VERIFICATION AND CONTROL

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

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

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

MANDATORY EMERGENCY VEHICLE

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

RULE SUPPLEMENTS

1. Rule supplements, additions or corrections shall be announced in the official publication, magazines or newsletter. Upon such an announcement the rule changes become effective and enforceable.
2. Telephonic race rules conference calls will be followed up with an information letter to the affected affiliates.
3. After a rules meeting, any request to reconsider a new rule requires a ¾ 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 on the basis of sex. Any qualified member may participate in the approved classes offered in any sanctioned event.
2. A snowmobile will be allowed to race in its respective displacement, or designated performance class, and any larger displacement or performance class, except as noted in specific sections.

REGISTRATION AND ENTRY

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

DRIVER AND SNOWMOBILE

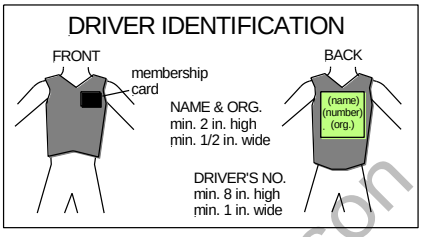
1. A driver and his snowmobile (chassis and engine) shall be considered a unit and once the class has begun, neither will be substituted. If a driver qualified on a snowmobile, both must be in the same final event of the class and/or event.
2. Engine parts may be replaced during the event, except for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

SPONSOR IDENTIFICATION

1. Anytime the sanctioning organization or sanctioned event has a sponsorship, all members and promoters must meet sponsorship requirements, as long as 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.

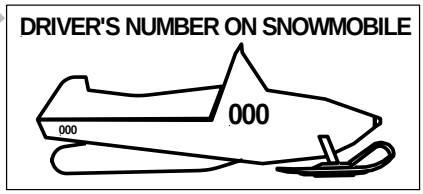
DRIVER IDENTIFICATION

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 bib numbers in a legible condition (see illustration).



SNOWMOBILE IDENTIFICATION

1. The driver's assigned competitive number must be displayed on both sides of snowmobile hood. The number must be a minimum of six (6) inches high, 3/4 inches wide and be displayed in contrasting colors. Numbers must also be displayed on both sides of tunnel, minimum four (4) inches high. These numbers must be displayed on the snowmobile in a permanent manner before being allowed to race (see illustration). (See Sno-cross section for applicable Sno-cross rules.)



PRE-RACE SAFETY INSPECTION

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

MANDATORY TEARDOWN

1. Regardless of snowmobile equipment passing prior inspections, compliance with the rules must be made at the post-race inspection.
2. Once a snowmobile has completed registration to race it may be inspected at any time.
3. Tech Director will select the snowmobiles for mandatory teardown and inspection. Drivers will take their snowmobiles directly to Tech after completing the race. The snowmobile must remain in Tech until released by the Tech Director or a designated member of the Tech staff.
4. Driver and/or driver's mechanic will

perform teardown to point required by the Technical Director.
5. Any driver not reporting to Tech or refusing teardown will be disqualified.
6. Inspected snowmobiles will not be reassembled by the inspection group.
7. Driver and/or driver's mechanic will be the only two (2) people allowed with the snowmobile in the inspection area.
8. The sanctioning organization assumes no responsibility for impounded snowmobiles.

SEALS

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

PROTESTS

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

APPEALS

1. Each ISR affiliated racing organization must, in writing have a specified APPEALS PROCESS set down and available to drivers, promoters or any personnel.
2. A racer or other individual may appeal decisions made by race officials, directly affecting them, but only in accordance with the written procedure set down by the racing organization.
3. If a racer goes through the entire appeals process as set down by the race sanctioning organization and is not satisfied, he/she may appeal to the Rules Committee for the type of racing.
4. All appeals shall be in writing and received by the chairperson of the appropriate appeals committee on or before 15 days after the decision appealed from is rendered.

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.

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., in order to receive prizes, awards or pay-backs, although they are encouraged to cooperate as a courtesy to the promoter.

PIT AND PADDOCK/STAGING AREA

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

TESTING, TUNE-UP, WARM-UP & PRACTICE

1. It is highly recommended that testing areas (separate from the racetrack) not be used.
2. Testing of the engine and/or snowmobile must be done in a designated area only. Driver must consult with Race Director to determine proper testing areas at each event.
3. 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.
4. Fences or squared off banks shall not be permitted at the end of the testing area.
5. 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 have to return under their own power. Only disabled snowmobiles may be towed from the track.

TEMPORARY SHELTERS

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

ANIMALS

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

DRIVER PROTECTIVE EQUIPMENT

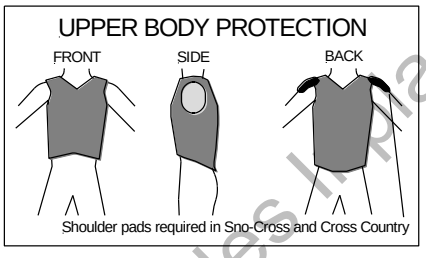
It is the responsibility of the racer to select protective equipment that will conform to ISR guidelines and provide adequate protection. Even though race rules committees and ISR develop guidelines, ISR does not endorse or guarantee specific products or manufacturers of protective equipment. Racers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

1. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections. **Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2010 Snell Foundation Approval Code. Helmets carrying European Standard ECE 22.05 are also approved. This is also mandatory in the tune-up area. The helmet must be securely fastened at all times.** SnowCross: Any snowmobile operator under the age of 18, must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.
2. Enclosed cockpit sled drivers must use a automotive certified helmet meeting Snell SA specifications.
3. (Oval, Cross Country, Enduro) It is mandatory that the driver's helmet must be a minimum of seventy five percent (75%) international or blaze orange.
4. (Sno-Cross /Watercross**):** The helmet must be predominantly blaze or international orange in color. More than 50% of its entire outer surface including the visor must be orange. **There is a mandatory 6" x 6" area located lower center in the middle of the back of the helmet that must be solid Orange**. A template measuring 2 inches by 3 inches

placed anywhere on the helmet must contact orange color **except on a 4" X 6" spot on the left and right hand side of the helmet.** **Click here to see a Diagram**. On a typical snocross helmet there should be at least 144 square inches (12 X 12 inches) of orange.

For Enduro, Ice Lemans, Oval Sprint, Vintage oval, and Snow Cross: At least one hundred forty four (144) square inches of visible area on both the driver's front and back (upper body) will be international or blaze orange in color at all events. Jackets / Pullovers / Jerseys will be teched lying flat on the ground front and back. This is strongly recommended in all other types of racing . This does not apply in Enclosed Cockpit classes.

5. 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).
6. 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.
7. Hearing protection is mandatory in all non-stock classes in all types of competition. Recommended for all stock class competition.
8. 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 dis-sipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.
9. (Cross Country / Sno Cross) Shoulder pads must be added to upper body protection (see illustration).



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 recommended in all forms of racing.

