INTERNATIONAL SNOWMOBILE RACING
1527 North Railroad Street Eagle River,WI 54521 262-335-2401

ENDURO RACING 2026-2027

Enduro 2026-2027

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. This vehicle shall have all emergency equipment. Contract arrangements must be made to have a transport situation ambulance on site if a transport is made. Many tracks are now using a track owned ambulance for on-site work. Many times, these vehicles are not certified for transport of patients on the highway. Arrangements must be made for a certified transport ambulance to make the actual patient transport. Racing must not be allowed without an ambulance on the grounds.**

2. **If an event is located at a ski hill facility and it has qualified ski patrol personnel (Paramedics - ALS) and an onsite room fully equipped as an ambulance would be it can be substituted for the actual vehicle. When The terrain and driving distance by ambulance makes it advantages to use a prearranged air ambulance this method can be used to transport injured persons to an appropriate hospital after stabilization by Ski Patrol personnel. (Paramedics - ALS) CLARIFICATION: This applies to events with extended travel distances for transport, or possible difficult travel by ambulance. The facility must be manned during racing hours, with ALS -Paramedic grade personnel. Trained staff and appropriate transport equipment must be at the ready to transport victims from the racecourse, hill, mountain, or natural ice racetrack.**

RULE SUPPLEMENTS

1. **Rule supplements, additions or corrections shall be announced on the official website. 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 majority vote of the rules committee to approve a revote. Then, a ¾ 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.**

JUNIOR CLASS RACING

NOTICE

Parents or guardians who knowingly enter a Transition class, Junior Class, Junior I, Junior II, Junior I Sprint, Junior II Sprint, F-500 Junior I, F-500 Junior II driver who is not of the legal age to compete in the specific class, will be subject to a $500.00 fine and one year suspension.
The driver also may be given a one-year suspension.

Affiliates who through negligence or not having an approved advancement system allow drivers under the age of 18 years of age to enter adult classes with out being certified through the advancement process may be fined $500 and possible loss of affiliation rights.

Advancement Procedure.

1. **No minors may enter adult classes until the age of 18, or if approved by the Advancement Procedure which is available starting at 14 years of age. You must be 16 years of to compete in a Pro class.**
2. **Each involved affiliate of the same discipline (example Oval Sprint) must either provide a qualification process, or declare to ISR they will observe other affiliates of the same discipline's advanced rider list. Affiliates with a qualified advancement program have the right to determine advancement of candidates as they see fit. Qualifying with one affiliate does not qualify the youth driver for all affiliates.**
3. **Affiliates may honor another affiliates advancement. Driver must present copies of the advancement prior to registration.**

AFFILIATE RESPONSIBILITIES

1. **Before an affiliated sanctioning body may advance Junior drivers, it must have a bona fide junior program. The affiliate's Junior Competition committee /Representative is responsible for verifying a Junior's driving ability.**
2. **Junior competitors shall be required to perform practice laps/runs from time to time to allow race officials to observe their progress in learning the handling skills required to advance.**
3. **Junior advancement is at the discretion of the driver's classification committee and can be reviewed at any time. The committee has the authority to advance, demote or deny advancement to any driver. The decisions of the classification committee are final.**
4. **The affiliate board/driver classification committee will not advance drivers until all DRIVER/PARENTAL RESPONSIBILITIES have been fulfilled and all completed and signed documents are on file.**

DRIVER / PARENTAL RESPONSIBILITIES

WHEN AN ISR COMPETITOR REACHES THE AGE OF 14 YEARS AND QUALIFIES FOR JUNIOR COMPETITION, HE/SHE MAY BE ADVANCED UP TO THE NEXT LEVEL, BUT ONLY AFTER FULLFILLING ALL REQUIREMENTS BELOW:
(SEE ADVANCEMENT FLOW CHART FOR SPECIFIC CLASSES IN JUNIOR COMPETITION SECTION).

1. **A Junior competitor must compete in at least one entire event in a given class before becoming eligible for advancement.**
2. **Before a Junior may advance to a senior class, he/she must meet the Junior advancement requirements established by the affiliate's board/driver advancement committee.**
3. **He/she must petition the affiliate's board, in writing, requesting that he/she be allowed to advance.**
4. **The request for advancement must be accompanied by all new consent and release forms (as specified above).**
5. **The request must be approved in writing by the affiliate board to advance.**
6. **Before advancing to a Pro Division class, the Junior must be at least 16 years of age.**
7. **Parents may request for their child to stay in a lower class if they feel the driver needs more experience to develop track and driving skills. For Advancement application Click here.**

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 or advanced to the next event in the series.
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 (3) 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.

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SPONSOR IDENTIFICATION

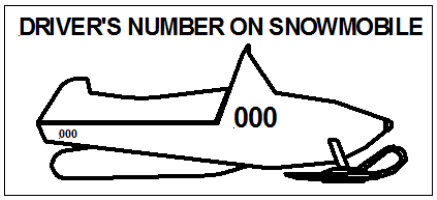
1. Anytime the sanctioning organization or sanctioned event has a sponsorship, all members and promoters must meet sponsorship requirements, if drivers' number system is not compromised.
2. Recommended size for any sponsor's required emblem should not exceed sixteen (16) square inches on the front and twenty-four (24) square inches on the back of the driver's uniform.

DRIVER IDENTIFICATION

1. There will be an automatic suspension for drivers who race under another driver's number.
2. All drivers will wear their issued bib or a facsimile thereof. Drivers will be required to keep the snowmobile numbers and drivers' body back numbers in a legible condition. Drivers must either wear a bib with their name and number for the event or their number built into the upper body outer garment worn during competition. Numbers are to be 8 inches high with a one- inch width. Name letters are to be 2 inches high with a 3/8" width.

SNOWMOBILE IDENTIFICATION

1. The driver's assigned competitive number must be displayed on both sides of snowmobile hood. The number must be a minimum of six (6) inches high, 3/4 inches wide and be displayed in contrasting colors. (Windshield and tunnel are optional.) NOTE: If the scorers cant read your number you will be scored last.
2. These numbers must be displayed on the snowmobile in a permanent manner before being allowed to race (see illustration).



PRE-RACE SAFETY INSPECTION

1. ANY ENTRY IS SUBJECT TO INSPECTION AT ANY TIME 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. Affiliates may allow prerace safety inspections to be conducted at the first race of a series and allow the sled to compete in subsequent events in the series without reinspection if on track records indicate no evidence of crashes during competition.
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 mechanics 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. Drivers/sled owners will provide and preform the required drilling of fasteners, or engine block tabs for the Tech inspector to seal the unit with a uniform wire/lead seal or other device. Sleds within a series may be sealed by other methods, acrylic torque paint, specialty seals, or digital photos of specific items. Affiliates do not have to honor other affiliates seals.

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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/appeals 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**.** Race directors have the authority to increase the time to file a protest for a competitor but may not shorten the time allowed.
8. Properly filed protests must be addressed by sanctioning body before finalizing class results. ISR must be informed of the protest in writing immediately after the protest is filed. Electronic method of communication preferred**.**

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. 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, and the fine system is published in their membership documents.
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, and the fine system is published in their membership documents.
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. Race directors have the authority to increase the time to file a protest for a competitor but may not shorten the time allowed. 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.

