



INTERNATIONAL SNOWMOBILE RACING

1527 North Railroad Street Eagle River, WI 54521

262-335-2401

HILLCLIMB 2025-2026 VERIFICATION AND CONTROL

These GENERAL RULES apply to all types of ISR racing sanctions and all classes unless so noted. All participants, racers and crew members 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, 120 Class 200 class or Junior Class, or specific hillclimb classes restricted to Junior Competitors, 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 affiliate's 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 crew members will be regulated on a regional basis.
9. The order of events will be regulated on a regional basis.
10. The maximum number of classes a driver can enter per day will be regulated on a regional basis.
11. Any class or event can be eliminated when there are less than two (2) official entries at the close of registration.
12. All participants in events must be fully familiar with the rules and regulations, plus such rules by Race Promoters that may be specifically applied to any event.

DRIVER AND SNOWMOBILE

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

SPONSOR IDENTIFICATION

1. Anytime the sanctioning organization or sanctioned event has a sponsorship, all members and promoters must meet sponsorship requirements, if drivers' number system is not compromised.
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. Snowmobiles will have the appropriate number plate affixed to their race vehicle. Regional and affiliate rules may require background colors and contracting numbers for each class. ISR supports this requirement.

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 pre-race 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 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 Tech Director may indicate the area or trailer he wishes the sled to be disassembled in. The snowmobile must remain in Tech until it is released by the Tech Director or a designated member of the Tech staff.
4. Driver and/or driver's mechanic will perform teardown to point required by the Technical Director.
5. Any driver not reporting to Tech or refusing teardown will be disqualified.
6. Inspected snowmobiles will not be reassembled by the inspection group.
7. Driver and/or driver's mechanic will be the only people allowed in the inspection area.
8. The sanctioning organization assumes no responsibility for impounded snowmobiles.

SEALS

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

PROTESTS

1. All formal protests must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee (protest fee may vary by region or circuit) two hundred and fifty dollars **(\$250.00)** recommended.
2. When the official protest is made with the fee, the item to be protested must be stated (a general protest will not be accepted), teardown will not be complete until protest is found to be valid or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If the protest is invalid, the fee will be given to the protested snowmobile owner for the inconvenience (to be accomplished before the snowmobiles

are released from teardown). Affiliates may set an increased fee for a total tear down process in which all areas are inspected. Affiliates have the right to refuse nuisance tear down protests generated by individual personal relationships, or on track activity. This fee may be given to the affiliate, or a charity named by the affiliate.

3. There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or assigned official on the course.
4. Race Director has the authority to determine the validity of a protest.
5. No protests will be accepted that refer to a Race/Technical Director's judgement or decision.
6. It shall not be possible to protest or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.
7. Protests must be filed within thirty (30) minutes following the completion of the daily event or within thirty minutes following the official announcement of results for the class in question whichever occurs first. 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 by laws 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 by laws 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.

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](#) **Rules Interpretation Issues** [Click here](#) **Business Operation Misconduct** [Click here](#)

NOTICE

Driver infractions/ disqualifications in a 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 crew members. Minimum age for pit crewmembers in these areas is 14 years old. All persons in these areas must have signed a release and waiver for the event.
3. There is no minimum age for people in paddock, pit parking and cold pit areas. It is recommended that people in these areas be required to sign a release and waiver.

TESTING, TUNE-UP, WARM-UP & PRACTICE

1. Testing area must be a suitable course or area, completely free of obstructions, which provides adequate and safe run-off areas, so competitor may slow down and exit safely.
2. 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 devices 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** to prevent possible driver injuries during competitive events.

APPROVED HELMETS

1. Full coverage helmets are mandatory. **Helmets will be full protective coverage and carry the 2025 Snell Foundation Approval Code. Helmets carrying European Standard ECE 22.06 are also approved.** This is also mandatory in the pit/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. Competing with a helmet that is not the same as presented at safety inspection will result in disqualification.
4. 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).
5. 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.

6. Hearing protection is mandatory in all non-stock classes in all types of competition. Recommended for all stock class competition.
7. Competing with upper body protection that is not the same as presented at safety inspection will result in disqualification.



ISR requirements

Must have these 4 things

Chest Protection
Back Protection
Shoulder pads
Kidney protection

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.

Optional
Arm Pads



8. 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.
9. 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.
10. 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.
11. Upper Arm Pads and Elbow pads are highly recommended in all forms of racing.
12. Neck bracing is driver preference and is not required.
- 13.. Leather suits: See specific requirements in various disciplines.

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.

GREEN FLAG

1. Start of race or signifies course is clear and race is in progress.

YELLOW FLAG

1. Displayed in track corners or along straightaway: signifies there is an additional safety hazard on the track.

RED FLAG

1. 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 or Chief Starter, 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.

BLACK FLAG

1. On closed course races, should 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.
2. 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, should a vital snowmobile component such as clutch guards, mud flaps, ski loops or ski become dislodged or discarded, the starter must display the black flag to the involved driver immediately.

WHITE FLAG

1. When displayed, drivers have started their last lap.

CHECKERED FLAG

1. When the checkered flag is displayed, it means the race is complete.

BLUE FLAG WITH YELLOW DIAGONAL

1. For passing/ this flag will be displayed to snowmobiles being lapped.

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.
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 sleds in the event will need to carry repair tools and supplies on the sled. Additional safety related components may be provided to driver with race director's approval.
6. All snowmobiles on the starting line must have the track and both skis flat on the course surface before starter begins the race.
7. All snowmobiles will be started from a standing position, in a line abreast (unless stated otherwise).
8. 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.

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.

RACE FINISH

1. The finish line will be clearly marked.

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. It will be conducted by the Race Director and Race Promoter. Descriptions of the course, flags, etc. will be made. An interpreter should be used when needed. Pins, stamps, tags, roll call, random call, etc. may be used to check the identity of drivers at the briefing.

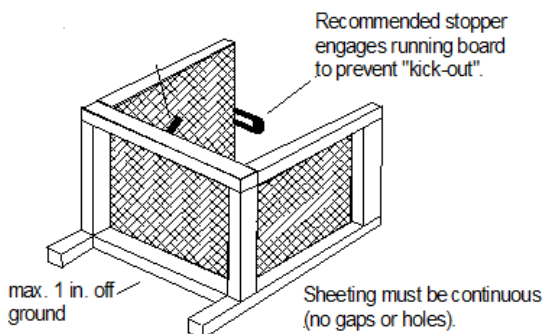
RADIOS

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.

