in a non-conductive battery box. Positive terminal must be shielded. Battery box must be securely held in place.
7. On snowmobiles with enclosed cockpits it is mandatory to have a functional kill switch that will terminate ignition if the snowmobile rolls over, this is in addition to the tether switch.
8. Unless otherwise specified, electric start parts including motor, solenoid, battery, battery bracket, wiring, and ring gear may be removed. No machining, cutting or grinding allowed for removal.

FUEL REGULATIONS

NOTICE: It is advisable for all competitors to have their fuel tested at the event, before competing.

1. A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
2. Allowed gasoline and lubricants:
 - a. Only a commercially available pump gasoline that complies with these rules is allowed. (The term "pump gasoline" includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with

petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting characteristics are strictly forbidden.

- b. Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce power in excess of that produced by standard pump gasoline and petroleum base oil shall not be permitted. The list of unacceptable additives includes, but is not limited to, alcohol, nitrates, and other oxygen bearing compounds.
- c. No competitor or driver's pit personnel shall possess power boosting additives or agents upon the race premises of the sanctioned event. Violations of this rule shall subject the violator to severe disciplinary procedure.
- d. Aerosol cans of ether are allowed at sanctioned races for starting purposes. No driver will be allowed to carry such cans on their person or their snowmobiles during the race.
- e. Driver statements as to their fuel components will be binding and may be verified by various fuel tests. Drivers must allow officials to test their fuel at any time.
- f. In Stock Drag Racing and all Youth Racing classes, commercially available gasoline that is reformulated with up to 10% ethanol is allowed.

FUEL TESTS

WARNING: Gasoline, lubricants, additives and fuel test reagents are all potentially hazardous materials. Anyone handling them should be aware of the hazards and act accordingly. Race Rules Committees and ISR establish these guidelines and recommended test procedures, but do not assume liability for injury or death caused by the handling of these materials.

Any or all these tests may be employed. Test results may be confirmed from time to time using an infrared spectrometer.

IF ANY OF THESE FIELD TEST ARE FAILED BY A PARTIAPANT HE WILL BE DQ'ED FROM ALL CLASSES THAT HE PARTICAPATED IN FOR THAT DAY. ELECTRICAL CONDUCTIVITY

1. CERIC NITRATE REAGENT TESTING
2. REAGENT D TEST FOR DIOXANE
3. WATER SOLUBILITY TESTING
4. ANY OTHER TEST APPROVED BY RACE RULES COMMITTEES

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

All participants are subject to disciplinary action for violations of these rules in accordance with the sanctioning organization's bylaws. Penalties may include suspensions, fines, loss of points, disqualifications or any combination thereof. The nature of the penalty is determined by the gravity of the offense and its effect on the safety and good reputation of snowmobile racing. The violations hereinafter set forth are subject to the penalties noted.

EJECTION FROM RACE SITE

1. The Race Director has the right to eject any person(s) from the pit, paddock (staging area) or racetrack area.

CONDUCT OF PARTICIPANT (OFFICIALS, DRIVERS, CREWS, ETC.)

1. Participants are solely responsible for the condition of their snowmobiles and their competence to operate them.
2. No driver may, at any time, ride/drive in such a manner as to endanger life or limb of other riders, officials or the public.
3. Vulgarity, derogatory or offensive language will result in disciplinary action, ejection from race site and be subject to fines and penalties.
4. Any participant that threatens bodily harm or assaults any official, driver, crew, etc. will be subject to disciplinary action, ejection from race site and be subject to fines and penalties.
5. Clothing displaying vulgar language is not allowed.

DRIVER LIABILITY RELEASE, COVENANT NOT TO SUE

1. *The driver/pit crew, in filing an application to enter the event, elects to use the course of the event at driver's /pit crews own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, tech personal, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property and/or reputation from tech decisions that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held and or piece of equipment that participant entered into competition.*
2. *Drivers/pit crew and other participants further acknowledge and fully understand that there may also be other risks that are not known or foreseeable at this time, and the above and released persons cannot control these risks, nor have the released persons judged the participants' skill level or ability prior to allowing the participants to participate and consequently is not in a position to guarantee the participants' personal health or safety during the programs, events or activities. DRIVER/PIT CREW KNOWINGLY AND VOLUNTARILY ASSUMES ALL SUCH RISKS, BOTH KNOWN AND UNKNOWN, ANTICIPATED AND UNANTICIPATED, EVEN IF ARISING FROM THE NEGLIGENCE OF THE RELEASED PERSONS OR OTHERS, AND THE PARTICIPANTS ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE PARTICIPANTS' PARTICIPATION.*
3. *In consideration of permission and as a requirement of participation in sanctioned events, drivers, pit crew and other participates hereby covenant and agree not to sue the sanctioning organization, or its heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held, and further agree to fully release, indemnify and hold harmless those persons from any and all causes of action, demands, claims, and loss of injury to person or property or damages, of any nature whatsoever, whether the participation is supervised, unsupervised, however the injury is caused, including, but not limited to the negligence of any released persons.*