Upper Body Protection That Meets ISR Guidelines Click Here
Evs Click Here
Tek Vest Click Here
Saf-Jak Click Here

GENERAL COMPETITION

FLAG RULES

1. There shall be a meeting between the flagman 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. (OVAL) Track corners: signifies there is an additional safety hazard on the track.
2. (SNO-CROSS) A yellow flag indicates an accident or other incident, which may include obstruction of the racetrack.
   a. Yellow flag zone is that portion of the track from the first yellow flag to a point past the entire incident.
   b. Drivers must slow down and observe caution while in the yellow flag zone.
   c. No passing allowed in a yellow flag zone.
   d. Racing may be resumed after leaving the yellow flag zone.
3. (ENDURO) Flag signifies that there is an additional safety hazard on the racetrack. When a yellow flag comes out, the entire track will be put on yellow. Snowmobiles will form a single line. No racing. Starting Line - The yellow flag signifies caution. After the yellow flag is displayed, competitors must slow down, hold positions and do not pass until the green flag is again displayed or the red flag is given automatically stopping the race. All laps under the yellow flag will be scored as part of the race. All snowmobiles entering the track during yellow must blend into traffic at nearest opening. Under no circumstances is passing permitted under the yellow flag. Team violating this rule will be subject to disqualification, fine and/or loss of laps. When the yellow flag is displayed, all snowmobiles will slow down to thirty five (35) mph.

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 if possible, using extreme caution. Snowmobiles must not leave the track proper unless directed to do so by the Race Director**.** (Enduro) While the red flag is displayed, no work or refueling allowed on snowmobiles including those in the pits. Drivers are not to receive assistance of any kind**.** (SnowCross) Upon seeing the red flag drivers are to stop and then proceed with caution to the starting area.
2. Normal pit activity resumes after the field begins moving in preparation for restart.

BLACK FLAG
1. On closed course races, should a vital snowmobile component such as clutch guards, hoods, mud flaps, or ski become dislodged or discarded, the starter will display the black flag to the involved driver immediately. 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.
2. (Oval) Consultation flag-leave course immediately and report to the Race Director, **(**Snowcross) report to starter**.** This does not necessarily mean disqualification; however, failure to obey the black flag could result in disqualification, suspension or fine. The black flag will have a one (1) inch wide white border and a one (1) inch wide white cross through the center of the flag. On closed course races, should a vital snowmobile component such as clutch guards, hoods, mud flaps, or ski become dislodged or discarded, the starter must display the black flag to the involved driver immediately.
3. (Sno-Cross) During a race if a driver is shown a furled black flag the driver must: Stop on the next lap at the start/finish line to consult with the flagman. Driver should stop on the inside of the track in a safe manner, close to the flagman. Driver may be allowed to re-enter the race at the discretion of the flagman.
4. (Enduro) Consultation flag - leave course immediately and report to the Race Director. Failure to obey the black flag after running two (2) laps under the black flag loss of laps will result.

WHITE FLAG
1. When displayed, drivers have started their last lap.
2. WHITE FLAG- (Oval) White Flag shall have a green two (2) inch border around it.

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

BLUE FLAG WITH YELLOW DIAGONAL
1. (Oval - Sno-Cross) For passing-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, ENDURO and other specified closed course races:
   a. GREEN LIGHT-Start of race.
   b. YELLOW LIGHT-Caution
   c. RED LIGHT- Stop snowmobile. At the direction of the Race Director, return cautiously to the starting line.
4. The following signal lights apply to DRAG racing:

a. PRE-STAGE/STAGE-Flashing or non-flashing means stage snowmobiles, be ready to race.
b. YELLOW LIGHT-Staged and ready to race.
c. GREEN LIGHT- Start of race
d. RED LIGHT-Driver has left the line before green light.

TIMING

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

RACE STARTING PROCEDURES

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race (except special events).
2. Another method may be: Pre-entry competitors will draw for start position in respective class first. Race day entries will draw for position behind pre-entry drivers at the time of sign-up.
3. Snowmobiles may be pushed to the starting line.
4. All participants (including crewmembers entering the start line area, are required to wear eye protection or safety glasses.
5. Snowmobiles must be placed on an approved stand for warm-up and/ or for clearing the track. See CLEANOUT/SAFETY STANDS in this chapter.
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.
2. There shall be no change of drivers at any time without notification to the Race Director (except special events).
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.

INJURED DRIVERS / DAMAGED SNOWMOBILE

1. An injured or otherwise incapacitated driver or damaged snowmobile shall be prohibited from racing with exception that if in the Race Director's judgement the driver or snowmobile is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.

RACE RESTART PROCEDURE

1. The Race Director may have a restart at his discretion. Race Director's decision is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart. These snowmobile(s) must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.
3. (Oval - Sno-Cross) All snowmobiles will be stopped under the red flag. The flagman will notify drivers when to move snowmobiles and he will have them proceed slowly to the point of restart. If only one (1) lap, or less, has been raced, the order of snowmobiles for the restart will be the same as the beginning of the race (with the following exceptions):
4. Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.
5. Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
6. After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap.
7. Snowmobiles will be restarted in a staggered line.
8. With the Race Director's permission, only one (1) crewmember (per snowmobile) will be allowed on the track in the event the competitor cannot start his/her snowmobile alone. No mechanical work can be performed by the crewmember.
9. Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.

LEAVING THE COURSE

1. Drivers should stay on the confines of the marked course. At the discretion of the Race Director, a driver may be disqualified for leaving the confines of the course.
2. (Oval - Sno-Cross - Cross Country) Drivers may not stop on the racecourse. If mechanical problems or other factors require stopping, driver will comply with rules for the specific event as prescribed by the officials before the event.

CONTROL OF SNOWMOBILE DURING RACE

1. It is expressly forbidden to drive or push a snowmobile in a direction other than that of normal race traffic. A driver who has spun out is permitted to turn snowmobile around to continue the event provided such action is taken only when the course is clear.
2. (WaterCross) Loss of a buoy in oval classes may result in a disqualification for the heat or final being raced if the Flagman or Race Director determines that it has caused an unsafe condition.

BLOCKING AND FOOLISH DRIVING

1. The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the Race Director. Any dangerous or foolish driving, bumping crowding, chopping**,** cross jumping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestant to disqualification at the discretion of the Race Director.

OBSTRUCTION

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

RACE FINISH

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

SIGNALS

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

DRIVERS BRIEFING

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

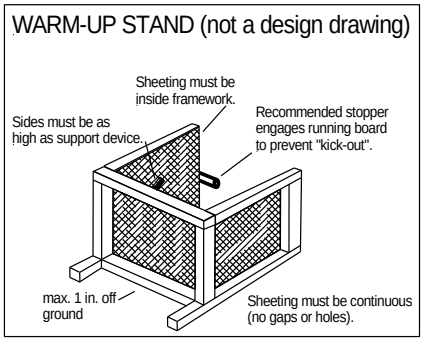
RADIOS

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. See specific sections for details.

CLEAN OUT / SAFETY STANDS

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



2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory and they must extend at least to the center of the rear axle. The sides and back must be secured inside the framework. 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 sufficient height to prevent track coming into contact with ground/ice surface. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.
3. (Drag Racing) Clean out will only be allowed at specified backboards. The snowmobile must be placed on a safety stand and the safety stand must be against the clean-out backboard. Backboard minimum requirements are eight (8) feet tall, four (4) feet horizontal space for each snowmobile. Backboards must be sheeted with 3/4 inch plywood (no chipboard). Additional clean out boards may be placed in the paddock area.
4. No full throttle operation while snowmobile is on warm up stand (recommendation).