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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:

Download Appeal Forms Here

Race Operation Infractions Click here Technical/ Equipment Infraction Click here On Track infraction Click hereNOTICE

Driver infractions/ disqualifications in drag racing, oval racing, Enduro racing, cross country racing, water cross racing, and speed run racing 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 in that discipline.

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. 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. Snowmobiles must return under their own power. Only disabled snowmobiles may be towed from the track.

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.
2. No cameras or digital acquisition devises can be attached to any driver's helmet. This will be in effect anytime a race vehicle is on the track, whether it be a test, practice session, or in competition.
3. ISR strongly encourages all drivers in all disciplines / divisions to source helmets that continue to display High Vis Colors/International Orange that cover 75% for Oval Racing (Late Model and Vintage) and 50% for Snow Cross to prevent driver injuries during competitive events.
4. **All helmets must provide full protective coverage and meet the Snell Foundation's 2025 certification standards. Helmets certified under the European ECE 22.06 standard are also approved**. These are also mandatory in the tune-up area. The helmet must be securely fastened at all times. Helmet must display original ECE, or Snell decal as provided by the manufacturer. Decals that are covered or eliminated will be cause for rejection of the helmet. Enclosed cockpit sled drivers must use a current automotive certified helmet meeting Snell SA specification. Competing with a helmet that is not the same as presented at safety inspection will result in disqualification.

1. At least one hundred forty-four (144) square inches of visible area on both the driver's front and back (upper body) will be blaze orange in color at all events. Jackets / Pullovers / Jerseys will be teched lying flat on the ground front and back. 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).
2. 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.
3. Hearing protection is mandatory in all non-stock classes in all types of competition. Recommended for all stock class competition.

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4. 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. **Competing with upper body**

5. **protection that is not the same as presented at safety inspection will result in disqualification.**

Must have these 4 things

Chest Protection
Back Protection
Shoulder pads
Kidney protection

Optional
Arm Pads

ISR requirements

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.

6. 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. **Competing with shin and knee guards that are not the same as presented at safety inspection will result in disqualification.**
7. Upper Arm Pads and Elbow pads are highly recommended in all forms of racing.
8. Neck bracing is driver preference and is not required.
9. Drivers, crew members, team owners, staff, and support people may not be physically on the race surface at any time once an event has started. This includes walking the track to inspect for changing track conditions and other concerns. Anyone doing so will be penalized at the race director's discretion. Penalties may range from a verbal warning to ejection from the facility.

Suggested lights links
***A.* BITEHARDER Products:** ISR Approved Orange LED Helmet Lights. See them at www.biteharder.com/racing

GENERAL COMPETITION

FLAG RULES

1. There shall be a meeting between the flagman or his representative and corner flagmen prior to the start of a race so there is a definite understanding concerning the use of the corner flags.
2. Any competitor who does not obey the following rules will be subject to disqualification and/or fine.
3. **GREEN FLAG**
4. Start of race or signifies course is clear and race is in progress.
5. **YELLOW FLAG**
6. Displayed in track corners or along straightaway signifies there is an additional safety hazard on the track.
7. **RED FLAG**
8. **The red flag means the race will stop immediately regardless of position of snowmobiles on the track. The red flag will be used if, in the opinion of the Race Director, Chief Starter or authorized track personnel approved by the race director the track is unsafe to continue the race. Snowmobiles should be brought to the starting line or pre-designated holding area if possible, using extreme caution. Snowmobiles must not leave the track proper unless directed to do so by the Race Director.**
9. **Red Flag Conditions**
10. **Outside of track: Any snowmobile stopped or disabled on the outside edge of the track will cause a red flag.**
11. **Inside straightaway: A snowmobile that pulls to the inside of the track on a straightaway is subject to the flagman's discretion on whether to stop or continue the event.**
12. **Corner approach or exit: Any snowmobile stopped on the inside of the track within 100 feet of a corner entrance or exit <u>may</u> also cause a red flag. This call is at the flagman and race controls discretion and is not subject to or fall under review of the appeal process.**
13. **BLACK FLAG**
14. On closed course races, a vital snowmobile component such as clutch guards, ski or ski loop become dislodged or discarded, the starter upon his own recognition or being informed by track officials will display the black flag to the involved driver immediately infraction. This to include hood, seat, seat pad, side panel, windshield, or any other body parts.
15. A rolled black flag is a warning to a driver that he/she may have an equipment failure or that he/she may have committed a driving infraction. Consultation flag-leave course immediately and report to the Race Director, this does not necessarily mean disqualification; however, failure to obey the rolled black flag could result in disqualification, suspension, or fine. On closed course races, if a vital snowmobile component such as clutch guards, mud flaps, ski loops, or ski becomes dislodged or discarded, the starter must display the black flag to the involved driver immediately.
16. **WHITE FLAG**
17. When displayed, drivers have started their last lap.
18. **CHECKERED FLAG**
19. When the checkered flag is displayed, it means the race is complete.
20. **BLUE FLAG WITH YELLOW DIAGONAL**
21. This Flag is for passing / this flag may be displayed to snowmobiles being lapped or operating in a manner that prevents faster snowmobiles from passing. (Hold Your Line)

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.
2. Competitors must obey signal lights.
3. The following signals apply to OVAL 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 or designated holding area.

TIMING

1. It is the driver's responsibility to see that his snowmobile triggers the scoring system properly.

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). This is defined as when the sleds were summoned to leave the pits. The two-minute clock starts when the first sled of the group leaves the pit and enters the racecourse. All the other sleds in the event/heat/final are required to be on the line within the two- minute window.
2. Snowmobiles may be pushed to the entrance of the racecourse, once on the racecourse the snowmobile must operate under its own power.

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3. All participants (including crew members) 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. All snowmobiles will be started from a standing position, in a line abreast (unless stated otherwise).
7. 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. On a false start a racer will be penalized by the Chief Starter, Race Director or Flagman, and a penalty if designated will apply.
2. There shall be no change of drivers at any time without notification to the Race Director.
3. 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.
4. 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.
5. It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.
6. 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.