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).

WARM-UP STAND (not a design drawing)



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

GENERAL SNOWMOBILE RULES

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

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

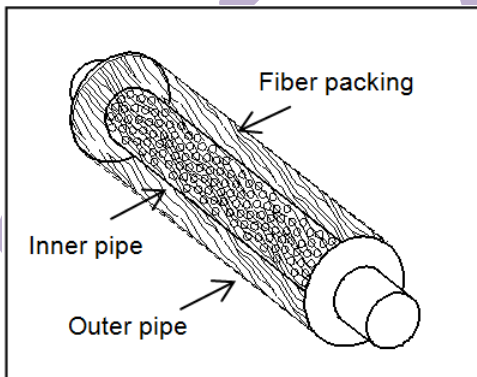
Where the rules permit or require components or equipment to be installed, replaced, altered, modified, or fabricated, it is the sole responsibility of the driver to select components, materials and/or fabricate the same so that the components will perform safely in competition.

CLASS ELIGIBILITY & SNOWMOBILE ID

1. Unless otherwise specified in specific ISR rules, a snowmobile used in more than one class or division must comply with all rules and safety guidelines for each class or division in which it competes.
2. In stock and stock-based classes, the chassis and engine must have been originally OEM assembled, and serial numbered indicating that the snowmobile is a stock qualified unit from the production run of a stock qualified model.
3. If the tunnel, engine, or other serial numbered part is replaced, the serial number must be removed from the replaced part and affixed to the new part.

ENGINE

1. ISR and/or the Race Rules Committees will approve the validity of all engine intake systems.
2. In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced snowmobile.
3. In stock and stock-based classes, coolant thermostats, regardless of location in the cooling system, may be ran as produced, changed to alternate temperature settings, or completely removed. If removed a control plate/washer to control volume of flow may be installed in its place. This plate shall serve no other function than restricting the flow of coolant.
4. In Stock classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional. In Mod classes it will be specifically noted as to which exhaust components may be changed or modified.



5. In classes with individual chamber exhaust for each cylinder, the following minimum standards for straight-thru silencers are required:
 - a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
 - b. Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
 - c. Outer pipe must be at least 3/4 in. larger than inner pipe.
 - d. Minimum silencer length 3 in.
6. OEM carburetor slide valves and replacement jet components without modification will be allowed in all Stock classes. No modification to carburetor body will be allowed.
7. An adequate return spring on the throttle is required. The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the snowmobile) of the right-hand handlebar. Throttle must be thumb operated. Twist grip throttles not allowed.

8. All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.

DRIVE

1. Chains, pulleys, and exposed moving parts will be isolated from the driver and other competitors by shields capable of retaining all accidental explosions and component impacts.
2. Unless otherwise specified, stock class belt guards are acceptable in Stock classes only.
3. Secondary clutch windage plates may be removed in all classes. Windage plates may not be added in Stock based classes unless OEM for the

model.

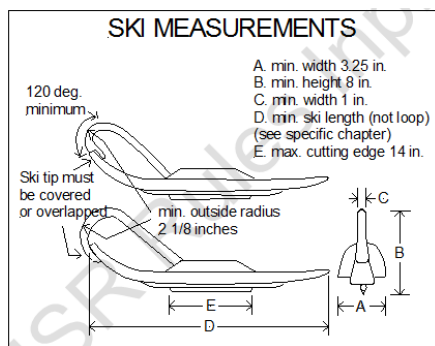
- Brakes systems may be changed or altered but must always be operational. Brake components must be commercially available. Brake disc may not be relocated and must remain in stock as produced location. Liquid cooled systems allowed. Brake disk may not be modified in the pad contact areas. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained, (Clarification) {Larger / thicker are acceptable, but not smaller / thinner. } The brake disk material may not be substituted with any other material. Aluminum and/or carbon brake disks are not allowed.
- OEM Brake discs and pads may be replaced, if the replacement disc is OEM thickness and diameter, then brake shielding will not apply.
- 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

- All handlebar ends must be plugged.
- Only steel suspension springs allowed unless otherwise specified.

SKIS & SKI RUNNERS

- Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over 1/2-inch turndown constitutes a cutting edge. Hillclimb only: Ski's with over 1/2 inch *turn down on any edge will be allowed*. Multiple turn downs allowed.
- 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.
- Ski tip (not including the loop) must be turned up 1.5 inch from the bottom of the ski (not including the keel(s) or ski runner).
- No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.



TRACK SUSPENSION

- Any OEM type slide rail hyfax may be used as a replacement.
- Slide rail hyfax can be drilled in all classes.
- Where allowed in these rules and by local environmental laws, slide rail lubrication systems may be used. No lubrication medium will be allowed that hampers competitor's visibility. No toxic solutions may be used.
- Only steel suspension springs allowed unless otherwise specified.
- 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.

TRACK AND TRACTION

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

FRAME AND BODY

1. A rear snow flap of enough 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. 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.
4. 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.
5. 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.

IGNITION & ELECTRICAL

1. All snowmobiles must be equipped with a tether switch that must always be attached to the operator and be operable. The switch must "kill" the engine by disconnecting the ignition system when the operator and the snowmobile become separated. It is the responsibility of the driver to make certain that the tether is attached to everyone who starts the engine or operates the snowmobile.
2. Maximum tether cord length will be 4 feet except where noted otherwise. Verification of tether cord length will be determined at tether cord's fully extended length.
3. The tether cord will be securely fastened to the driver. No alligator clips allowed.
4. The tether switch will be securely mounted in a location on the snowmobile other than on the handlebars or steering column.
5. All snowmobiles must have a handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch). No Wet Cell batteries allowed.