DRIVER RESPONSIBILITY

1. The driver has the responsibility for the actions of his crew. It is the driver's responsibility to see that all crewmembers are aware and abide by all rules and guidelines.
2. The condition of a snowmobile is the responsibility of the driver. A driver may be disciplined if driver's snowmobile is modified to defraud the officials or other competitors.

FRAUD, BRIBERY & ILLEGAL ASSISTANCE

1. In addition to non-compliance with any of the above regulations or rules, the following offenses shall be considered a breach of regulations subject to disqualification.
 - a. Bribing or attempting to bribe anyone connected with the race or accepting or offering to accept a bribe.
 - b. Competitor accepting any kind of assistance that aids in snowmobile operation during the race.
 - c. Any fraudulent proceedings or act of prejudicing the interest of the race generally.

INTOXICATING BEVERAGES & DRUGS

1. Drinking of intoxicating beverages is strictly forbidden by any participant. Anyone showing evidence of having used an intoxicating beverage must leave the premises (specifically pit, paddock (staging area), warm up area, tear down and racetrack) immediately and be subject to disciplinary action by the disciplinary committee. This shall be in effect through the final inspection of snowmobiles.
2. Possession or use of illegal drugs or drug substances, as defined below, is prohibited in any form, by any participant, on the race facility, or in any area considered to be used in the operation of the race facility, such as parking lots or leased properties.
3. Illegal drugs are these substances defined and prohibited by state/provincial and/or federal law.
4. Any person found to be in possession or under the influence of an illegal drug or drug substance on race facility property, as defined above, or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substance or any person who is formally charged by a court of law with illegal drug violations, shall be subject to suspension from competition and eviction from the race facility, and denial of further entry to the race facility for a period determined by the disciplinary committee.
5. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to the ISR Advisory Board, shall be suspended from all forms of participation at any ISR event until such time as the charges are fully adjudicated through the legal process. Any conviction of a formal drug charge by such will be prohibited from taking part in any ISR or affiliated event for a minimum period of three (3) years from date of conviction.
6. Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by the ISR Advisory Board, provided the suspended participant requests such hearing in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.
7. The cost of convening the board of officials will be borne by the participant prior to the convening of the board.
8. A participant suspended for violation of these rules, EXCEPT IN THE CASE OF PERSONS CHARGED WITH SELLING DRUGS, may, as the result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant (at his own expense) will produce documentation from a physician licensed within the state or province, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing made at the request of the ISR Advisory Board.
9. If a participant is using prescription drugs on advice of a physician, such use must be reported to the Race Director prior to the participant's entry into any ISR activities. Failure to notify will subject the participant to penalties as prescribed above.
10. A participant is any person taking part in any event sanctioned by or affiliated with International Snowmobile Racing, Inc., in any form, including but not restricted to drivers, snowmobile owners, mechanics, crew members, sponsors, track officials, pit area personnel, manufacturers and press representatives. All such persons shall be considered public figures that have by their own choice become involved in the snowmobile racing events, with the full understanding that he or she must abide by the rules and regulations established and published by ISR. All participants are responsible for their personal conduct.

RACE DIRECTOR AUTHORITY

1. The Race Director and Technical Director will be certified by the sanctioning organization.
2. The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility, including design (these rules and regulations notwithstanding).
3. He shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event.
4. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
5. Race Director may not have vested interest in the outcome of an event over which he/she officiates. He/she may not officiate over a class in which he/she has a vested interest.
6. Race Directors may compete in events other than those in which they officiate.
7. The Race Director may cancel any race or the complete event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give drivers adequate notice in advance.
8. A Race Director may judge the mechanical integrity of all timing equipment.
9. Only Drivers (no other participants) will have discussions with the Race Director about protests, and driving complaints, etc., and may approach the Director before the day's events, after an event, or at the direction of the Race Director.
10. The Race Director has the authority to judge the racing abilities of competitors and take appropriate action to insure the safety of the event.
11. The Race/Tech director shall have the authority to determine structural integrity.
12. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' snowmobiles. The Technical Director may not officiate over a class in which he has a vested interest.
13. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
14. Decisions of the Race/Tech Director may be reviewed by the board of the sanctioning body.
15. Decisions made at an event shall not be overturned without a formal appeal. Notice of the appeal process shall be given and a suitable period for all parties to prepare must be allowed.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THE RULES AND REGULATIONS IN THIS PUBLICATION. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO SPECTATORS OR PARTICIPANTS.