RACE RESTART PROCEDURE

1. The Race Director may have a restart at his discretion. Race Director's decision is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart.
3. All snowmobiles will be stopped under the red flag. The flagman will notify drivers when to move snowmobiles and he will have them proceed slowly to the point of restart. If only one (1) lap, or less, has been raced, the order of snowmobiles for the restart will be the same as the beginning of the race with the following exceptions:
   a. Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.
   b. Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
   c. After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap.
   d. Snowmobiles will be restarted in a staggered line.
4. Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.
5. In the event of red flag conditions that cause time spent for track safety work, sled retrieval, barrier reconstruction, sleds may be instructed to go to the marshalling area.
6. **Under the following guidelines:** The number of crew allowed on the track will vary depending on affiliate Race Director instructions. Traveling series events can revert to series rules as published and contracted with the individual affiliate. Under Red Flag conditions the permitted crew members allowed by the race director in the drivers meeting will be able to do the following to the snowmobile.
7. Under red-flag conditions, up to three pit crew members per sled may go on track to cool the engine and radiator. Crew members may bring the driver the following items: a drive belt, spark plugs, a plug wrench, a screwdriver, an engine-starting strap or rope, a tether-switch lanyard, a battery-powered taillight and quick-attach system if used, a taillight battery, starting fluid, nylon tie straps, and tape. The driver must do any work on the sled; the crew may only supply these items. This rule is intended to keep drivers from carrying equipment on the sled or on their person that could fall onto the track or cause injury in an on-track incident. For driver safety and comfort, crew members may also provide replacement goggles, a pit coat, a replacement face shield, a replacement race-ceiver, race-ceiver batteries, and a race-ceiver headset or individual ear molds. Fuel and lube are not allowed under a red flag. No parts or tools may be carried on the driver or sled.
8. When the Pit Marshal calls the sleds to the starting line, all work must stop, the crew person or persons must immediately leave the track surface and the sled and driver immediately go to the indicated starting area. If at this point the driver has difficulty starting the sled one crew member can return to the track surface to assist the driver in starting the sled under the following conditions: The crew member can perform no mechanical work. He may assist the driver in starting the sled, by pulling the recoil device/rope, controlling throttle, applying choke/enricher, or alternate fuel delivery squirt bottle, removing the hood, securing hood, and tether switch, handing safety and personal equipment to driver.
9. **Due to on track rolling start procedures, the above rules/instructions will be advised during the drivers meeting by the respective affiliates Race Director, or may be displayed on affiliates web site.**

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.
2. Drivers may not stop on the racecourse. If mechanical problems or other factors require stopping, driver will comply with rules for the specific event as prescribed by the officials before the event.

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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.

BLOCKING AND FOOLISH DRIVING

1. The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the Race Director. Any dangerous or foolish driving, bumping, chopping, or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestant to disqualification at the discretion of the Race Director.
3. Any driver causing two red flags in any heat, ¼ final/semi-final/final or consolation race, will not be permitted to restart after the second red flag. (This includes race red flagged for jumping the start.)

OBSTRUCTION

1. If for any reason a driver is forced to stop on or near the course during an event, it would be the driver's first duty to remove the snowmobile from the track so as not to endanger or obstruct other drivers.

RACE FINISH

1. The finish line will be clearly marked.
2. A driver whose snowmobile is disabled before driver reaches the finish line may be pushed or pulled by driver's own unaided muscular energy across the finish line and will be considered to have completed the race. A competitor is said to have finished the race when driver is in contact with the snowmobile and any part of the snowmobile crosses the finish line.
3. All laps must be completed by first (1st) place snowmobile to declare a finish. All competitors will be given a finished position per number of laps completed. Any driver that does not complete the checkered flag lap will be scored in order of finish and laps completed. Appropriate points and prize money will be awarded based upon published formulas.

SIGNALS

1. A driver who has spun off or stalled must raise both hands over driver's head to indicate that no more movement will be made until the field has passed and to indicate no injury.

DRIVERS BRIEFING

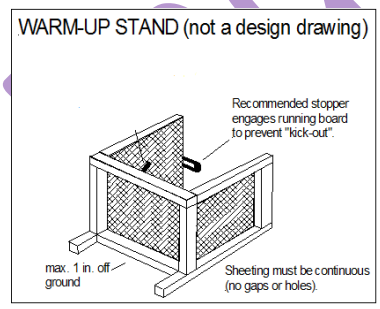
1. The mandatory meeting (or meetings) will be held at an announced time and place. The Race Director and Race Promoter will conduct it. Descriptions of the course, flags, will be made. An interpreter should be used when needed. Pins, stamps, tags, roll call, random call, may be used to check the identity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

RADIOS

1. There will be no independent radio transmission on sanctioning body's radio frequency.
2. Unless otherwise stated, radio communication between crew and driver not allowed while driver is on the course**.** Drivers will always use an operational race-ceiver during competition. Race Ceiver communication from the race control official has the same authority as the race director and shall not be challenged.
3. A spare race-ceiver and race-ceiver components are the only items that are allowed to be carried on the driver's person. NO TOOLS OR PARTS TO BE CARRIED ON SLED OR DRIVER AT ANY TIME.

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).
2. 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.



3. No full throttle operation while snowmobile is on warm up stand.

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. All trailers, haulers, enclosed truck bodies, etc.

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used for transport of racing sleds and their support equipment must have 2 (two)-5-pound ABC extinguishers on board, accessible and serviceable always.

HAZARD MARKERS -COURSE MARKERS- ON TRACK PROXIMITY MARKERS

1. **In oval sprint and ice lemans courses "DOT" Traffic cones are not to be used as course markers or on track hazard markers for soft spots, water on track, excessive ice cracking or surface damage or other hazards that may occur. Due to size and structure traffic cones can be lodged between suspension skis and body structure, limiting or completely obstruct steering function. Suggested material for course or hazard markers shall be plastic/poly wafer board with a maximum dimension 4" wide by 24"tall. Contrasting colors to the track surface is strongly suggested. Wire mounted "location" flags may also be used. If by necessity traffic cones need to be used, they must be placed off the racing surface itself and no closer than 2 feet to the actual racing surface.**
2. **DOT Traffic cones may be used as pit lane markers, paddock markers, and travel directional markers in the pits, parking areas, tech inspection areas.**

GENERAL SNOWMOBILE 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 fabricated 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 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.
5. All serial numbers and model numbers on chassis or engines must be readily visible, and not covered by paint, wrap, decals, etc. The ability for tech to verify the proper identification of engines and chassis easily is paramount. If this requirement is not met, the sled will not be considered to have passed pre-race safety inspection and will not be allowed to race.

STOCK CLASS RULES

The snowmobile must have original OEM engine, hood, intake, exhaust, frame, suspension, cowl, fuel tank, and drive. Named components must be of same model and year or properly filed OEM replacement parts which supersede original OEM parts.
In 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.

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. In Mod classes it will be specifically noted as to which exhaust components may be changed or modified.
5. In all two cycle engine classes with individual chamber exhaust for each cylinder, the following minimum standards for straight-thru silencers are required:

DRIVE – CLUTCHES

1. **The use of adjustable clutch weights is allowed in OEM clutches. Either magnets or hardware variety components may be used in drive clutches.**
2. **Conventional solid weights may be altered by lightning or contour grinding. No welding to add weight allowed**

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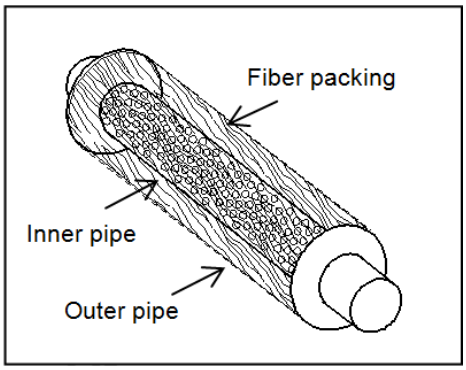
a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).