FUEL REGULATIONS

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

1. A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
2. Allowed gasoline and lubricants:
 - a. Only a commercially available pump gasoline that complies with these rules is allowed. (The term "pump gasoline" includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting characteristics are strictly forbidden.
 - b. Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce power in excess of that produced by standard pump gasoline and petroleum base oil shall not be permitted. The list of unacceptable additives includes, but is not limited to, alcohol, nitrates, and other oxygen bearing compounds.
 - c. No competitor or driver's pit personnel shall possess power boosting additives or agents upon the race premises of the sanctioned event. Violations of this rule shall subject the violator to severe disciplinary procedure.
 - d. Aerosol cans of ether are allowed at sanctioned races for starting purposes. No driver will be allowed to carry such cans on their person or their snowmobiles during the race.
 - e. Driver statements as to their fuel components will be binding and may be verified by various fuel tests. Drivers must allow officials to test their fuel at any time.
 - f. 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

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

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

EJECTION FROM RACE SITE

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

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

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

DRIVER LIABILITY RELEASE COVENANT NOT TO SUE

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

FRAUD, BRIBERY & ILLEGAL ASSISTANCE

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

INTOXICATING BEVERAGES & DRUGS

1. Drinking of intoxicating beverages is strictly forbidden by any participant. Anyone showing evidence of having used an intoxicating beverage must leave the premises (specifically pit, paddock (staging area), warm up area, tear down and racetrack immediately and be subject to disciplinary action by the disciplinary committee. This shall be in effect through the final inspection of snowmobiles.
2. Possession or use of illegal drugs or drug substances, as defined below, is prohibited in any form, by any participant, on the race facility, or in any area considered to be used in the operation of the race facility, such as parking lots or leased properties.

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

RACE DIRECTOR AUTHORITY

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

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

HILL CLIMB COMPETITION

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

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

DIVISIONS AND CLASSES

DRIVER DIVISIONS

Pro
Semi Pro
Amateur

STOCK CLASSES

Stock 600 (600cc maximum)
Women's Stock 700
Stock 700 (700cc maximum)
Stock 900 (900cc maximum)
Women's Stock 900 (900cc maximum)
Stock 1000 (1000cc maximum)
Factory Stock Turbo
Pro Masters Stock 1000 (min. driver age is 40)
Pro Seniors 50 and over. (1000 cc Maximum)

IMPROVED STOCK CLASSES

Improved Stock 600 (600cc maximum)
Improved Stock 700 (700cc maximum)
Improved Stock 900 (900cc maximum)
Women's Improved Stock 900 (900cc maximum)
Improved Stock 1000 / Factory Stock Turbo in pure stock trim
(1000cc maximum)
Pro Masters Improved Stock 1000 (minimum age 40) (No Factory Stock Turbos)
Pro Senior age 50 and over.
1000 cc Improved Stock Maximum

MODIFIED CLASSES

Mod 600 (600cc maximum)
Mod 700 (700cc maximum)
Mod 900 (900cc maximum)
Women's Mod 900 (900cc maximum)
Mod 1500 (1500cc maximum)

NOTE: In order to run the Mod 1500 class, the top of the hill must be at least 4000 feet in elevation.

Pro Masters Mod 1500 (min. driver age is 40)
Pro Senior Mod 1500, (50 and over.)

FOUR STROKE ENGINES

1. In order to be eligible for competition, a four-stroke powered snowmobile must be classified through the ISR four- stroke classification procedure.

SPECIALTY CLASSES

1. SEMI PRO DIVISION 900 cc Max no turbos/superchargers
2. AMATEUR DIVISION 900 cc Max no turbos/superchargers
3. **Junior Division Age limitations 12 - 17. 600 CC Max. or (850/900 50% Throttle)**
4. **In Women's and Junior classes, a wider front end is permitted, and seat foam may be trimmed for these classes. Any OEM brand-specific, direct bolt-on front end (A-arms and spindles) may be used.**

5. *Factory Stock Turbo*
6. *Modified 500*
7. Any specialty classes that meet specified safety standards can be raced in Hill climb events (affiliate has option of classes offered).
8. Women's' classes: specific classes for women are not required but may be offered at the discretion of the affiliate.
Affiliates may add additional engine size women's classes as a regional option.
9. A special sanction can be any snowmobile Hill climb event that does not fall under any of the specific circuits or classes but meets the established safety standards.
10. All special sanctions and specialty classes must be approved in writing by ISR and the rules committee before competition.
11. Affiliates may impose entry rules for any class, to improve the show. Manufacturers can set limits on minimum entries, to maintain integrity of contingency programs.

HILLCLIMB FORMATS

The following rules govern the conduct of ISR Hill climb events. The format may vary according to the region, hill conditions and promoter preference, but all such variations should be advertised for the information and convenience of competitors. Alternate formats will be allowed at the discretion of the ISR affiliate with the preapproval of ISR. The alternate format cannot contradict the basic format for ISR Hill climb competition.

STANDARD HILLCLIMB FORMAT

1. Competitors are scored by their elapsed time from start line to finish time at the top of the hill.
2. If a competitor does not clear the top of the hill, his result will be the high mark at the top of his run.
3. In the event of a competitor leaving the boundary of the course, the highest mark prior to exit of course will stand as high mark.
4. When a driver loses contact with sled and tether cord is disconnected from sled, that point on the course will be considered the high mark of the run.

METHOD OF MEASUREMENT

1. A transit or visual marks by spotters will be used to measure the high mark of each competitor.
2. All results will be properly recorded.

ORDER OF CLASS

1. Order of classes to be run will be determined by the Promoter and properly posted for the convenience of the competitors.

RECOMMENDED ENTRY FEES

Stock \$15.00
Improved Stock \$40.00
Modified \$50.00

1. The entry fees for all other classes will be regulated by Regional Competition Committee and/or Sanction Committee.

REGISTRATION AND PAYBACK

1. The promoter payback at Hill climb Races will be eighty (80%) percent of the entry fees collected or the guaranteed purse, whichever is greater. Said entry fees to be based on the number of machines registered in the class.
2. Promoter shall post entry fees for specialty classes and any added prize money/guaranteed purse at the registration area of the event and shall publicize the events specialty entry fee and added money/guaranteed purse in advance of the event.
3. Purse payback breakdown per class will be regulated on a regional basis.
 - a. If more than five machines are registered in class, payback will be 50% to first place, 30% to second place, 20% to third place. Third place will receive no less than the entry fee for the class.
 - b. If three or four machines are registered in a class payback will be 60% to first place, 40% to second place.
 - c. If one or two machines are registered in a class payback shall be 100% percent to first place.
4. Payback for special sanction events will be regulated by the sanctioning body.