MISUSE OF PIT PASSES

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

FIRE EXTINGUISHER

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

GENERAL SNOWMOBILE RULES

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

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

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

CLASS ELIGIBILITY & SNOWMOBILE ID

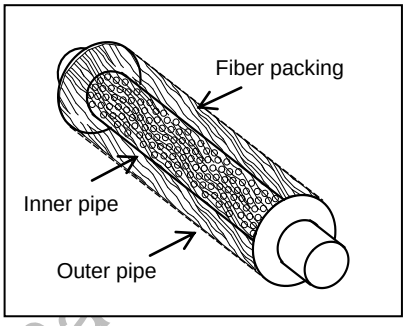
1. Unless otherwise specified in specific ISR rules, a snowmobile used in more than one class or division must comply with all rules and safety guidelines for each class or division in which it competes.
2. In stock and stock-based classes, the chassis and engine must have been originally OEM assembled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

MATERIAL SUBSTITUTION/UPGRADE

1. (Speed Run / Oval) Aluminum to magnesium, aluminum to titanium, steel to steel (steel includes chromoly steel).
2. (Speed Run / Oval) Round is round. Square is square.

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 classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional.
4. In modified drag racing and some other types of racing, the following minimum standards for straight-thru silencers are required:
   a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
   b. Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
   c. Outer pipe must be at least ¾ in. larger than inner pipe.
   d. Minimum silencer length 3 in.



5. 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.
6. An adequate return spring on the throttle is required.
7. 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. No pressure charging allowed unless specified.
9. All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.
10. When superchargers are allowed, a supercharger restraint system, including a flexible blanket shield, is required to prevent super chargers from being blown free of the engine.

DRIVE

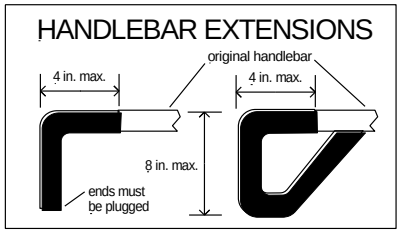
1. Brakes shall be operative at all times. Brake lever must remain on the left, front side of handlebar.
2. The master cylinder, caliper and disk assembly must be commercially available.
3. Additional brake assemblies may be added. If the secondary brake is on the track drive shaft, the disk may be smaller than 7". Brake disk in any other location must be a minimum of seven (7) inches in diameter. Track drive shaft may be lengthened to accommodate additional brakes.
4. **In Modified and Open classes, anytime the brake assembly has been modified or relocated, the brake disk must be covered with a shield capable of retaining an accidental explosion.**
5. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
6. Chains, pulleys and exposed moving parts will be isolated from the driver and other competitors by shields capable of retaining all accidental explosions and component impacts. Integrity of protective shields

shall be at the Race and/or Tech Director's discretion. No holes may be drilled in protective shields.

7. Unless otherwise specified, stock class belt guards are acceptable in Stock classes only.
8. Secondary clutch windage plates may be removed in all classes. Windage plates may not be added in Stock based classes unless OEM for the model.

SKI SUSPENSION AND STEERING

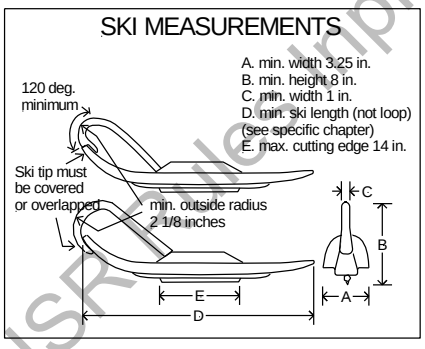
1. Handlebar extensions are allowed in some classes in some forms of racing. They must conform to the illustration below.



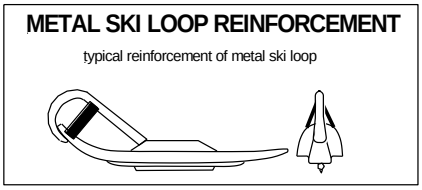
2. All handlebar ends must be plugged.
3. Only steel suspension springs allowed unless otherwise specified.
4. At safety inspection, ski suspension travel will be measured vertically at the front bumper.

SKIS & SKI RUNNERS

1. Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over 1/2 inch turndown constitutes a cutting edge.
2. A maximum of fourteen (14) inches total length of carbide per ski is allowed (unless otherwise specified in specific chapters).
3. All ski loops must be at least one (1) inch wide and 5/8 inch thick or 1 inch diameter round material. The arc of the leading edge of the ski loop must have an outside radius of at least 2 1/8 inches and extend at least 120 degrees upward (see illustration). Plastic ski loops must be affixed with steel bolts.



4. The ski loop must overlap the end of the ski and secure to the under side or it must cover the leading edge of the ski entirely. **(See Hillclimb specific rules for Hillclimb exemption.)**
5. Metal ski loops must be affixed with steel bolts and not welded (Oval-minimum two fasteners).
6. Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.



7. Beam breaker surface for electronic timing must be confined within the ski loop (unpolished, flat black).
8. (Oval, Enduro, Ice Lemans, Sno-Cross, Drag) 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).
9. No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.

TRACK SUSPENSION

1. Any OEM type slide rail hyfax may be used as a replacement.
2. Slide rail hyfax can be drilled in all classes.
3. 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.
4. (Hillclimb Cross Country - Sno-Cross - Drag) Slide rail lubrication systems are not allowed. Slide rail inserts may be added.
5. Only steel suspension springs allowed unless otherwise specified.
6. At safety inspection, track suspension travel will be measured vertically at the rear bumper.

TRACK & TRACTION

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

FRAME & BODY

1. A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down (restrained from rearward movement) so as 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. **(Clarification: Exception, Hillclimb discipline sleds need not restrain the snowflap, but must meet all other snowflap dimension requirements.)** The use of springs and/or elastic material for holding down and restraining snow flaps is not acceptable.
4. The snow flap must be in contact with the course surface when the rider is on the snowmobile. Violation of this rule results in mandatory expulsion from the class.
5. The snow flap on the twin track snowmobile must be reinforced to keep it in proper placement at racing speeds. Two (2) separate flaps may be used on twin track snowmobiles.
6. Material used in/as wheelie bars will not be considered a snow flap.
7. The maximum overall snowmobile width is 45 inches unless otherwise stated.
8. **Except for Speed Runs and Hillclimb Modified and some Modified classes in drag racing, maximum snowmobile length is 120 inches.**
9. Where specifically allowed, foot stirrups/foot pegs may be installed. Must be constructed of rigid materials.
10. **All modified snowmobiles regardless of class or discipline will be equipped with an upholstered, padded seat minimum thickness one (1) inch, minimum length fifteen (15) inches. OEM seats may be cut down to the design needs of the builder, but must meet these minimum standards.**
11. **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.**
12. Unless otherwise specified, tunnel protective strips may be added to underside of tunnel to protect the tunnel and cooling system from being damaged by traction products.
13. If a braking parachute is required, it must have been produced by a recognized manufacturer. Tech inspectors may observe the operation of the parachute and inspect for worn or frayed lines, ripped

or dirty canopies and worn or ragged pilot chutes. Parachute cable housings must be mounted solidly to the frame or other suitable member; the use of quick pins for parachute mounting is prohibited. The parachute must be mounted in a manner that does not render it inoperative if the snowmobile should lose a track or part of the snowmobile (specifically, mounted above the snow flap and rear of the tunnel). The parachute controls will be mounted so they are accessible to the participant in a normal driving position and be tethered to the participant with a 1/8" thick nylon cord, a maximum of five (5) feet long. The cord may not hang in a manner that allows it to be caught in any rotating component.