VINTAGE DRAG RACING

ICE and GRASS

The intent of these classes is to establish races in which all can compete at their level of personal and equipment ability. The class structure is organized in such a way as to enable as many snowmobiles as possible a place to successfully compete.

If class rules are not followed, the class name shall not be used and the class shall be run as a specialty class with ISR's prior approval.

There will be differences from circuit to circuit in choice of classes, displacement categories, eligible models and year breaks. Classes and rules will be reviewed annually with the possibility of revisions.

VINTAGE DRAG RACING DIVISIONS

SUPER STOCK
MOD STOCK
PRO STOCK
OPEN MOD

GENERAL SNOWMOBILE REQUIREMENTS

All snowmobiles in all classes must conform to all applicable rules in the ISR GENERAL RULES AND REGULATIONS section unless otherwise specified here.

SUGGESTED CLASSES

250cc	264cc maximum
300cc	317cc maximum
340cc	358cc maximum
400cc	420cc maximum
440cc	464cc maximum
500cc	525cc maximum
540cc	545cc maximum
600cc	616cc maximum
650cc	680cc maximum
700cc	717cc maximum

DRIVE

1. (Mandatory in all classes except Super Stock where it is recommended.) The clutch cover must conform to the rule for Modified Oval Sprint classes.

SKI SUSPENSION AND STEERING

1. Leaf spring snowmobiles must have functional steel leaf springs.
2. Springs must be steel or OEM-for-the-model if some other material.
3. IN ALL CLASSES: Offset ski stance not allowed unless produced by the OEM for the model.
4. All IFS & Leaf spring snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel will be measured at bumper.

TRACK SUSPENSION

1. All IFS snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel will be measured at bumper.
2. Springs must be steel or OEM-for-the-model if other material.

TRACK AND TRACTION

1. No cleated tracks allowed.
2. Traction devices must conform to Drag Race Rules.

FRAME AND BODY

1. Engine, chassis and component ID numbers should be maintained.
2. Maximum overall width of any snowmobile is 45 inches (outside of skis or body, whichever is wider).

IGNITION AND ELECTRICAL

1. Programmable ignition systems allowed in all classes. Ignition reprogramming is not allowed in the staging area or on the racetrack.

In Super stock and stock based classes, no change or modification is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

SUPERSTOCK

1. Any stock qualified MODEL 1991 or older is eligible.
2. Entries will be segregated into classes based upon engine cooling (i.e. Fan, Free-air, Liquid).

ENGINE

1. The engine must be OEM-for-the-model and year.
2. Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition.
3. Any internal modifications allowed to the engine.
4. No external modifications allowed. Engine must maintain OEM-for-the-model appearance.
5. Engine bore size may be increased up to class limit.
6. Aftermarket pistons allowed.
7. Intake concept (for the engine) must be maintained (i.e. piston port, reed valve, etc.)
8. Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Air intake silencers (air boxes) may be removed.
9. Cooling system concept (for the engine) must be maintained and fully functioning (i.e. free-air, fan, etc.).
10. Must be naturally aspirated.
11. OEM-for-the-model and year exhaust system must be used.

IGNITION AND ELECTRICAL

1. Any OEM snowmobile ignition (No aftermarket Programmable ignitions)

DRIVE

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
3. Chaincase must be OEM.
4. Any track drive shaft and track drive sprockets allowed.
5. For chassis' without jackshaft, a jackshaft may not be added.
6. Jackshaft models may use any OEM jackshaft.
7. Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

1. Skis must be aluminum or steel.
2. Leaf springs must be steel and functional.
3. Shock absorbers must be oil only, gas or air shock absorbers not allowed.
4. Ski spreaders allowed. Maximum increase 3 inches (each ski).
5. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. Remote adjusters are not allowed.
2. Any OEM track suspension from a stock qualified, 1991 or older model is allowed. Wahl or other aftermarket suspensions are not allowed. Original cleat track suspensions may be modified to fit required rubber tracks. Suspension limiting devices may be added. Wheels may be added, changed or removed.