DRIVER POINT SYSTEM

1. Hill climb circuits may formulate a point system at their discretion.
2. SUGGESTED POINTS SYSTEM

FINISHER	POINTS PER ENTRY	EXAMPLE (based upon 30 entries)
1 st	5	5 X 30 = 150
2 nd	4	4 X 30 = 120
3 rd	3	3 X 30 = 90

4 th	2	2 X 30 = 60
5 th	1	1 X 30 = 30

- The total points issued will be based on a maximum of fifty (50) sleds entered in a class. In Women's classes the maximum is twenty (20) sleds entered in class.
- Points will be awarded for any duly constituted race.
- Points are non-transferable between regions unless there is a reciprocal agreement between the associations to do otherwise. Driver must be a member of the region to receive high point awards.
- To participate in points and contingency money the participant must be a current yearly member.
- Five (5) or more drivers constitute a race for points and contingencies.

GENERAL COMPETITION AND SAFETY

Paddock/Staging & Starting Line

- It is highly recommended that full coverage helmets, safety glasses and upper body protection be used in the paddock, staging and starting line areas. All drivers will wear full coverage helmets and have tethers firmly attached whenever they start or move their snowmobiles in these areas.
- Hill Climb only: Jack stand/track stand may be constructed of .090 aluminum. Its framework may be modified and lightened for ease of use on in remote locations, hillsides, etc. The technical inspector has the right to determine the structural integrity of the track stand and may restrict drivers from using ones that are considered unsafe. There is no appeal process on this decision. The back plate/shield must cover from the centerline of rear axle to centerline of axle on opposite side. The full rear opening of the snowmobile tunnel must be shielded when the jack stand is in use.

GENERAL REGULATIONS

- Full coverage, full-face helmets are mandatory.
- Sanctioning body personnel (with radios, phones, and/or flags) are the only individuals allowed to communicate with a competitor while on the course. Communication from sanctioning body personnel, race officials, and/or race workers must not provide a driver or his crew with a competitive edge. Pit crews and/or other persons connected with the driver are not allowed any form of communication with a competitor while the competitor is on the course.
- Deliberate spinouts will result in disqualification for that run. Race Director may alter spinout rule if the safety of the driver is in question. Race Director's decision is final.
- Drivers may be restricted to the number of classes they may enter (four classes per driver is recommended). Region discretion.
- One driver per machine per class.
- One driver entry per class.
- When a sled moves to a higher class it must meet the classes safety rules.
- Pro Masters must be 40 years of age.
- Once competition in any class has started a driver must finish the event on the same sled, he started the event with. Penalty for infraction is at race director's discretion.

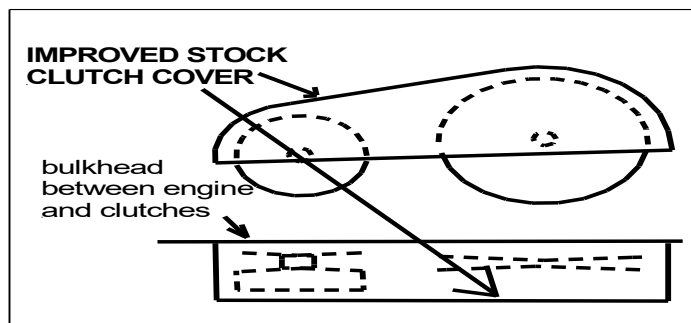
GENERAL SNOWMOBILE RULES

GENERAL

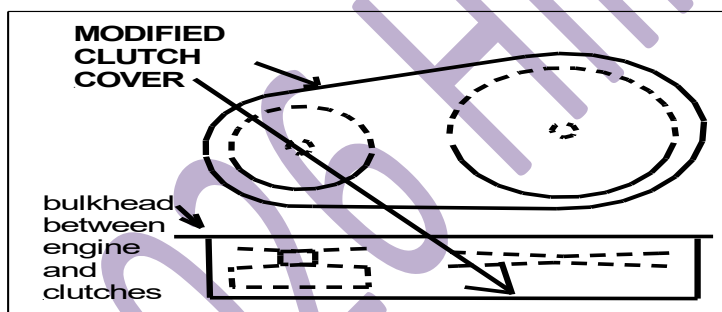
- The driver's number must be displayed on both sides of the chassis along with the class designation. These may be permanent or displayed on an approved decal and individual numbers must be a minimum of three (3) inches high and two (2) inches wide.
- All snowmobiles must comply with the Snowmobile GENERAL RULES AND REGULATIONS section.
- Snowmobile may be advanced to a higher class and/or division without meeting safety requirements for the higher class so long as the snowmobile advances unchanged and remains compliant with all safety and performance rules in its original class.

DRIVE

- The machine must be propelled with a variable ratio belt transmission.
- Aluminum brake disks not allowed.
- (Improved Stock and Full bodied Modified) (Clarification: full bodied modified sleds will be considered legal using this rule) The clutch cover must be separate of cowl configuration and cover clutch perimeter and faces down to center of clutch bolt or below (see illustration). Must be .090-inch 6061T6 aluminum or equivalent steel material and the outer perimeter be covered with 6-inch belting. Other clutch cover materials not allowed. If 0.125 aluminum or equivalent steel material is used, belting is recommended, but not required. Snowmobile with removable side panels may bolt clutch cover to side panel to meet this requirement.



4. On snowmobiles with stock qualified, OEM for the brand clutches that comply with the modification limitations in Stock class DRIVE rules, an OEM belt guard, without modification, may be used. The OEM belt guard mounting system must be maintained.
5. Clutch covers on "old style" modified or any sled that does not enclose the clutch area with body structure, must fully enclose the clutch system (see illustration). This rule will be applied to any sled that has no belly pan or minimal hood "body" panels. Clutch cover must be made of .090-inch 6061T6 aluminum or equivalent steel material and be covered with six (6) inch belting around the elliptical circumference. Venting of Modified clutch cover is restricted to a maximum of 32 square inches on the face of the clutch cover. No venting allowed on the elliptical circumference of the clutch cover. Two (2) venting areas allowed with no single venting area to exceed sixteen (16) square inches.
 - a. Maximum 1/4-inch holes no closer than 1/4 inch apart vertically and 1/2 inch apart horizontally.
 - b. Louver openings may not exceed 1/4 inch.