14. Snowmobiles used in competition may be painted any color with the following exception: In Sno-cross, Cross Country, Ice Lemans, Enduro and Oval racing, the color orange may not be used.

ENCLOSED COCKPIT FRAME & BODY

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

IGNITION & ELECTRICAL

1. All snowmobiles must be equipped with a tether switch that must be attached to the operator and be operable at all times. 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. (Drags, Speed Run, Sno-cross) All snowmobiles must have a handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch).
6. Wet cell must be enclosed in a non-conductive battery box. Positive terminal must be shielded. Battery box must be securely held in place.
7. On snowmobiles with enclosed cockpits it is mandatory to have a functional kill switch that will terminate ignition if the snowmobile rolls over, this is in addition to the tether switch.
8. Unless otherwise specified, electric start parts including motor, solenoid, battery, battery bracket, wiring, and ring gear may be removed. No machining, cutting or grinding allowed for removal.

FUEL REGULATIONS

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

1. A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
2. Allowed gasoline and lubricants:
   a. Only a commercially available pump gasoline that complies with these rules is allowed. (The term "pump gasoline" includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting characteristics are strictly forbidden.
   b. Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce power in excess of that produced by standard pump gasoline and petroleum base oil shall not be permitted. The list of unacceptable additives includes, but is not limited to, alcohol, nitrates, and other oxygen bearing compounds.
   c. No competitor or driver's pit personnel shall possess power boosting additives or agents upon the race premises of the sanctioned event. Violations of this rule shall subject the violator to severe disciplinary procedure.
   d. Aerosol cans of ether are allowed at sanctioned races for starting purposes. No driver will be allowed to carry such cans on their person or their snowmobiles during the race.
   e. Driver statements as to their fuel components will be binding and may be verified by various fuel tests. Drivers must allow officials to test their fuel at anytime.
   f. In Stock Drag Racing and all Youth Racing classes, commercially available gasoline that is reformulated with up to 10% ethanol is allowed.

FUEL TESTS

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

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

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

For enforcement and penalties concerning use of illegal fuel and illegal fuel additives in all forms of snowmobile racing.

Click Here

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

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

EJECTION FROM RACE SITE

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

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

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

DRIVER LIABILITY

1. The driver/pit crew, in signing the entry, 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, 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 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.

DRIVER RESPONSIBILITY

1. The driver has the responsibility for the actions of his crew. It is the driver's responsibility to see that all crewmembers are aware and abide by all rules and guidelines.
2. The condition of a snowmobile is the responsibility of the driver. A driver may be disciplined if driver's snowmobile is modified so as 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 race track) 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 considered to be responsible for their personal conduct.

RACE DIRECTOR AUTHORITY

1. The Race Director and Technical Director will be certified by the sanctioning organization.
2. The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility, including design (these rules and regulations notwithstanding).
3. He shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event.
4. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
5. Race Director may not have vested interest in the outcome of an event over which he/she officiates. He/she may not officiate over a class in which he/she has a vested interest.
6. Race Directors may compete in events other than those in which they officiate.
7. The Race Director may cancel any race or

the complete event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give drivers adequate notice in advance.

8. A Race Director may judge the mechanical integrity of all timing equipment.
9. Only Drivers (no other participants) will have discussions with the Race Director about protests, and driving complaints, etc., and may approach the Director before the day's events, after an event, or at the direction of the Race Director.
10. The Race Director has the authority to judge the racing abilities of competitors and take appropriate action to insure the safety of the event.
11. The Race/Tech director shall have the authority to determine structural integrity.
12. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' snowmobiles. The Technical Director may not officiate over a class in which he has a vested interest.
13. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
14. Decisions of the Race/Tech Director may be reviewed by the board of the sanctioning body.
15. **Decisions made at an event shall not be overturned without a formal appeal. Notice of the appeal process shall be given and a suitable time 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.

OVAL SPRINT 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.

OVAL SPRINT DIVISIONS

(CORE CLASSES)
LTD 500
F-500
CHAMP

OVAL SPRINT CLASSES

Based on safety and competition - Stock snowmobiles manufactured prior to fifteen (15) years of the current model year will not be able to compete in Stock classes.

STOCK DIVISION
(Presently no classes offered)

Drivers race for prize money.

MODIFIED DIVISION
Limited 500
Formula 500-(F-500)
Sprint 600
SPORTSMAN 600
Outlaw

Snowmobile requirements are the same for both stock and modified divisions.

CHAMP CLASS

Champ 440

Two Stroke engines of 440 cc maximum utilizing an open chassis.

SPECIALITY CLASSES

1. All special sanctions and specialty classes must be approved in writing by ISR and the rules committee before competition.
2. Specialty classes can be any Oval Sprint event or class that does not fall under oval sprint class structure but meets established safety standards, applicable laws and complies with approved insurance coverage.
3. The following Specialty Classes are recognized:

EPT FACTORY 600 (regional class)

V-Force/Moto Tassinari Pro-Lite

(regional class)

See rules in this section

SPORTSMAN STOCK DIVISION

NOTICE: Class structure will be reviewed annually.

OUTLAW 600

Outlaw 600 is a regionally offered class featuring enclosed cockpit sleds with strict builder's limitations and specific guidelines.

FOUR STROKE CLASSES

Class	CC	Carb/ EFI	Exh
Stock	1200 cc	OEM	OEM

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 to compete
   In two stroke classes.

ENTRY FEES, PAYBACK, AWARDS AND POINT SYSTEM

RECOMMENDED ENTRY FEES:

Stock $25.00
Modified $50.00
Champ $75.00
The entry fees for all events or special sanctions will be regulated by the sanctioning body.

RECOMMENDED PAYBACK

FOR CLASSES WITH 15 OR FEWER ENTRIES:

First place	50%
Second place	30%
Third place	20%

FOR CLASSES WITH 16 TO 24 ENTRIES:

First place	45%
Second place	25%
Third place	15%
Fourth place	10%
Fifth place	5%

FOR CLASSES WITH 25 OR MORE ENTRIES:

Sixth and lower in final	Entry fee
Fifth place	5% of remainder
Fourth place	10% of remainder
Third place	15% of remainder
Second place	25% of remainder
First place	45% of remainder

1. In Stock, when entry fees are $5.00 or less, the sponsors shall have the option of providing trophies, money or both.
2. Payback for all events will be regulated by the SANCTIONING ORGANIZATION.

LATE REGISTRATION FEES

Late registration fees will be included in purse payback.