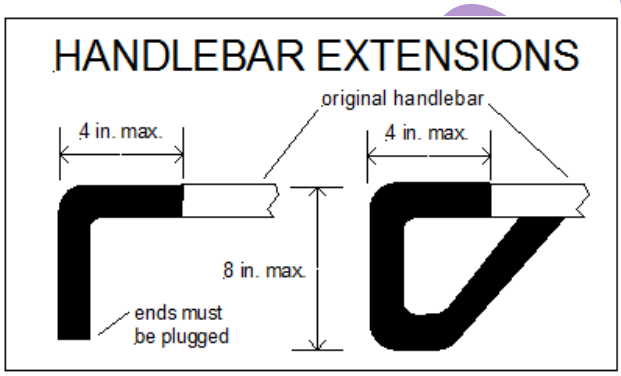
b. Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
c. Outer pipe must be at least ¾ in. larger than inner pipe.
d. Minimum silencer length 3 in.
6. OEM carburetor slide valves and replacement jet components without modification will be allowed in all 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 are not allowed.
8. All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.

BRAKES-SHIELDS-CUSTOM BUILT GUARDS

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. In Modified 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.
4. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
5. Chains, pulleys, belts, 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.
6. Unless otherwise specified, stock class belt guards are acceptable in Stock classes only.
7. Secondary clutch windage plates may be removed in all classes.
8. 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. Handlebar extensions are allowed. They must conform to the illustration below.



2. All handlebar ends must be plugged.
3. Only steel suspension springs allowed unless otherwise specified.
4. At safety inspection, ski suspension travel will be measured vertically at the front bumper. In any oval class minimum suspension travel is 2 (two) inches usable functional travel with 150 pounds applied force measured at the 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.
2. A maximum of fourteen (14) inches total length of carbide per ski is allowed. (Unless otherwise specified in specific classes).
3. 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. Exceptions may be noted in class specifics.

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4. Metal ski loops must be affixed with steel bolts and not welded (Oval-minimum two fasteners).
5. Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.
6. 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).
7. No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.
8. Ski loop failure of any type is grounds for disqualification.

TRACK SUSPENSION-TRAVEL- SLIDE LUBE

1. Any OEM type slide rail hyfax may be used as a replacement.
2. Slide rail hyfax can be drilled in all classes.
3. Only steel suspension springs are allowed unless otherwise specified.
4. At safety inspection, track suspension travel will be measured vertically at the rear bumper, two inches of travel must be noted with a max 150 pounds of weight displacement.
5. Where allowed in these rules and by local environmental laws, slide rail lubrication systems may be used. No lubrication medium will be allowed that hampers competitor's visibility. No toxic solutions may be used.

TRACK AND TRACTION

1. 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, this is class and discipline specific and is not allowed unless preceded by an ISR Competition bulletin.
2. 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.
3. 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.
4. In all forms of racing, there are traction device limitations, see specific chapters for details (see Appendix for traction device measurement details).
5. 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.
6. Tracks may not be reversed.

SNOWFLAP-OVERALL WIDTH-SEATS-CLUTCH GUARDS

1. 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.
2. The snow flap must overlap the widest part of the rear tunnel opening by at least one inch on each side.
3. The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile.
4. 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.
5. The maximum overall snowmobile width is 45 inches unless otherwise stated.
6. 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.
7. 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.
8. 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.
9. Snowmobiles used in competition may be painted with any color **with the following exception, in ovals orange or international orange may not be used.**
10. 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 the affiliate and ISR for determination. 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.

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TETHER SWITCH-BATTERIES-ADDITIONAL LIGHTING

1. All snowmobiles must be equipped with a tether switch that must always be securely 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. D rings/tabs on gloves and jackets are not designed for the abuse encountered during competition and accidents. It is required to have your tether cord mounting location on your jacket or upper body protection in a reinforced area. A race or tech director may disapprove of the attachment method at any time. Drivers will not be allowed to compete until the attachment situation is rectified.
4. The tether switch will be securely mounted in a location on the snowmobile other than on the handlebars or steering column.
5. Wet cells if used must be enclosed in a non-conductive battery box. Positive terminal must be shielded. Battery box must be securely held in place. Solid core or gel cell batteries need not be cased.
6. 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.
7. Running lights or number illumination boards may be used. Running lights must conform to all electrical safety rules and must be "switched" so that they can be turned off if required.

FUEL REGULATIONS

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

1. A contestant appealing fuel disqualification must bear the expense of the fuel analysis and handling.
2. Allowed gasoline and lubricants:
   a. Only 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.) 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 forbidden.
   b. Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce more power than those 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. Youth Oval Racing classes, commercially available gasoline that is reformulated with up to 10% ethanol is allowed, the exception being "Big Track" competition for 120, 206 and 200 base class sleds. 120/206/200 and all oval junior classes must use legal fuels containing no ethanol.

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.

1. ELECTRICAL CONDUCTIVITY (DI ELECTRIC CONTENT)
2. CERIC NITRATE REAGENT TESTING
3. REAGENT D TEST FOR DIOXANE
4. WATER SOLUBILITY TESTING
5. ANY OTHER TEST APPROVED BY RACE RULES COMMITTEES

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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 noted penalties.

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 RELEASECOVENANT 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. Competitors accept 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.

INTOXICATING BEVERAGES & DRUGS

1. Drinking of intoxicating beverages is 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

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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 with 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 people shall be considered public figures that have by their own choice become involved in the snowmobile racing events, with 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

4. The sanctioning organization will certify the Race Director and Technical Director.
5. 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). The Race Director is defined as the overseer/controller of the actual track operations during an event. He has prevue over all aspects of the race and interpret rules that are applied. He may be a track owner/ or contract manager of a facility, however, “Race Directors” that are of administrative or business side of the event, although they may be referred to as race directors are not the on-track event director. In any case ISR certification is required.
6. 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.
7. 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.
8. Race Director may not have personal stake 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.
9. Race Directors may compete in events other than those in which they officiate.
10. 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 reason of safety but must give drivers adequate notice in advance.
11. A Race Director may judge the mechanical integrity of all timing equipment.
12. 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.
13. The Race Director has the authority to judge the racing abilities of competitors and take appropriate action to ensure the safety of the event.
14. The Race/Tech director shall have the authority to determine structural integrity.
15. 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.
16. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
17. The board of the sanctioning body may review decisions of the Race/Tech Director.
18. 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.

Enduro 2026-2027

ENDURO RACING

EVENTS AND CLASSES

EVENTS

1. Enduro events are run on ice oval tracks. The recommended minimum track length is 1/2 mile.
2. The length of each race is at the discretion of the sanctioning body. Enduro race length can range from 10 miles to 500 miles.
3. In conjunction with Enduro races, sprint oval races may be part of the event.
4. Classes are established as indicated below:

ENDURO CLASSES

Pro Mod 600 Enduro (minimum 100 laps)
Semi-Pro Super Mod Enduro
Factory Stock 600
Sportsman 600 –(Using Oval Sprint section rule set.)
Pro-Am Enduro (Mira and Soo events)

Any stock chassis-based snowmobile that is of 10 years or newer production build dates is legal for the class. This will update each year. Last available year for use in the 2027 season is a 2017 model.