SKIS & SKI RUNNERS

1. Ski-skin changes allowed.
2. Any ski edge with over 1/2-inch turndown is a legal cutting edge.
3. Maximum ten (10) inch carbide cutting material per ski. Carbide cutting material must be continuous.
4. Turning material may be altered to an angle of not less than sixty (60) degrees inside included angle.
5. Wear bars including carbide insert must not exceed 5/8-inch width and 5/8-inch depth from the lowest point of the ski.
6. 3/8 inch is wear bar minimum width.
7. Hill climb is exempt from meeting the ski loop overlap rule. In Hill climb events skis must meet radius and loop specifications but may secure to the top or underside of the ski or both.

TRACK & TRACTION

1. The track may not be reversed.
2. Drilling or cutting of holes through the track is not allowed except to mount traction devices. Maximum hole size for mounting traction devices is 5/16 inch.
3. No traction picks allowed.
4. A snowmobile entered in a class must be qualified and raced, in that class, with the same length track throughout the running of that class at that event.
5. In all Divisions and Classes, any quantity of traction screws may be used in the track lugs (see illustration). Must be installed parallel to track lug. Must not compromise structural integrity of the track. Must be screwed completely into track lug. Shoulder must contact track lug.

FRAME AND BODY

1. Sandpaper may be applied to the running board. 1/2-inch dullled traction aid allowed (measured from the flat of the running board and installed only on the flat of the running board) in all classes.
2. All classes may also add dullled traction aids on top of the rolled edge of the running board and are limited to 1/4 inch in height.

3. All snowmobiles in Stock and Improved Stock classes must have a full hood.

IGNITION AND ELECTRICAL

1. In the event a driver becomes dislodged from his sled and the engine continues to run or the safety disconnect switch fails to function or is not properly fastened / attached to the driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred.

STOCK CLASS RULES

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.

GENERAL

1. The snowmobile must have original OEM for the model engine, hood, frame, cowl, fuel tank, carburetion, air box, suspension, and variable speed converters. All components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed unless otherwise stated herein.

ENGINE

1. No component of the engine may be altered, changed, or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. Blueprinting of engines is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.
2. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inches (1/2mm).
3. Replacement pistons must be stock OEM for the model.
4. There will be no more than one-cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
5. A maximum of one venturi per cylinder will be allowed in Stock classes. Any exception must be approved in writing by ISR.
6. Carburetor slide valves and replacement jetting components from the carburetor manufacturer will be allowed in all Stock classes. No modification to the carburetor body will be allowed.
7. No additional fuel pumps allowed.
8. Oil injection pump must remain in place and remain functional. Lines may be removed and plugged. Premix gasoline may be used.
9. Engine must retain original cooling concept. Liquid, fan, or free air cooling must be retained. Cooling circuits cannot be modified or removed. Quick disconnect may be added. Cooling circuit must remain functional.
10. Spark plugs do not necessarily have to be OEM.
11. The entire exhaust system must be OEM for the model. Muffler components and/or silencing material must always be intact.
12. Engine must be naturally aspirated. No Turbo or Supercharged systems. "Except in Factory Stock Turbo"

DRIVE

1. Any combination of springs, weights, and ramps may be used. These components may be interchanged between any brand, providing there is no modification to the clutch to make these components fit. **Clarification: You cannot change the number of spider rollers**
2. No machining, grinding, or welding allowed on clutches unless specifically stated.
3. Metal may be removed but not added to the primary clutch ramps or flyweights.
4. Helixes may be machined for angle change. No material may be added. No welding will be allowed (billet helixes allowed).
5. Roller secondary clutches not allowed unless OEM for the model.
6. In chain drive chain cases, powdered metal or aluminum OEM gears may be replaced with aftermarket gears of the same design criteria. Steel cut gears/ or specialty aluminum gears may be used to replace powdered metal gears. Appropriate steel chains to fit these gears may be used. For belt drive, final drive cases, aftermarket drive cogs/sprockets may be used. Aftermarket drive cog (Gilmer) belts may be used. Snowmobiles must retain original specified style final drive. Belt drives may not replace chain drives; chain drives may not replace belt drives.
7. Clutch drive belts do not have to be OEM.
8. Brakes systems may be changed or altered but must always be operational. Brake components must be commercially available. Brake disc may not be relocated and must remain in stock as produced location. Liquid cooled systems allowed. Brake disk may not be modified in the pad contact areas. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained, (Clarification) {Larger / thicker are acceptable, but not smaller / thinner. } The brake disk material may not be substituted with any other material. Aluminum and/or carbon brake disks are not allowed.
9. 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.
10. If the replacement disc is the same thickness and diameter, then brake shielding will not apply.
11. Brake control handle must remain in the OEM location (left, front side).
12. Track drive sprockets may be replaced with any OEM sprockets from any stock qualified sled within the brand. Sprocket must maintain OEM for the model drive concept (i.e., involute or external). Unless otherwise specified, no modification allowed to frame, drive or suspension to install sprockets.