DRIVER POINT SYSTEM

1. Points for all events will be regulated by the regional competition or sanction committee.
2. Recommended point system:

FINISH PLACE	POINTS AWARDED BASED UPON NUMBER OF ENTRIES IN CLASS
1ST	5 points per entry in class
2nd	4 points per entry in class
3rd	3 points per entry in class
4th	2 points per entry in class
5th	1 point per entry in class

3. Points will be awarded in any class that has sufficient drivers entered.
4. Points will be totaled separately in each class. In case of a tie, the driver with the most 1st place wins will be declared region class champion.
5. Points will be tabulated in the region that they are awarded. Points are non-transferable between regions. Driver must be a member of the region to receive high point awards.
6. A driver may accumulate points in each class entered at each event. A driver may enter as many classes as allowed by the sanctioning organization. The sanctioning organization may choose to run a full race schedule on each of two consecutive days. For the purpose of awarding points, these two days will be considered two separate events.
7. Recommended point system for Round Robin Format:

1ST PLACE	5 points
2ND PLACE	4 points
3RD PLACE	3 points
4TH PLACE	2 points
5TH PLACE	1 points

   Points awarded to each competitor for each heat - TOTAL 25 Heats. Weekend total points are accumulated towards annual awards.
8. A driver that comes to the line and takes a green flag will qualify for points if available to that driver.

GENERAL COMPETITION RULES

DRIVER AND SNOWMOBILE RULES

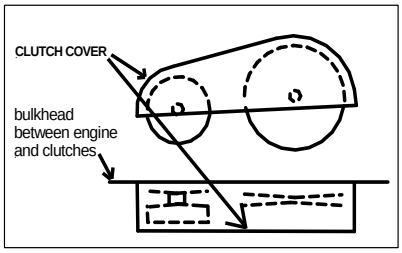
1. Radio communication is NOT allowed between crew and driver.
2. A driver and his snowmobile shall be considered a unit and once the class qualification and racing has begun, neither will be substituted until after the final race in the class.
3. The maximum number of snowmobiles allowed on the starting line for a race depends upon the width of the track at the narrowest point. There must be 5 feet of track width for each snowmobile at the narrowest point. If there are two rows of

snowmobiles on the starting line, neither row may have more than the maximum number of snowmobiles allowed.
4. All Sprint races will be a minimum distance of at least three (3) complete laps.
5. A driver must always be prepared for another snowmobile to pass and must therefore be on the lookout for other snowmobiles approaching from behind.
6. Under the red, green, white, or yellow flag, drivers only may work on their snowmobiles on the course proper and must use only parts and tools carried on the course by themselves at the beginning of the event.
7. Restart: If two (2) or more snowmobiles do not travel fifty feet from the starting line, the race will be restarted.

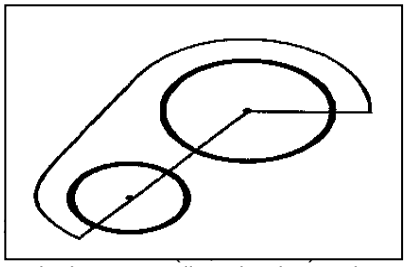
GENERAL SNOWMOBILE REQUIREMENTS

DRIVE

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



The following illustration provides the criteria for proper clutch cover design for new style chassis with driven clutches mounted in higher centerlines than previous designs. New style chassis are required to comply to this format of coverage. (Side view shown)



brake system allowed as long as it remains on the left side.

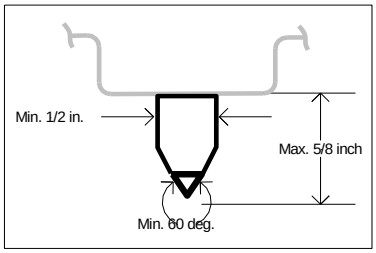
3. Brake components must be commercially available and may not be modified or altered.

SKI SUSPENSION AND STEERING

1. All snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel measured at bumper.
2. Titanium suspension springs allowed in all modified classes.

SKIS AND SKI RUNNERS

1. Carbide (one (1) cutting edge) plus one (1) additional edge may extend no more than 5/8 inch from the lowest surface of the ski. Only one (1) cutting edge ski is permitted on independent front suspension snowmobiles. Any ski edge with over 1/2 inch turndown constitutes a legal keel cutting edge. The ski runner, carbide edge or wear bar may be altered to a single plane angle of not less than sixty (60) degrees inside included angle**.** The carbide insert must be centered in the host bar.
2. Skis that do not have the carbide centered on the ski blank are allowed to be used on the left ski position only. The right ski blank/extrusion must be symmetrical and have the carbide centered on the ski blank/extrusion. The right hand ski must be mounted centered on the spindle.
3. Any commercially available skis and ski runner(s) that conform to these rules are allowed including multiple edged runners and multi-keeled skis.



TRACK SUSPENSION

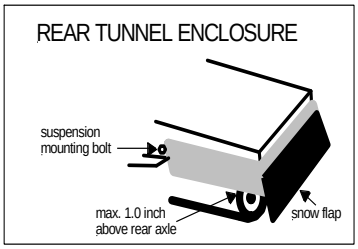
1. All snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel measured at bumper.
2. Titanium suspension springs allowed in all modified classes. Titanium springs not allowed in Stock classes unless OEM for the model.
3. Slide rail lubrication systems allowed if not in violation of local environmental laws.

TRACK AND TRACTION

1. The track studs may be no more than 3/8 inches above the track lug.
2. On one-piece molded rubber tracks: Plates welded onto track clips must be no longer or wider than track clip. Only one plate allowed per track clip. Rubber between ends of track clip may be trimmed to allow welding on stud plate.

FRAME AND BODY

1. Composite materials may be used only when specified.
2. (All snowmobiles in all classes) The rear of the tunnel must be enclosed with steel or aluminum comparable in strength to the tunnel material. The tunnel enclosure is required to reduce the possibility of skis and driver's extremities entering the tunnel area. The shaded area (see illustration) must be enclosed. The enclosure shall cover the rear and both sides and extend forward to the rear suspension mounting bolt. The bottom of the enclosure shall be no higher than one (1) inch above the center of the rear axle (with the driver in place). The rear of the enclosure shall be no further than 2.5 inches from the rear of the track. The tunnel enclosure must be securely welded, bolted or riveted to the tunnel.



3. All casting numbers, model numbers must be left intact and affixed to the corresponding components of the engine and chassis.
4. Stirrups or foot pegs of rigid material allowed. The dimensions of the foot stirrup must not exceed the maximum width of the right-hand side of the hood nor the maximum height of the right-hand side of the hood. (Not including bumpers, skis, trim, etc.). Stirrups or pegs may be padded.
5. The color orange is not allowed on any snowmobile in Oval track racing.
6. Ballast may be used to equalize weight. Ballast must be securely contained.

IGNITION AND ELECTRICAL

1. **For stock competition , a current OEM production stock qualified snowmobile tail is required.** Light must remain illuminated at all times sled is in the field of competition, whether the engine is running or not.

2. For Modified classes a taillight using an approved DOT LED light illuminated at all times is required . A DOT approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. Taillight must be a minimum of 8 square inches of continuous illuminated LED surface or

a production snowmobile OEM LED taillight.
2. Tail light failure during the race is not subject to disqualification.
3. Data acquisition and data acquisition systems allowed. **See specific classes for restrictions to data acquisition.**
4.