TRACK AND TRACTION

1. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. Frame must be OEM for the year and brand.
2. Frame reinforcement allowed. Frame must maintain stock dimensions.
3. Hood must be OEM-for-the-model. Windshield may be modified, replaced or removed.
4. Headlight must be taped, or removed and blocked with like material.
5. Any fuel tank may be used but must remain in stock location.
6. Any seat may be used but must remain in the original location. Seat must retain 3 inches of thickness.

MOD STOCK

1. Any 1991 or older designated stock qualified or OEM snowmobile is eligible for this class. No limited production or race only models (such as '76 and '77 Yamaha SRX, Mercury Snow Twister, Ski Doo Blizzard, Arctic Cat Z OR EXT).

SUGGESTED CLASSES

Single	0-400
FC	0-440,0-650
FA	0-340,0-440,0650,Open
LC	0-340,0-440,0-540,0-600,0-700,Open 1050 limit

ENGINE

1. The engine must match brand. Engine must be from 1991 production or earlier.
2. Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition.
3. Any internal modifications allowed to the engine.
4. External modifications allowed.
5. Intake and exhaust concept must be maintained.

6. Engine bore size may be increased up to class limit (see above).
7. Intake concept must be maintained (i.e. piston port, reed valve, etc.).
8. Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Fuel injection not allowed.
9. Any exhaust allowed.
10. Must be naturally aspirated.
11. Engines must have stock filed length stroke.
12. No sleeving down engines.
13. Open class engines may be stroked and bored or re-sleeved to a larger size.
14. Single exhaust Port, cylinders only, triple port motors will run in Pro stock. If your motor came stock with single exhaust ports and new ports were added to make it a triple port you will run in Pro stock
15. gasoline only no power adder's allowed .
16. Open cc limit is 1050

DRIVE

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed.
3. Any snowmobile brand OEM chaincase.
4. Any track drive shaft and track drive sprockets allowed.
5. For chassis' without jackshaft, a jackshaft may not be added.
6. Jackshaft models may use any OEM jackshaft.
7. Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional, minimum 20" long
3. Any factory length metal or plastic ski allowed on IFS sleds.
4. Ski spreaders allowed. Maximum increase 3 inches (each ski).
5. On IFS sleds any factory metal or plastic skis are allowed
6. Steering column must be OEM-for-the-model chassis. The top of the steering column maybe modified to accept handlebar mounts only.
7. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. **Any suspension allowed.**
2. Remote adjustors are not allowed.
3. Rear idler wheel size may be altered or changed.
4. Additional idler (marginal snow) wheels may be added.
5. Rear idler diameter may be altered or changed.

TRACK AND TRACTION

1. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. Frame must be OEM-for-the-model.
2. Frame reinforcement allowed.
3. No removing of existing bracing.
4. Shroud must remain OEM appearance.
5. Belly pans may not be removed and must have stock appearance and location.
6. Hood insulation may be removed. Hood must be OEM for the model and must contact belly pan at all OEM points.
7. No carbon fiber components.
8. All tunnels must have an additional layer of aluminum .060 added to the top or bottom side of the tunnel. It must run from the rear most point of the tunnel to the bulkhead area.
9. Outside, gas tank shell must remain intact in OEM location.
10. Windshield may be modified, replaced or removed.
11. No hand built chassis or aftermarket tunnels
12. Headlight must be taped or removed.
13. Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.
14. Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is 3 inches.

IGNITION

1. **Any ignition allowed.**

PRO STOCK

1. Any 1991 or older stock qualified or OEM snowmobile is eligible for this class & limited production or race Models (such as '76 and '77 Yamaha SRX, Mercury Snow Twister, Ski Doo Blizzard, Arctic Cat Z OR EXT). IFS Sleds race in their respective classes

SUGGESTED CLASSES

Single	0-400
FC	0-440,0-650
FA	0-340,0-440,0650,Open
LC	0-340,0-440,0-540,0-600,0-700,Open 1050 limit

ENGINE

1. Engine must match brand.
2. Any internal modifications allowed.
3. External modifications allowed.
4. Intake concept must be maintained (i.e. piston port, reed valve, etc.).
5. Open class may add reads to piston port engine
6. Billet and aftermarket parts allowed. cylinders & crankcase must remain. OEM.
7. Additional ports may be added to OEM cylinders.
8. Engines must maintain stock length stroke.
9. Open class may have a stroked crank and bore up to class limit.
10. Cylinder bore cannot exceed class cc limit in any other classes.
11. Any exhaust allowed. Must fit within confines of the hood.
12. Open class may run aftermarket cast cylinders.