SKI SUSPENSION & STEERING

1. Must remain in original mounting location or optional location pre-drilled or indicated by the manufacturer.
2. Suspension kits not allowed.
3. Any spring allowed. May be shortened or heated. No chassis or suspension modifications to facilitate spring installation allowed.
4. Any shock absorbers filed by the manufacturer and offered on like models of the same year production, may be used. Shocks must fit to the sled without modification to the shock or the chassis. Shocks may be re-valved and oil side spacers may be added to reduce length. Shocks cannot be lengthened ([Click here](#)) for available components)

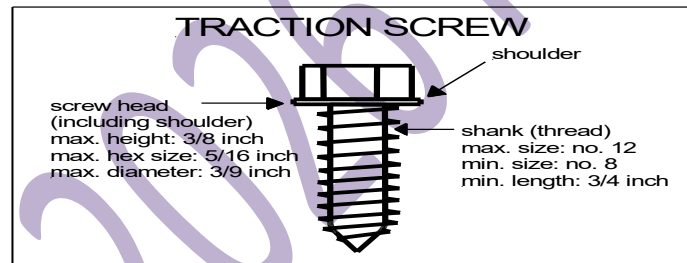
5. Limiter strap allowed but must maintain two (2) inches of travel.
6. Sway bar may not be relocated. Sway bars must be OEM for the model, or other sway bar from another stock qualified model within the brand. Sway bar may be disconnected or removed. If disconnected and not removed, all remaining components must be secured so as not to endanger driver.
7. OEM handlebar grips may be changed if stock handlebar length is not compromised. Handlebars can be changed. Handlebar end hooks, mountain (side hill) bars and mountain (side hill) straps are allowed. Brake control handle must remain in the OEM location (left side).
8. OEM handlebars, padding and throttle assembly may be interchanged within the brand. (OEM brake handle assembly for the model must be maintained.)
9. OEM handlebar risers may be used within the brand. Commercially available, aftermarket handlebar risers, vibration dampers and handlebar relocation mounts may be used (not to exceed maximum height of OEM risers). Handlebar risers must be installed using all provided hardware.
10. No modification to steering post allowed.

SKIS & SKI RUNNERS

1. Skis must be OEM for the model.

TRACK SUSPENSION

1. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.
2. Track suspension kits are not allowed.
3. Any shock absorbers filed by the manufacturer and offered on like models of the same year production, may be used. Shocks must fit to the sled without modification to the shock or the chassis. Shocks may be re-valved and oil side spacers may be added to reduce length. Shocks cannot be lengthened ([Click here](#)) for available components)
4. At the discretion of the region, marginal snow wheels along with brackets may be added or removed on all suspensions in all classes. Structural supporting components must remain.
5. Rear axles may be replaced, and additional rear idler wheels added for safety considerations. Axles, spacers, shims, bushings, and other components may be changed to allow installation of additional wheels. The only wheels allowed to be added will be OEM wheels of the same external dimension as the original wheel. Color code suffix or prefix does not apply. Rear axle shafts may be material substituted aluminum for



steel, and steel for aluminum only. No titanium shafts unless OEM for the model.

6. Any suspension springs allowed. Spring concept must remain OEM for the model. No chassis or suspension modifications to facilitate spring installation allowed.
7. **Billet wheels in rear suspension may be substituted or composite or plastic wheels. The replacement wheel must be painted or colorized in the original OEM wheel colors. Replacement wheels must not appear in billet form.**

TRACK & TRACTION

1. Track must be OEM for the model.
Tracks of varying lug heights that are filed by the manufacturer on like models may be used. Track overall length may not be changed. Tracks must fit to the snowmobile without modification to the chassis, drive, or track. ([Click here](#)) for available components)
2. Unless otherwise specified, the track must be used as produced by the molder of the track. No other trimming or cutting allowed.
3. If traction screws are installed, any or all track lugs may be trimmed to a minimum height of 1.0 inch to allow installation of screws. The structural integrity of the track must not be compromised.

FRAME & BODY

1. Material may be added to chassis and suspension parts for reinforcement. The OEM for the model parts must be maintained. No material substitution allowed.
2. OEM skid plate may be added for protection of sled bottoms and may not change the aerodynamics of the sled. Skid plate must be securely fastened.
3. OEM fuel tank and OEM seat must be used without modification.
4. A rod may be placed in the roll on the edge of the running board.
5. Windshield and windshield molding may be removed. (Clarification: If windshield is used, it must have safety edging in place at start of event.)

6. The OEM fuel tank is the only tank that can be used for fuel supply. Lubricating tank may not be used as fuel tank.

VENTING

1. Access openings are allowed for component removal or service, but closures must be made of original type materials. Vents/scoops must be OEM for the model. No additional vents or scoops may be added. Crankcase and/or brake cooling ducts must remain within the confines of the snowmobile and only use an existing vent. Vents may be covered or closed. Protective taping or screening will be restricted to the external openings of the hood only. OEM vent covers and screens, which are intended for removal by the consumer, may be removed. (Clarification) Venting grills, screens, and directional passages that are not molded into the hood/body may be removed.
2. No additional venting allowed.
3. Existing vents may be used to direct cooling air to the brake components. Brake disk shall not extend outside of the bodywork. Venting for brake cooling is allowed.
4. An auxiliary brake cooling fan of up to 4" diameter is allowed. Properly constructed ducting, hose routing, and electrical wiring, to facilitate this installation will be determined by the technical inspector. Inspectors' decision is final. All venting for brake cooling purposes must contain and direct airflow to the brake caliper and disc assembly only. Any specialized vents that allow outside cooling air beyond the brake system or derive cooling air from the vent before it travels to the brake system is not allowed.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model. CDI/ECU module may be reprogrammed. Fixed ignitions may be moved (+ or -) four (4) degrees.
2. Lighting coils must remain in place.
3. Electrical wiring must remain in place.
4. Headlight and taillight must be original OEM equipment. Glass lenses must be taped over with transparent tape. Must remain in original mounting location. Must be operational at the start of the race. Taillight cannot be battery operated.
5. Tachometers, speedometers, and/or heat gauges may be installed. OEM gauges must remain in place. Gauges may be disconnected.

FACTORY STOCK TURBO

ENGINE

1. Factory Turbo or Supercharged systems.
2. Stock two and four stroke models allowed.

IGNITION & ELECTRICAL

1. OEM Ignition CDI/ECU module may reprogrammed.

IMPROVED STOCK RULES

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.

GENERAL

1. Snowmobile must begin as a qualified stock snowmobile.
2. All snowmobiles must comply with GENERAL RULES AND REGULATIONS section.
3. Any alterations allowed in Stock are allowed in Improved Stock.
4. The snowmobile must have original OEM for the model or factory designated replacement engine, frame, cowl, suspension, fuel tank and seat.
5. Improved Stock maximum width dimensions are as produced by the manufacturer.

ENGINE

1. Engine parts must be OEM for the model except where noted. The following OEM engine parts may be modified internally, but not replaced:
 - a. Crankcase
 - b. Cylinders. (No external fastening devices for mounting cylinders allowed.)
 - c. Heads
2. The entire external portion of the engine must be Stock Appearing.
3. OEM stroke must be maintained.