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.

1. Snowmobile must comply with the GENERAL RULES AND REGULATIONS section.
2. The snowmobile must have original OEM (or factory designated replacement) engine, frame, hood, and clutches supplied by the manufacturer for that particular model. 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 specified.
3. Any stock production 600 cc snowmobile is allowed.
4. Removal of any material from total snowmobile by means of heat, acid, drilling, grinding, sand blasting, peening, substitution, or total elimination will not be allowed unless otherwise specified in this section.

6. Stock 600 engine limitations for 4-stroke powered models.

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

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. No engine kits allowed.
2. Blueprinting 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 purposes of engine balancing or other reasons.
3. No changes in engine dimensions can be made by gasket adjustments. Gaskets may be trimmed but must remain OEM and OEM thickness.
4. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inches (1/2mm).
5. Stock OEM pistons only are allowed for replacement.
6. OEM carburetor slide valve and replacement jet components without modification will be allowed in all Stock classes. No modification to carburetor body will be allowed.
7. No additional fuel pumps may be added.
8. Oil injection pump must remain in place and remain functional. Lines may be removed and plugged. Premix gasoline may be used. Stand-alone oil injection tanks may be removed.
9. Thermostats will remain in place and be functional.
10. Cooling system must remain in the OEM location except that tunnel-mounted heat exchangers may be relocated for stud clearance, but must remain within the confines of the tunnel.
11. The exhaust system must be OEM for the model and be mounted in the OEM location for the model.
12. Throttle lever may be replaced but must be thumb operated with a direct mechanical operated mechanism on rear side of right handlebar.

DRIVE

1. Clutches must be OEM for the model.
2. No machining, grinding, cutting or welding allowed on clutches unless otherwise specified.
3. Primary clutch - any combination of OEM for the brand, properly filed, springs, weights, and ramps may be used. Metal may be removed but not added to ramps or flyweights in the primary clutch.
4. Secondary clutch – helixes must be OEM for the brand and properly filed.
5. No machining on the clutches to accommodate springs, weights, helixes.
6. Drive chain sprockets may be changed provided that they are options filed by the manufacturer.
7. Track drive axle, track drive sprockets and non-driving wheels may not be replaced. No material substitution allowed.
8. Brake components must be OEM for the model and brand. Aftermarket pads allowed.
9. Drive belts do not have to be OEM.

SKI SUSPENSION & STEERING

1. Ski suspension and steering must be OEM for the model unless otherwise specified.
2. Maximum ski stance is 43.5 inches measured between the ski runner cutting edges under the spindle. Ski runner cutting edges must be centered on the ski board and on the spindle.
3. The ski stance distance must be centered on the center of the tunnel.
4. Titanium springs not allowed unless OEM for the model.
5. Limiter straps allowed, but snowmobile must retain two (2) inches of vertical travel. Travel will be measured at the front and rear bumper**.**
6. Handlebars may be replaced, including extensions, to fit the driver. All ends must be plugged (see diagram in GENERAL COMP. SECTION). The handlebar must be of the same material with the same wall thickness (or greater) and tubing outside diameter.

SKIS & SKI RUNNER

1. OEM (for the brand) skis only. Must conform to General Competition Rules.
2. Reinforcement is allowed on the top of the ski board only.
3. No cutting of the ski will be allowed in the case of chassis interference. Ride height of the sled must be raised to accommodate interference problems.
4. Carbide cutting edge must be mounted in a host bar meeting current ISR rules. No more than 10 inches of cutting edge allowed.

TRACK SUSPENSION

1**.** Track suspension must be used as provided by OEM. Limiter straps allowed, but snowmobile must retain two (2) inches of vertical travel. Travel will be measured at the front and rear bumper. Front suspension shock spring may be modified, changed or removed. Rear suspension front shock may be removed, but if used, may not be modified or altered, and must remain in OEM mounting location.
2. Titanium springs not allowed unless OEM for the model.

TRACK & TRACTION

1. OEM track for the model and brand, or a production designated 1" minimum height lug track as filed by the OEM manufacturer, are the only tracks that may be used.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
3. Track clips may be removed or added.

FRAME & BODY

1. OEM windshields for the model only. The windshield may be altered for driver safety and comfort, but must extend five (5) inches above the highest part of the cowl. Windshield must have a safety edging. Windshield must remain in OEM mounting location. Windshields must be intact at the start of the race.
2. Fuel tank must remain OEM for the model. The fuel tank is the only tank that can be used for fuel.
3. Seat must be OEM for the brand.

4. Existing vents may be used to direct cooling to the braking mechanism. Removal of stock air vent grills including intake or exhaust is not allowed. No additional venting allowed. Protective taping or screening is restricted to the external opening only.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. CDI/ECU module may be reprogrammed.
3. Fixed ignitions may be advanced or retarded a maximum of 4°.
4. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
5. Headlight must be OEM for the model, and remain in place. Glass lenses must be taped.
6. OEM taillight must be illuminated at all times while on the racing surface, whether the engine is running or not.
7. Gauges-tachometers, speedometers and heat gauges may be added or removed. Openings must be closed.
8. Spark plugs, spark plug wires and connector do not have to be OEM.

OUTLAW 600 ENCLOSED COCKPIT Regional till 2013

Outlaw 600 is a stock based engine class with a spec concept chassis.

OUTLAW 600 GENERAL REQUIREMENTS

1. All Outlaw 600 sleds must have a single 121X15 rubber track and 3 ski's. The sled must have a full roll cage located to the left of the tunnel and a 600 cc engine reverse mounted with clutches to the right hand side of the machine. The engine must be located in front of the tunnel/track.
2. The brand of engine, hood, and logo's need not match.
3. All snowmobiles must comply with general rules section unless otherwise noted.
4. Outlaw 600 sleds must weigh 875 pounds minimum with the driver in place after a race event. Ballast may be added to the sled to meet weight rules. The ballast must be securely mounted with two fasteners of 5/16 inch diameter minimum. The ballast must be securely fastened to the chassis. All ballast must be painted black and carry the sleds number.
5. Maximum width of the chassis is 54 inches measured at the outside of the skis. Minimum width at the same measurement point is 51 inches.
6. Maximum length is 82 inches, minimum length 78 inches, determined by measurement from ski mounting bolt centerline, to centerline of rear idler axle wheel .
7. No titanium, magnesium, or carbon fibre is allowed anywhere in the construction of the sled.
8. No remote adjusters are allowed on front or rear shocks.
9. The sled seat must be constructed of a minimum 1/8 inch thick aluminum commercially available seat with head rest.
10. A five point safety harness must be installed per requirements in General Rules Enclosed Cockpit Sleds.
11. Hahns devices, or other commercially available neck and head restraint devices are recommended.
12. The driver must use approved Sprint car style arm restraints. See General Rules Section under Enclosed Cockpit.
13. Window nets may also be used, but are not intended to replace an arm restraint
14. Driver is required to wear an approved automotive style firesuit while driving the unit. The firesuit must be the final layer of clothing the driver is wearing and no other clothing can be worn over the firesuit.