DRIVE

1. Any primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed.
3. Any snowmobile brand OEM chaincase.
4. Jackshaft installation allowed.
5. Jackshaft & Drive shaft may be relocated
6. Any track drive shaft and track drive sprockets allowed.
7. Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

1. Skis must be 20" long steel or aluminum.
2. IFS any 20 " or longer metal or plastic skis allowed.
3. Ski spreaders allowed. Maximum increase 3 inches (each ski).
4. No Cobra skis allowed.
5. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. Any track suspension allowed.
2. No slide lube systems allowed.
3. Additional idler wheels may be added.

TRACK AND TRACTION

1. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. Tunnels must be factory originated with a serial number and match the manufacturers installed tunnel for the make and model
2. Replacement tunnels are allowed. Lightening or additions to the OEM tunnel is allowed. Structural integrity and OEM shape and geometry must not be compromised.
3. Bulkhead material must remain the same as OEM.
4. No custom tubular frontends will be allowed.
5. Extra bracing (reinforcement) added to OEM bulkhead is allowed
6. Removing existing bracing (reinforcement) is not allowed.
7. All fuel tanks must remain in OEM location.
8. Belly pans may not be removed and must have stock appearance and location.
9. Hood insulation may be removed.
10. Hoods must meet belly pan in stock OEM location.
11. Windshield may be modified, replaced or removed.
12. Headlight may be removed.
13. Tunnel extensions are allowed.
14. Seats must cover the length of the tunnel to the stock rear tunnel location and must be a minimum of 3 inches thick.
15. All tunnels must have an additional layer of aluminum .060 added to the top or bottom side of the tunnel. It must run from the rear most portion of the tunnel to the bulkhead area.

PRO STOCK-PRO MOD NOTICE

1. Pro Stock or Pro Mod stock sleds may bump up to Open Mod class, but only have to meet the Pro Stock class clutch guard requirements.

OPEN MOD
SUGGESTED CLASSES

F/A	300,340,440,540,650, Open
L/C	300,340,440,540,650, 800 Open
S/M	Open NA, S/M Open Power adder

ENGINE

1. The engine must be OEM for the brand and 1991 production or earlier.
2. Billet or aftermarket engine components allowed
3. Cylinder crankcase must remain 1991 or older.
4. Any internal/external modification is allowed to original cylinder and case, to allow reed cage induction to a rotary valve or piston port case
5. Cylinder bore cannot exceed the class cc limit.
6. Open class cc limit is 1050 cc

7. Any carburetor allowed.
8. Use of nitrous, turbochargers and superchargers are not allowed.
9. Gasoline only no additives allowed in fuel. Fuel may be tested at any time.
10. No oxygenated fuel.

DRIVE

1. Any primary clutch allowed.
2. Any secondary clutch allowed.
3. Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum and be 20 inches in length
2. Any 20 inch metal or plastic skis may be used on I FS sleds.
3. Leaf springs must be steel and functional.
4. Ski spreaders allowed. Maximum increase 3 inches (each ski).
5. Any commercially available handlebar or steering column allowed.

TRACK SUSPENSION

1. Any track suspension allowed.
2. Remote adjusters are not allowed.
3. No slide lube systems allowed.

TRACK AND TRACTION

1. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. Reproduction chassis are allowed but must resemble a vintage snowmobile.
2. Front suspension must have minimum of 1 inch of travel
3. Cannot be of I FS configuration unless factory produced 1992 or prior.
4. All tunnels must have an additional layer of aluminum.060 added to either the top or bottom side of tunnel. Additional metal must run from the rear most portion of the tunnel up to the bulkhead area.

SUPER MOD OPEN

1. Any 1991 or older snowmobile-based engines allowed, 1050 cc limit.
2. Billet or aftermarket parts allowed, including cylinders, heads, crankcase, and crankshafts.
3. Open class may have a stroked crank and bore up to class limit.
4. Any internal / external modifications allowed to original cylinder and case, to allow reed cage induction to a rotary valve or piston port case.
5. Any carburetor allowed
6. Competitor may only choose one type of power adder.
7. Use of nitrous is allowed in super mod and open power adder class.
8. Turbochargers and superchargers allowed in super mod open, power adder class.
9. Race gasoline meeting ISR fuel standards only, no other power enhancing additives, allowed in fuel.
10. Fuel may be tested at any time.
11. Non-oxygenated fuel only.
12. Open class engines may be stroked and bored or re-sleeved to a larger size.