4. The OEM number of cylinders must be maintained.
5. Cylinder head(s) may be modified internally including changing replaceable combustion chambers and machining out combustion chambers to use replaceable inserts. Cylinder head(s) may also be replaced with any commercially available head(s) that maintain the OEM spark plug number and location. Models with OEM injector(s) in the head must maintain OEM location for the injector(s).

The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 1/2 inch (0.50 inch) in thickness.
6. Engine displacement may be increased by cylinder boring to the maximum displacement for any Improved Stock class. If so done, the snowmobile is no longer eligible for smaller displacement classes.
7. Engine components allowable for modification or replacement.
 - a. Bearings
 - b. Rods - rod center to center must remain the same
 - c. Pistons
 - d. Piston pins
 - e. Rings
 - f. Gaskets
 - g. Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change the outside dimensions of the cylinder or crankcase. No external modifications allowed to crankcase or cylinder to accommodate reed block change.
10. Air box may be removed. Air filters may be used. Internal and external modifications may be made to the air box.
11. Carburetors, flanges, and intake manifold must be OEM for the model, and OEM appearing, internal modifications are allowed.
12. On snowmobiles with OEM for the model Electronic Fuel Injection the throttle body including the exterior may be modified for increased fuel flow. No welding of the throttle body allowed-not even for repairs. Systems that allow increased fuel delivery may be used. (power commander) The stock control module must still be used. No changes for increased airflow allowed. Increasing the size of throttle body throat not allowed. OEM for the model throttle plate (butterfly) must be used.
13. Any or all the oil injection system may be removed. Clarification: (This is to include lines, tank, cables, electronic controls, injectors. Oil injector nozzles may be plugged or removed.) Four stroke snowmobiles may relocate the OEM oil tank/sump to prevent cavitation during competition.
14. On carbureted models, one additional OEM for the model type fuel pump may be added. No other type of additional fuel delivery system allowed unless specified.
15. No superchargers, turbochargers or nitrous systems allowed.
16. Cooling system must be fully operational and retain complete stock appearance but may contain disconnects for cool down.
17. Harmonic balancer may not be removed.
18. One additional torque arm allowed, any style.
19. A torque plate is not allowed under engine or under motor mounting plate.
20. Any functionally silenced exhaust allowed. It is recommended that the dB level (measure seventy-five (75) feet down the track, fifty (50) feet from the track at full throttle measured on the exhaust side of the sled, be 108 dB for winter (snow/ice). Contact sanctioning body for local sound level requirements.

DRIVE

1. Any primary and secondary clutch may be used.
2. Jackshafts, of like material, may be changed to accommodate a clutch change. No welding allowed on a jackshaft.
3. In chain drive chain cases, powdered metal or aluminum OEM gears may be replaced with aftermarket gears of the same design criteria. Steel cut gears/ or specialty aluminum gears may be used to replace powdered metal gears. Appropriate steel chains to fit these gears may be used. For belt drive, final drive cases, aftermarket drive cogs/sprockets may be used. Aftermarket drive cog (Gilmer) belts may be used. Snowmobiles must retain original specified style final drive. Belt drives may not replace chain drives; chain drives may not replace belt drives.
4. Track drive axle and chain case must be intact and remain OEM for the model. Jackshaft, track drive axle and chain case must remain in OEM for the model location.
5. Any OEM for the brand track drive sprocket allowed. Unless otherwise specified, no modification allowed to frame, drive or suspension to install sprockets.
6. Complete brake system must comply to general snowmobile rules.
7. On snowmobiles that comply, in all respects, with the Improved Stock class rules, the modified class safety shield around the brake mechanism is not required when advancing to the modified division.

SKI SUSPENSION & STEERING

1. Brake control handle must remain in the OEM location (left, front side of handlebar).
2. Any commercially available handlebar allowed. Mountain bars allowed.
3. No modification to steering post allowed.

4. Any spring may be used on the suspension. May be shortened or heated. Springs may be removed and replaced with another type of cushion device.
5. OEM for the brand (kits are limited to radius rods, steering rods, and "A" frames). Kit used identification numbers must be provided by the competitor.
6. Any shock absorber allowed. No modification to suspension, frame or drive system allowed for shock installation.
7. No modification to steering post allowed.

SKIS & SKI RUNNERS

1. Any commercially available aftermarket or OEM for the brand ski (including multi-keeled and multi cutting edge skis) may be used. OEM skis must be from a Stock Qualified model.
2. Skis may not be interchanged between brands.
3. May reinforce skis on topside only.

TRACK SUSPENSION

1. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.
2. Stock suspension may be limited by a strap or chain.
3. Slide rail extension plates are allowed. Structural integrity must be maintained. The Race/Tech Director shall have the authority to determine structural integrity.
4. Any suspension springs allowed. Spring concept must remain OEM for the model. No modifications to frame or suspension allowed when installing springs.
5. Any shock absorber allowed. No modification to suspension, frame or drive system allowed for shock installation.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track is allowed. No maximum track lug height. Unless otherwise stated, no frame, suspension or drive modifications allowed when installing track.
2. Unless otherwise specified, the track must be used as produced by the molder of the track. No trimming or cutting to decrease the width of the track is allowed.
3. Drilling or cutting of holes through the track is not allowed except to mount traction devices. Maximum hole size 5/16 inch. (See GENERAL SNOWMOBILE RULES in this chapter for limitations on traction devices.)
4. Any or all track lugs may be trimmed, minimum height 1.0 inch. The structural integrity of the track must not be compromised. If traction screws are added after track trimming, care must be exercised to prevent damage to track internal structure. Technical inspection may determine a sled illegal due to a compromised track.
5. For traction devices other than traction screws, minimum width of traction devices is two (2) inches. Traction devices must be secured with at least two hardened steel fasteners. Hardened steel fasteners must not protrude more than one half (1/2) inch from the flat of the traction device.
6. Any OEM for the model kit that converts an existing model to accept a longer or shorter track and is installed or offered by a manufacturer as a dealer installed option is allowed. The kit must be used in its entirety. When changing to a shorter track kit, it is not required to shorten tunnel.