ENGINE

ORIGINAL ENGINE CONCEPT

1. All engines must use the brand specific OUTLAW pipe/carb restrictor kit with no alterations except tailpipe. Hooper Racing Engines is the only approved vendor of the kits.

2. Allowable engines are: Arctic Cat 600 Twin 2004-2008, Polaris XC 600 Twin, 2000-2005 (64mm stroke)Ski Doo 600 HO 2003-2007 and Yamaha 94-99 600 Twin. Carburetor restrictions are as follows :
Arctic Cat and Ski Doo must use OEM 40 mm carbs with the following dimension restrictors, 37mm id X12mm long pressed into the engine side of the carburetor**.**

3. Sleds built to this engine rule will be legal for competition for the 2014-2015 season.

CURRENT MODEL ENGINE CONCEPT

4. For evaluation purposes, in addition to the above concept engines, any legal production 600 two stroke engine or four stroke equivalent engine will be allowed. (per manufacturers rules formula, for four stroke equivalents)

5. Sleds built to this engine concept will be legal for the 2014 -2015 season

6. No overbore is allowed.
7. Oil injection pump mechanism and thermostats may be removed.
8. No modifications to the crankshaft or crankcase except for as follows: Four (4) 1/8 diameter holes may be drilled into the crankcase to aid in lubrication of crank bearings. An additional vacuum port may be drilled into the crankcase to utilize and additional pump for slide lube delivery.

9. Allowable cylinder modifications are as follows.
a. Exhaust ports may be modified but original flange angle and length must be maintained
b. Exhaust valves may be modified, removed or replaced.
c. Crankcase mounting deck height may be raised with gaskets or shims. No other cylinder modifications allowed.

10. Pistons must be OEM stock or exact oem replacement pistons. Lightweight pistons are not allowed. Piston weight will be verified against stock piston specifications.
11. No modification to OEM or OEM replacement pistons is allowed.
12.. Cylinder head may be modified but original stock spark plug location must be retained.
13. Carbs must be OEM as produced from the engine manufacturer with no modifications to the carb bore. Class restrictions to each individual engine and carb combination will be dictated by the equalization rules set in place. (Refer to chart for proper carb restriction) Slides may be cut but no additional material may be added. Jets, needles and other tuning components may be replaced.
14. No airbox allowed. Any filter, screen, or plenum may be used, but no method of pressurizing air inlet to the carbs will be allowed. This is at the discretion of the technical inspector.
15. Original water pump must be used without modification.
16. Any engine mount, or engine mount torque limiter or retainer may be used.
17. The only exhaust allowed for any brand engine will be approved vended Outlaw 600 Twin spec pipes with engine brand specific exhaust mount flanges. No modification of any kind to the pipes or flanges will be allowed. The inside diameter of tailpipes and silencers is not restricted. Pipes may be painted or coated to a maximum of .005 inch thick. No heat wrap, heat tape or other method of insulation is allowed. No holes in the pipes or flanges for temperature probes are allowed.
18. Hooper Racing will be the only approved vendor for the spec pipe. A method of identification and sequence will be in operation. Spec pipe may include spacers/restrictors/ fitment components, which must be used in their entirety.
19. No heat exchangers allowed. Radiators must be used for cooling, and must be mounted in front of the snowmobile chassis and all suspension components. No bumper or protective device is allowed in front of the radiator.
20. No electric fuel pumps are allowed to supply fuel to the engine. Fuel pump must be conventional vacuum operated snowmobile type.

DRIVE

1**.** Any commercially available drive and driven clutches and internal

components may be used. Clutches and components may be modified.
2. Both drive and driven clutch must located on right side of tunnel.
3. No machining, grinding, cutting or welding allowed on clutches unless otherwise specified.
4. Clutch guard must fully enclose both clutches and may be vented from the backside or bottom only.
5. Minimum thickness of clutch guard shall be .095 steel or 3/16 aluminum. No additional guard or nerf bar is allowed around or near the clutches. Clutch guard must be mounted to chassis with four (4) 5/16 bolts. The bolts must be located in chassis structure that will support the clutch guard in case of accident or explosion. These fasteners will not be allowed to be attached to the tunnel material only. Additional material to reinforce the pinch point of the bolt must be used.
6. Any fully enclosed chaincase/gearbox allowed. The case must be mounted on the left side of the tunnel and be driven by a solid steel jackshaft from the driven clutch.
7. Center distance from jackshaft to track shaft shall be 6.250 inches minimum and 7.500 inches maximum.
8. No belt drive chain cases allowed.
9. Final drive must be accomplished with a set of gears with a internal 6 spline drive, one inch wide, solid steel midget car racing quick change gears.
10. The track drive shaft must be solid steel and use any OEM plastic 9 tooth drive sprocket. No aftermarket track drive sprockets allowed.
11. The clutch may be cooled with an auxillary electric fan and appropriate ducting. Fan discharge cannot enter the engine area.

BRAKES AND THROTTLE CONTROLS

1. Brake rotor must be steel material, 7.5 inch minimum diameter and minimum 3/16 inch thick. The rotor must be mounted on the right side of the track drive shaft inside the tunnel.
2. Any commercially available hydraulic brake caliper allowed.
3. Any commercially available master cylinder allowed. The master must be of a design intended for foot operation. No stock or modified hand actuated master cylinders allowed.
4. Brakes must be foot operated.
5. An auxiliary electric fan may be used to cool the brake disc, caliper, and caliper housing. Ducting must discharge under/inside the tunnel.
5. The throttle must be foot operated and have a solid stop under the pedal. A second or redundant spring must be added to aid in throttle return.

SKI SUSPENSION AND STEERING

1. All sleds in this class must use a four (4) bar trailing arm design front suspension with minimum 24 inch long trailing arms measured from rear mount bolt center to center of spindle weldment. The maximum caster angle allowed on the trailing arm shall be 30 degrees.
2. Maximum width shall be 54 inches measured outside of skis in a straight ahead position.
3. Minimum width shall be 51 inches measured at the outside of skis in a straight ahead position.
4. Any Ski suspension shock allowed.
5. Only two skis are allowed on the front of the sled.
6. The optional third ski/support must be mounted behind the roll cage. The optional left rear support suspension must be a single trailing A-frame design with a aluminum or steel body coil over shock. The maximum distance between the track and the left rear ski/support is 20 inches. The rear of the trailing ski if used cannot extend past the center line of the rear idler wheel in the track suspension. No cutting edge or wear bar is allowed on this trailing ski, if used.
8. The trailing ski/support must be fixed in lateral location and cannot be steered in any manner.
9. All skis must be Wahl wide or narrow configuration Champ ski 's with no modifications to bottom surface. Front skis must be a minimum of 14 inches long excluding the ski loop. Rear (trailing) ski must be a minimum of 12 inches long and loop may be removed.
10. Only one six inch carbide per front steering ski allowed. No other cutting edges allowed.
11. Any sway bar may be used.
12. Steering must be controlled through the use of rods, heim joints, and bell cranks. Rack systems, gearbox systems allowed.
13. The steering shaft must have either a collapsible U-bend, splined sliding sleeve allowing for a minimum of 4 inches of movement, or sleeve with a lightweight shear mechanism that allows for 4 inches of travel in event of collision.
14. Steering wheel must be used but may only rotate 175 degrees maximum from steering stop to steering stop.
15. Full circle, partial circle or butterfly wheels allowed.
16. Steering wheels are allowed to be mounted to a quick release hub, for removal for ease of entry or egress to the cockpit. Quick release hub must be a commercially available product, no homemade or one off components allowed.
17. Right ski must be offset from track 11 to 13 inches. This is measured from right edge of track to right edge of ski in straight ahead position.
18. The front bulkhead to which the front suspension components are attached must be a minimum of 9 inches high above the floor pan (from floor pan to upper member) and must have a minimum width dimension of 30 inches to allow for safe location of the drivers feet, foot box construction, and ability to operate controls.