Junior Classes
Factory Stock Snowmobile with 50% throttle block

GENERAL SNOWMOBILE RULES

SPECIALTY CLASSES/SANCTIONS

1. Can be any snowmobile Enduro racing class or event that does not fall under any of the specific circuits or classes, but meets established safety standards, applicable laws and/or approved insurance coverage.
2. All special sanctions and specialty classes must be approved in writing by ISR before competition.

GENERAL COMPETITION RULES

1. Refueling system will be subject to inspection and must be approved by the Tech/Safety Director. Refueling system must be gravity fed or operated by a hand pump. No electric pumps or other pressurized systems allowed.
2. All teams assigned to a pit area shall have at least one fully charged five-pound dry chemical fire extinguisher accessible (this applies to the trials and race days).
3. Dumping or improper disposal of fluids is not allowed.
4. No loose animals allowed at race site.
5. Speeding in the pit and paddock areas will subject the participant to disqualification, fine, and/or loss of laps.
6. Radio communication allowed between crew and driver.
7. Bulk fuel tanks can be used and must conform to applicable safety and fire prevention rules. Local Fire Marshall rules and regulations will prevail concerning fuel storage and handling.
8. A driver must be 18 years of age on the day of qualification trials for the race.
9. Each machine entered in the race must have a team of no less than two (2) drivers.
10. All machines entered in the race will go through a technical inspection prior to the start of the race. The exact time for this process will be announced at the drivers meeting.
11. A pace machine will be used for the start of the race and during the race when safety conditions dictate. Absolutely no passing of the pace sled is allowed. If violated a mandatory penalty will be implied.
12. A race may be declared complete when one machine has completed one lap more than one half the total distance of the event. This is left to the discretion of the race director.
13. 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, sled 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 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 considered responsible for their personnel conduct. This applies to social media conduct also.

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DRIVER / TEAM SPECIFIC RULES

1. The condition of a snowmobile is the responsibility of the team.
2. A team may be disciplined if a team's snowmobile is modified to defraud the officials or other competitors.
3. All aspects of modification are contingent upon inspection by the technical director and his staff. The technical director may remove any snowmobile from competition that does not meet the requirements of the class. In event of an accident, the technical director may at his/her sole discretion, rule said machine(s) unsafe to continue to participate in the event. These machines must be fully inspected by the technical director prior to returning to the event competition. Violation of these rules may result in expulsion from the event.
4. Enduro will require the driver's name to be displayed in addition to the driver's number for the event. In all cases numbers are to be 8 inches high with a one- inch width. Name letters are to be 2 inches high with a 3/8" width.
5. Only two-digit numbers from 0-99 will be used. Number must be registered with each affiliate with which you are racing. No three digit or a combination of numbers and letters.

FOUR STROKE CLASSES

Naturally aspirated only.

FOUR STROKE ENGINES

To be eligible for competition, a four-stroke powered snowmobile must be classified through the ISR four- stroke classification procedure. Four Stroke sleds may be up to 1200 cc in engine volume but must classified by the Four Stroke Classification Committee at a Manufacturers meeting or conference call. (See Matrix Design Criteria for exception to this process.)

Matrix Design Four Stroke Engines

Engines built to the following matrix will not need to be reviewed or classified and are classified as 600 cc two stroke equivalents.

Engine Layout:	In-line 3 cylinder without drive clutch gear reduction.
Minimum Stroke:	66mm
Maximum Displacement:	1050cc
Maximum carburetor bore	40mm
Maximum FI throttle body bore	42mm
Max. compression ratio	11.8 to 1

DRIVE

(Mandatory in all classes except Stock where it is recommended.) The clutch cover must be separate of cowl configuration and cover clutches down to center of clutch bolt or below. Must be .060 inch, 6061T6 aluminum or equivalent steel material and be covered with 6-inch-wide belting. Snowmobile with removable side panels may bolt clutch cover to side panel to meet this requirement. See illustration.

It is advisable that in construction of this guard considerations are made to protect the driver's foot in the case of belt failure. A method of belt containment and preventing it from entering the footwell area must be made. Determination by technical inspector is final and not subject to appeal.

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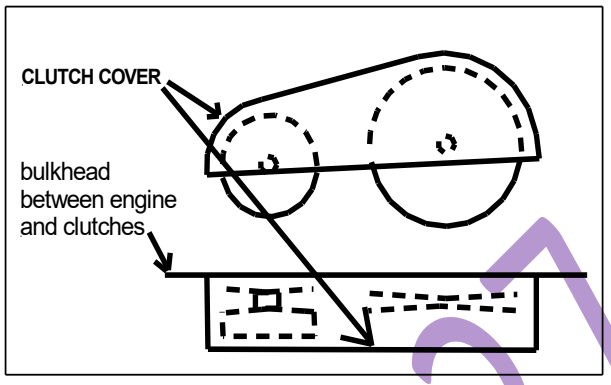
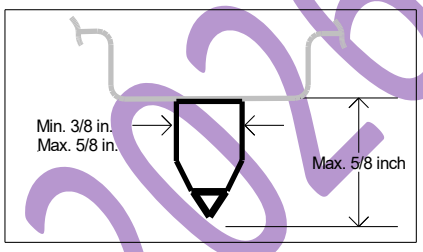


SKIS AND SKI RUNNERS

1. Maximum carbide-to-carbide ski stance cannot exceed forty-five (45) inches measured under the spindle. Center to center distance will be measured as follows: On units with centered carbide on skis, carbide to carbide dimension with skis straight ahead and rider in seated position in natural contour of seat, will determine measurement. Measurement will be taken at carbide cutting edge. On units with offset carbide, outer carbide on right hand ski to outer carbide on left hand ski, with skis straight ahead and rider in seated position in natural contour of seat, will determine measurement. Measurement will be taken at carbide cutting edge as noted by location indicator gauge as the unit comes off the track.
2. Unless otherwise stated here, skis and ski loops must conform to the ski rules in GENERAL RULES AND REGULATIONS section.
3. Carbide ski runners (mandatory for lake races) must not exceed 5/8-inch width and 5/8-inch depth from the lowest point of the ski (including carbide insert). Minimum width 3/8 inch.



4. Skis and ski loops must be intact at the start of each race. Ski loop leading edges not one (1) inch in width or not meeting the minimum radius rule must be padded.

SKI LOOP

1. Ski loop failure during an event is an automatic mechanical black flag. Driver will be allowed to pit, repair, and return to the event. Driver will not be scored laps while in the pit.

TRACK SUSPENSION

1. Unless disallowed by local environmental laws, slide rail lubrication allowed. Must use non-toxic, biodegradable lubricant.

TRACK AND TRACTION

1. Unless otherwise stated, no traction products shall extend more than 3/8 inch above the height of the track lugs.
2. Stud plates welded onto track clips must be no longer or wider than track clip. Only one plate allowed per track clip. Rubber between ends of track clip may be trimmed to allow welding on stud plate.

FRAME AND BODY

1. Orange or fluorescent orange color cannot be used on any snowmobile.
2. A 7 inch (7”) minimum height number is required on the windshield. Factory windshields may be modified or replaced to accommodate this requirement. The number is to be in "safety yellow" color to be readily discernible. Backgrounds if used must be contrasting colors. It is required that the number be in “safety yellow” color for visibility, to aid officials for ease of realignment. Windshield must be in place at start of race.