FRAME & BODY

1. Any chassis alterations, additions, or removals, which alter stock appearance or dimensions are not allowed. OEM fuel tank and OEM seat must be used without modification. Tunnel can be repaired but must maintain OEM length.
2. Lubricating tanks may not be used as a fuel tank.
3. Insulation foam may be removed from inside the engine compartment.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model. CDI/ECU may be replaced with a unit from any stock qualified model within the brand. Flywheel and stator may be modified.
2. Fixed ignition may be moved (+ or -) four (4) degrees.
3. Lighting coils must remain in place.
4. Electrical wiring must remain in place.
5. Headlight and taillight must be original OEM equipment. Glass lenses must be taped over with transparent clear tape. Must remain in original mounting location. Must be operational at the start of the race. Taillight cannot be battery operated.
6. Improved Stock snowmobiles will be allowed to add tachometers, speedometers, or heat gauges. OEM gauges must remain in place and may be disconnected.

Improved Stock 1000

&

Factory Stock Turbo in pure stock trim

ENGINE

1. Rod center to center may be changed.
2. OEM stroke may be changed.
3. Engine may be bored up to class limit, a one (1%) percent overbore is allowed (1010cc maximum).
4. Crankshaft may be modified or replaced.
5. Crankshaft gears may be changed.
6. Carburetor may be changed.
7. Bolt-on carburetor flanges may be changed.
8. Carburetor flange can be modified internally.
9. Carburetor boots may be changed.
10. Intake concept and location must remain OEM for the model. No external modifications to crankcase or cylinders.
11. Reed blocks may be changed if they do not change the outside dimensions of the cylinder or crankcase.
12. One additional fuel pump is allowed.
13. Air box may be removed.
14. A "torque plate" may be mounted on the underside of the crankcase to stabilize the crankcase.
15. Any or all the oil injection system may be removed. Clarification: (This is to include lines, tank, cables, electronic controls, injectors. Oil injector nozzles may be plugged or removed.) .) Four stroke snowmobiles may relocate the OEM oil tank/sump to prevent cavitation during competition.

DRIVE

1. Any primary and secondary clutch may be used.

IGNITION & ELECTRICAL

1. Any ignition may be used.

MODIFIED CLASS RULES

GENERAL

1. Competition is open to any snowmobile, either production or one of a kind experimental. This class will provide a place for innovative ideas and concepts, and a place for research and development (which could include rear engine type snowmobiles).
2. Minimum wet weight (without gas) will be two hundred fifty (250) pounds.
3. The Race Director shall have the authority to determine structural integrity.
4. Chassis serial number must be permanently affixed to the side of the tunnel near the right-side footrest.

ENGINE

1. Any engine allowed. Engine must not exceed displacement limit for class.
2. Maximum overbore is defined as two (2) percent over the cc displacement for the class.
3. Any functionally silenced exhaust system allowed. The exhaust system emission pipe must not protrude more than three (3) inches beyond the chassis or hood configuration.
4. One form and only one pressure charging unit allowed. I.e., one turbocharger, one supercharger, or one nitrous oxide system. No multiple systems allowed.

DRIVE

1. Carbon fiber brake disk allowed.

SKI SUSPENSION & STEERING

1. Brake control handle must remain in the OEM location (left side).
2. Sled width open.

3. Any commercially available handlebar allowed. Mountain bars allowed.

SKIS & SKI RUNNERS

1. Any commercially available ski allowed. Multi keel and multi cutting edge skis allowed.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track is allowed. No maximum track lug height.
2. Unless otherwise specified, the track must be used as produced by the molder of the track. No other trimming or cutting allowed.
3. Drilling or cutting of holes through the track is not allowed except to mount traction devices. Maximum hole size 5/16 inch. (See GENERAL SNOWMOBILE RULES in this chapter for limitations on traction devices.)
4. Any or all track lugs may be trimmed, no minimum height. The structural integrity of the track must not be compromised.
5. For traction devices other than traction screws, minimum width of traction devices is two (2) inches. Traction devices must be secured with at least two hardened steel fasteners. Hardened steel fasteners must not protrude more than one half (1/2) inch from the flat of the traction device.

FRAME & BODY

1. Tunnel material in all machines in all classes must maintain its structural integrity and be free of wear from traction devices. If the tunnel is being worn by traction devices, tunnel protection devices must be installed to prevent damage to the tunnel by the traction devices.
2. The hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches. (To receive any contingencies, hood must be identifiable as an OEM style hood and engine and hood must be identified with the same brand.)
3. Overall length of snowmobile is open.

COURSE REQUIREMENTS

COURSE DESCRIPTION

1. Sanctioned events will be held on an incline of ice or snow, free of obstructions that would make the course unsafe for competitors. The area at the bottom of the hill must be enough to allow a machine to come to a complete stop from any point on the hill while running free before reaching the staging area.
2. The Promoter shall provide adequate crowd control to prevent spectators or any other persons from moving onto the racing course or runoff areas, pit areas and staging area.
3. SEE RECOMMENDED COURSE DIAGRAM IN THE APPENDIX.

COURSE DIMENSIONS

1. Sanctioned events will be conducted on a course not less than 200 feet in width. Course will have a return lane on both sides of the course.
2. Course dimensions may vary from these guidelines provided that established safety standards are met.

Adult class racing rules end here.

JUNIOR DIVISION

JUNIOR CLASS RACING

NOTICE

Parents or guardians who knowingly enter a driver who is not of the legal age to compete in any of the specific classes offered in the Junior Division, 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

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.

NOTICE

2025-2026 SEASON RESTRICTIONS.

In Junior Classes, the competitor must indicate the brand, model and track length of sled that will be used for the event. Changing of sleds during a event for different classes/levels of competition is no longer allowed. The affiliate will indicate in regional Junior class rules as to how to properly register the sled for the particular event.

ONE YEAR NOTICE

For the 2026-2027 season use of SX sleds for Junior competition will no longer be allowed. All sleds in Junior competition will be throttle limited and 144-inch track length minimum.

This is being done to control the financial aspect of the Junior competition, and not requiring a Competitor to have two sleds to be competitive for various tracks and conditions encountered. This is being done to make it more affordable and encourage more Junior class drivers to participate.