IGNITION AND ELECTRICAL

1. Maximum tether cord length is four (4) feet (measured with the cord fully extended).
2. An approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. An eight square inch display is the minimum required size.

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F-III (FORMULA- III)

CHAMP CLASS RULES

F-500

Any other sprint or vintage class

NOTICE: See Oval Sprint Champ class rules in this publication.

PRO MOD 600 ENDURO / SEMI PRO 600 ENDURO PRO AM ENDURO

GENERAL REQUIREMENTS

1. Snowmobile must comply with the GENERAL RULES AND REGULATIONS section.
2. Minimum weights are as follows:
   a. All current legal vehicles, whether two or four stroke engine design will have a 440 lb. minimum.
   b. The above weights include chain lube and engine coolant.
3. Any stock chassis-based snowmobile that is of 10 years or newer production build dates is legal for the class. This will update each year. The last available year for use in the 2027 season is a 2017 model.

ENGINE

1. All engines must originate from a stock-qualified model. Interchange of production-based engines within the brand is allowed.
2. Engine must originate with a displacement of 600 cc or less (2 cycle). Cylinders may not be sleeved down to reach 600cc's. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch (1/2 mm)
3. There will be no interchanging of cylinders, crankcase, or crankshaft between brands. Engine must retain original number of cylinders. Internal engine port concept may be modified (extra exhaust, intake, transfer ports or valves may be added or eliminated. Aftermarket cylinder heads allowed.
4. Engine must be naturally aspirated (no supercharging or turbo charging). Original intake concept can only be changed by adding reed valves to the cylinders or crankcase.
5. No special casting procedures/ castings allowed.
6. All two cycle engine crankcases must have originated from a 600 cc or less displacement stock production (two stroke) engine.
7. The engine must retain original cooling concept. Additional cooling mediums may be added (water cooled sleds may add radiators, or additional extrusions within the confines of the snowmobile).
8. The engine may not be moved sideways in the chassis. Engine may be raised or lowered.
9. Any carburetor allowed. Fuel injection not allowed unless OEM for the model. Any fuel injection components used are limited to OEM for the brand, snowmobile product only. Throttle bodies may be modified. Additional injectors may not be added.
10. No air induction devises (ram air) will be allowed in the induction system.
11. All snowmobiles are required to have a functionally silenced exhaust system. Exhaust system must not protrude more than three (3) inches outside the hood/chassis.

DRIVE

1. Primary and secondary clutches may be replaced with any properly-filled clutch. Clutch and component must have originated from a commercially available snowmobile clutch. No machining on the clutches to accommodate springs, weights, or helixes allowed.
2. Chain case components may be altered but must remain in OEM location.
3. Jackshaft and drive axle must remain in OEM location.
4. Track drive axle, track drive sprockets and non-driving wheels may be replaced. No material substitution allowed. No modification to chassis or drive parts allowed to accomplish axle and/or sprocket replacement.
5. Brake components may be replaced. Brake components must be commercially available and must not be modified. Liquid cooled systems allowed. Brake disk must be OEM (for the model) material and must be at least as large in diameter and as thick as OEM for the model disk. Existing vents may be used to direct cooling to the braking mechanism.
6. Drive belts do not have to be OEM.

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SKI SUSPENSION & STEERING

1. Trailing arms must be OEM length. Mounting location must be OEM for the chassis.
2. The steering column upper and lower mount point may be relocated to suit the driver, or constructor.
3. Handlebars may be altered to fit the driver.
4. Ski suspension and steering must be OEM for the model unless otherwise specified.
5. Maximum ski stance is 45 inches measured between the ski runner cutting edges. Ski runner cutting edges must be centered on the ski and on the spindle.
6. The ski stance distance must be centered on the center of the tunnel.
7. OEM for the model front suspension concept must be maintained (i.e., trailing arm or "A" arm).
8. Suspension components including arms, spindles, radius rods, rod end bearings (Heim ends) shock absorbers, springs, and sway bars may be altered or replaced. This is to include use of any shock, and titanium springs. Shocks using air as the suspension medium allowed.
9. Sway bars may be removed.
10. Limiter strap allowed but must maintain two (2) inches of usable downward travel with the driver seated. Travel measured at the front bumper.
11. Handlebars may be replaced, including extensions, to fit the driver. All ends must be plugged (see diagram in GENERAL COMP. SECTION). The handlebar must be of the same material with the same wall thickness (or greater) and tubing outside diameter.
12. Throttle lever may be replaced but must be thumb operated with a direct mechanical operated mechanism on rear side of right handlebar.
13. Shock absorbers/ suspension dampers that may be remotely controlled (electronically) are not allowed.

SKIS & SKI RUNNER

1. Any seventeen (17) inch or longer ski may be used. Must conform to General Competition Rules. No aluminum skis allowed.
2. Minimum ski width is 3 1/4 inches.
3. The ski runner or wear bar may be altered to an angle of not less than sixty (60) degrees inside included angle. Carbide must be centered on the ski board. The ski runner must follow the contour of the ski and be no longer than the ski.

TRACK SUSPENSION

1. Track Suspension may be altered, relocated, or replaced. Structural integrity must be maintained. This is to include use of any shock, and titanium springs. Shocks using air as the suspension medium are allowed. Suspension must maintain a minimum of 2 inches of useable, vertical travel with the driver seated.
2. The track suspension and track must be centered in the tunnel with a maximum of 1.250 inches between the edge of the track and the side of the tunnel.
3. Shock absorbers/ suspension dampers/ suspension travel adjusters that may be remotely controlled (electronically) are not allowed.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track allowed. It must be race-rated by the molder of the track. No cleated tracks allowed. Track must fit within the confines of the OEM for the model tunnel without modification to track, drive system or tunnel (track suspension relocation holes may be added to tunnel).
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
3. No traction product shall extend more than 3/8 (0.375) inch above the height of the track lugs.
4. Stud backing plate; cannot be over two and one quarter (2 1/4) inches in width and length.

FRAME & BODY

1. The rear tunnel opening must be enclosed with a material of comparable strength to the tunnel material. The tunnel covering is required to reduce skis and driver's extremities from entering tunnel area. Both sides and rear tunnel opening must be enclosed. Enclosure will begin at rear suspension mounting bolt on each sited and continue past the rear idler wheel (approximately four and one half (4.5) inches above rear mounting bolt with driver on snowmobile) and cover the rear tunnel opening (within 2 1/2 inches of the rear of the track) and continue to the rear suspension mounting bolt on the opposite side of the tunnel (see illustration). This does not supersede the snow flap rule.

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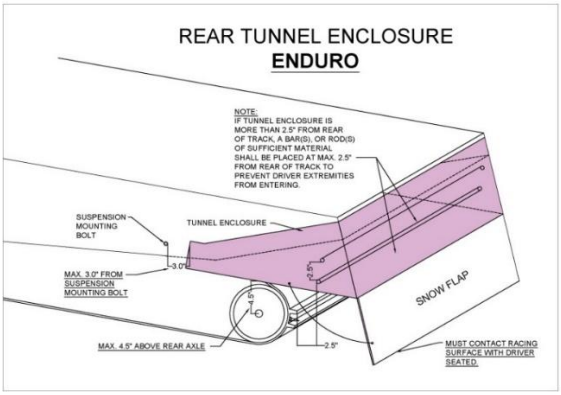

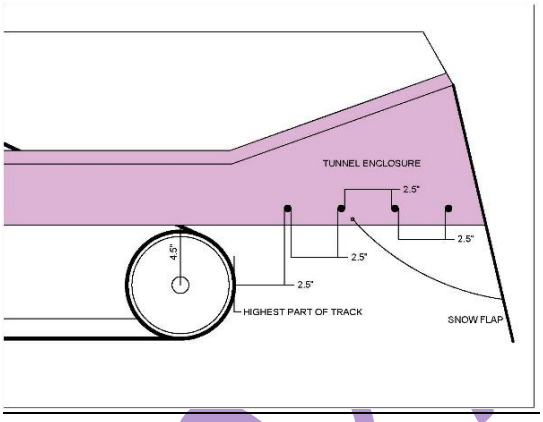

On race vehicles with 137" or longer chassis that use 129' or shorter tracks and suspension, rods or other material of sufficent size must be placed in the tunnel horizontally every 2.5 inches from rear of track to rear of tunnel enclosure. Clarification to above rule: Having only one bar at 2.5" still allows extremities to get in the track.

2. A 7 inch (7") minimum height number is required on the windshield. Factory windshields may be modified or replaced to accommodate this requirement. The number is to be in a contrasting color to be readily discernible. It is required that the number be in "safety yellow" color for visibility, to aid officials for ease of realignment. Windshield must be in place at the start of the race.
3. **Only one (1) fuel tank allowed. Fuel tank must be OEM approved or a suitable commercially available tank. Maximum fuel tank capacity is 13.0 U.S. gallons. Fuel tank may be changed between assorted brands.**
   There must be an appropriate shut-off valve to control fuel leakage during transfer.
   a. Provisions for "quick dump" systems are allowed. "Quick Fill"/"Quick Dump"/" Dry Break" systems may not increase the total capacity of the fuel system over the 13-gallon limit. Two filler locations are permitted on any sled; however, the filler not being used to accept a fuel load, cannot be used as a vent.
   b. All venting must be separate plumbing for venting purposes only and must control and contain the fuel discharged by the venting process.
   c. Only one dry break type system is allowed per tank.
4. Padding may be added or subtracted to improve driver comfort and safety.
   Seat must remain in OEM for the model location(you do not have to use OEM mounting points) and maintain OEM contour and shape.
5. Insulation may be removed.
6. Access openings for component accessibility will be allowed but must be closed with material of equal strength and in the color scheme of snowmobile at the start of the race.
7. Any stock qualified chassis that is less than 10 years old is allowed.
8. Tunnel must remain OEM stock width. Chassis ID number must be stamped in the tunnel, no duplicated chassis numbers; each chassis must have its own unique number.
9. Tunnel and/or bulkhead may be replaced but must be from same year, make and model**.** Chassis reinforcement allowed. Structural integrity must be maintained.
10. Hood must be OEM for the brand *hood/side panels/nose-cone/fenders* less any scoops, vents, naca ducts, or air direction devices. Any additional devices added to the *hood/side panels/nose-cone/fenders* cannot exceed 7 inches additional from the original pieces. The additional devices are not to exceed the total width of the snowmobile. (Ski to Ski) Windshields cannot extend past the front bumper or extend rearward beyond the handlebars.
10. A single foot stirrup loop and/or pad may be added. It must be securely fastened and may not exceed beyond the outside edge of the hood configuration. The maximum length/height is fourteen (14) inches for this device.
11. No front bumpers other than OEM or factory designated replacements will be allowed.
12. The slide lubricant reservoir/tank must be securely mounted**.** All slide lubricant shall be biodegradable.

IGNITION & ELECTRICAL

1. CDI/ECU module may be reprogrammed.
2. Gauges-tachometers, speedometers and heat gauges may be added or removed. Openings must be closed.
3. Spark plugs, spark plug wires and connector do not have to be OEM.
4. An approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. An eight square inch display is the minimum required size. If a taillight failure is experienced the race director may allow the competitor to continue until the first caution period after the taillight failure occurred. At that point, the light must be repaired, or the competitor will not be allowed to continue the event. (Update) In all classes RED LED Taillights must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. Taillight must be a minimum of 8 sq in. of continuous illuminated LED surface, or a production LED taillight. **In addition, for the 2026 season, the sled must have an illuminated LED strip running across the left side of the tunnel, from**

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the rear corner of the tunnel towards the front of the sled a minimum of 8" (inches) in length. [on left side, near top of tunnel, RED in color]

5. For stock competition, a current OEM production stock qualified snowmobile tail is required. Light must remain illuminated always when sled is in the field of competition, whether the engine is running or not.
6. **Tail-light / side marker/ helmet light failure during the race is not subject to disqualification. However, it must be repaired during the first immediately following pitstop or the sled will not be allowed to rejoin the field.**
7. Data acquisition and data acquisition systems allowed. See specific classes for restrictions to data acquisition.
8. Headlight may be removed. If left intact headlight must be unplugged. The lens must either be removed or fully taped. If headlight is removed the opening must filled with a solid material.
9. Wiring may be removed.

OLD PRO MOD 600 ENDURO

GENERAL REQUIREMENTS

Same as Pro Mod 600 Enduro less changes below

1. Snowmobile must comply with the GENERAL RULES AND REGULATIONS section.
2. Factory options are not allowed unless otherwise specified.
3. Minimum weights are as follows:
   a. All current legal vehicles whether two or four stroke engine design will have a 440-pound minimum.
   The above weights include chain lube and engine coolant.
4. **Any stock chassis-based snowmobile that is 11 years or older production build dates is legal for the class. This will be updated each year. The first available year for use in the 2026 season is a 2015 model. (CURRENT PRO MOD 600 SLEDS RUNNING IN THE PRO MOD ENDURO, ARE NOT ELIGIBLE.)**

REGIONAL CLASS RULES

Regional class rules may be added from time to time. Rules must be submitted to ISR prior to being run at any event.

LIMITED 500

The 500 Limited class offers the performance potential of a true racing snowmobile, with control factors in place to attempt to maintain affordability, longevity of the chassis and engine, and rule continuity.

GENERAL RULES

1. Chassis shall be an Open Sprint style chassis, either production or hand built.
2. The snowmobile must meet all applicable safety and general criteria in this section and in the General Rules and Regulations section of the current ISR Yearbook.
3. Engine, Chassis, and Hood need not match.
4. Minimum weight shall be 350 pounds for 116 inch and 121-inch track chassis, and 400 pounds for 106-inch track chassis.
5. Maximum width is 45 inches overall.
6. By entering the class, the competitor agrees that any chassis or engine components which to not comply with rules may be confiscated by the sanctioning body.

ENGINE

1. The engine must be from a stock qualified 1995 or newer fan or liquid cooled model with a single exhaust pipe and a maximum displacement of 500 cc. Allowed modifications to the engine are listed below. No other modifications are allowed.
2. Air Box/air induction piping may be removed.
3. OEM factory "Y" pipe for the engine must be used.
4. OEM Exhaust expansion chamber must be used. Allowable modifications to the expansion chamber are as follows:
   a. After muffler/silencer canister may be removed.
   b. Exhaust stinger may be modified or changed.
   c. The expansion chamber proper must be maintained with no modifications. This is subject to the Technical Director's decision and may not be appealed.
   d. Exhaust must be functionally silenced.
   e. Chassis design must accommodate the exhaust system, no changes to the exhaust system for chassis fit are allowed.
5. Oil injection pump may be removed.
6. OEM production carburetors for the model and year or OEM EFI system for the model and year must be used with no modifications except filed tuning components.
7. The OEM engine-cooling concept must be maintained.

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8. Engine mounting plates and configuration may be modified or changed.
9. No additional modifications to the stock (as produced) engine are allowed.

DRIVE

1. Any commercially available CVT type drive and or driven clutch system may be used.
2. No lightweight components allowed.
3. No titanium jackshafts, axle shafts, or any other rotating component except clutch springs are allowed.
4. Any chain case allowed. No belt drives allowed. Chain case must be completely enclosed. (Diamond drive/Arctic Cat allowed. Chain case may be modified to accept non-OEM brake caliper.
5. Clutch guard must conform to General Oval rules for modified snowmobiles.
6. Commercially available hydraulic brakes only. Stock OEM brake discs only.
7. Any steel brake rotor and hub assembly. Both components must be steel.
8. No wave brake discs.
9. Brake discs may be mounted on jackshaft or front drive axle.
10. Liquid cooled brakes allowed.

SKI SUSPENSION & STEERING

1. Minimum of 2 inches of useable vertical travel required and must be maintained during operation.
2. Shock absorbers must be Fox gas charged hydraulic shocks. Shocks may be re-valveable.
3. No external adjusters except “clicker” adjusters allowed.
4. No remote reservoirs shocks allowed.
5. No air spring/ “float” shocks allowed.
6. No electronically monitored or controlled shocks allowed.
7. Any shock determined to not be in “the spirit of the rule” must be removed and replaced with a conforming shock absorber. Technical inspector’s determination is final.

SKIS & SKI RUNNERS

1. Skis and ski runners must conform to General Rules for Oval Sprint Racing.

TRACK SUSPENSION

1. Shock absorbers must be Fox gas charged hydraulic shocks. Shocks may be re-valveable.
2. No external adjusters except “clicker” adjusters allowed.
3. No remote reservoirs allowed.
4. No air spring/ “float” shocks allowed.
5. No electronically monitored or controlled shocks allowed.
6. Any shock determined to not be in the “spirit of the rule” must be removed and replaced with a conforming shock absorber. The technical inspector’s determination is final.
7. Maximum diameter eight (8) inch rear idler wheels.
8. No titanium shafts/ titanium allowed anywhere in the suspension.
9. Any rear suspension/skid frame may be used.

TRACK AND TRACTION

1. Track must be “R” rated commercially available one-piece molded rubber track.
2. Minimum length is 116 inches. Maximum is 121 inches.
3. Minimum width is 13.5 inches.
4. Any track wear clip combination is legal.

FRAME AND BODY

1. A rear tunnel enclosure is mandatory.
2. Any hood is allowed. Builders are encouraged to attempt to resemble current production snowmobiles.
3. No carbon fiber, titanium, magnesium, or other exotic materials are allowed anywhere on the chassis. This includes hood, backing plates, hand guards, studs, clutch covers, windage plates, ceramic bearings, or composite materials.
4. Any belly pan/lower body allowed.

IGNITION & ELECTRICAL

1. Ignition system must be OEM for the model engine. An approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. An eight square inch display is the minimum required size.
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JUNIOR CLASS RACING

NOTICE

Parents or guardians who knowingly enter a 120 Class, Transition class, or Junior Class, driver who is not of the legal age to compete in the specific class, will be subject to a $500.00 fine and one year suspension.
The driver also may be given a one-year suspension.

Affiliates who through negligence or not having an approved advancement system allow drivers under the age of 18 years of age to enter adult classes without being certified through the advancement process may be fined $500 and possible loss of affiliation rights.

Advancement Procedure.

1. No minors may enter adult classes until the age of 18, or if approved by the Advancement Procedure which is available starting at 14 years of age. You must be 16 years of to compete in a Pro class.
2. Each involved affiliate of the same discipline (example Oval Sprint) must either provide a qualification process, or declare to ISR they will observe other affiliates of the same discipline's advanced rider list. Affiliates with a qualified advancement program have the right to determine advancement of candidates as they see fit. Qualifying with one affiliate does not qualify the youth driver for all affiliates.
3. Affiliates may honor another affiliates' advancement. Driver must present copies of the advancement prior to registration.

AFFILIATE RESPONSIBILITIES

4. Before an affiliated sanctioning body may advance Junior drivers, it must have a bona fide junior program. The affiliate's Junior Competition committee /Representative is responsible for verifying a junior's driving ability.
5. Junior competitors shall be required to perform practice laps/runs from time to time to allow race officials to observe their progress in learning the handling skills required to advance.
6. Junior advancement is at the discretion of the driver's classification committee and can be reviewed at any time. The committee has the authority to advance, demote or deny advancement to any driver. The decisions of the classification committee are final.
7. The affiliate board/driver classification committee will not advance drivers until all DRIVER/PARENTAL RESPONSIBILITIES have been fulfilled and all completed and signed documents are on file.

DRIVER / PARENTAL RESPONSIBILITIES

WHEN AN ISR COMPETITOR REACHES THE AGE OF 14 YEARS AND QUALIFIES FOR JUNIOR COMPETITION, HE/SHE MAY BE ADVANCED UP TO THE NEXT LEVEL, BUT ONLY AFTER FULLFILLING ALL REQUIREMENTS BELOW:
(SEE ADVANCEMENT FLOW CHART FOR SPECIFIC CLASSES IN JUNIOR COMPETITION SECTION).

1. A Junior competitor must compete in at least one entire event in a given class before becoming eligible for advancement.
2. Before a Junior may advance to a senior class, he/she must meet the Junior advancement requirements established by the affiliate's board/driver advancement committee.
3. He/she must petition the affiliate's board, in writing, requesting that he/she be allowed to advance.
4. The request for advancement must be accompanied by all new consent and release forms (as specified above).
5. The request must be approved in writing by the affiliate board to advance.
6. Before advancing to a Pro Division class, the Junior must be at least 16 years of age.
7. Parents may request for their child to stay in a lower class if they feel the driver needs more experience to develop track and driving skills.
   For Advancement application click here.

JUNIOR ENDURO RULES

JUNIOR FACTORY STOCK 14-17

1. This class will follow all the rules for the Factory Stock based class.
2. Restricted throttle kit not to allow more than 50% throttle opening must be installed designated throttle kit part numbers will be supplied by brand.

Enduro 2026-2027