TRACK SUSPENSION

1. Track and suspension must be contained inside the tunnel. No outboard shocks or linkages allowed.
2. Only one shock may be used in rear suspension. Any brand or material shock may be used.
3. Devices which link front and rear skid frame movement are not allowed. (No coupled suspension) The rear of the skid frame must travel and react independently of the front torque arm of the rear suspension.
4. A maximum 8 inch rear idler wheel is allowed
5. Slide Lube systems allowed. Tank (reservoir) must be securely mounted.

TRACK & TRACTION

1. Only a Camoplast #9997R track will be allowed.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
3. One hole (to be specified) may be cut in the track to aid in adjustment of front rail limiter.
4. No weld on hooker plates allowed.
5. Traction studs shall be a push through, carbide tip, minimum angle of the tip will be 45 degrees. The stud must be .175 inch diameter or greater at the point of juncture to the carbide tip. Any single backer plate may be used in mounting the stud. No modification is allowed to the backer plate or the track when mounting the studs. Maximum number of studs allowed will be 384.
A maximum of two (2) studs per row are allowed on the outside belts of the track. Maximum penetration of the stud shall be 3/8 inch above the highest point of the lug.

FRAME & BODY

1. Left bottom frame rail must be a minimum 1 ¼ x .083 steel square tube, and must extend from front of drivers foot box to behind rear main roll cage arch.
2. Rear roll cage arch must be welded to top of frame rails and must be located and securely attached to the left side of the tunnel 17 to 20 inches ahead of the center of the rear idler wheel.
3. Upper half of rear roll cage arch must be supported by at least one diagonal brace on each side. This must be located beside the driver's shoulders. One additional brace is required behind the seat.
4. Roll cage must be made of minimum 1 ¼ x.083 DOM or EW steel tubing.
5. All roll cages must have 2 arch shaped structures extending at least 4 inches above the driver connected by 2 horizontal 1 ¼ x.083 tubes forming

an opening large enough and in a shape conducive to the driver using as an exit if needed.

7. Minimum inside width of roll cage is 20". Minimum length inside roll cage is 24" measured 18inches up from floor pan.
8. Side bars of roll cage must bow outward minimum 5 inches each side and top side bars must be minimum 17 inches vertical from the floor of the cage.
9. Left side of roll cage must have either 3 bowed sidebars with connectors welded between all three and the main frame rail, or 2 horizontal side bars and 3 vertical bars connecting from second side bar to frame rail. All horizontal and vertical bars on left hand side of roll cage must be plated in the driver's area. Steel minimum .074 in thickness must be used. Plating shall extend from front vertical corner post of cage to rear vertical post of cage. Plating may be on top of cross bars in roll cage, or may be fitted between cross bars of cage. In either method the plating must be securely welded as to become a structural component of the cage. An additional 8 inches of plating must be located on the rear of the cage from the left rear vertical corner post inward behind the driver, to prevent intrusion into cage area from the rear.
10. All roll cage tubes that may come into contact with driver's helmet, elbows, knees or lower leg must be covered with approved high density roll cage protection foam material.
12. Tunnel must be a minimum .080 material. Maximum width is 18 inches wide outside dimension and must fully enclose track to within 5 inches of the ground with rider in sled.
13. Sled must have a minimum 22 gauge steel or 1/8 inch aluminum panel between driver and engine.
14. No front bumpers will be allowed. Rear and side bumpers allowable, All bumper ends must be capped or plugged.
15. Minimum ground clearance (ride height) is 3 inches and the sled must have 2.5 inches of usable vertical suspension travel front and rear**.**
16. No body panels may extend more than 28 inches above the ground or 1 inch in front of the ski loops**.**
17. On the right hand side of the roll cage no body panels may extend rearward past the junction of the tailpipe to the expansion chamber.
17. No body panels may cover skis or trailing arms
18. No body panels may cover clutches or right side of tunnel. Entire right side of tunnel must be exposed except for the clutch guard.
19. The nose (front body structure) of the sled must be a minimum of 20 inches wide and a maximum of 32 inches wide and the front leading surface must be within 25 degrees of vertical. No pointed or wedge shaped cones allowed.
20. Floor pan under driver must be minimum .060 aluminum or 22 gauge steel. Floor pan must not extend rearward under the fuel cell. Fuel cell to be so positioned and mounted that any lost fuel is directly deposited on the ground and cannot migrate into driver's compartment.
21. A 3 gallon maximum fuel cell with steel protective box must be used. The cell container must be securely fastened behind the roll cage within two inches of the tunnel. The container must be strapped down with two metal straps.
    A rear bumper/crash bar shall be installed to protect the fuel cell and must remain in the periphery of the chassis. Minimum ¾ inch DOM or EW .065 wall steel tube is required for this function.
22. All fuel line from fuel cell to fuel pump must be braided steel protected. Fuel line may not run through driver's compartment.
23. The cell must have a minimum 22 gauge steel panel over the top of the cell and a minimum 22 gauge steel panel across the entire width of the roll cage extending up a minimum of 17 inches from the floor pan.
24**.** A 2.5 pound minimum dry chemical hand operated fire extinguisher must be mounted in the cockpit area, accessible by driver or safety crew.
25. No mirrors are allowed anywhere on sled.
26. A windshield/windscreen, if used must only be placed in front of the driver. Windshield must be of a design that protects driver from elements and debris only. No aero effect windshields allowed.
27. Six (6) inch minimum numbers must be displayed on each side of the sled and a four (4) inch minimum number must be displayed on the rear tunnel enclosure.

IGNITION & ELECTRICAL

1. Any production snowmobile ignition allowed. Ignition must be used as a complete package. No intermingling of components allowed.
2. No lightening of flywheel is allowed.
3. No modification or removal of ignition components in a particular set up is allowed.
4. A spec LED taillight (Yamaha #8GC-84710-02) must be used. No exceptions. Light must be illuminated at all times while on the racing surface, whether the engine is running or not. **Light must be placed at a minimum height to be not lower than the top of the highest rear body panel and no higher than the top of the roll cage.**
5. No electric fuel pumps allowed for fuel delivery.
6. Engine data acquisition systems allowed. No chassis data acquisition permitted.
7. Spark plugs, spark plug wires and connector do not have to be OEM.
8. No radio communication between driver and crew or "spotter" allowed.
9. The tether switch must be mounted to the right of the driver and high enough in the chassis so that it is in full view at all times
10. All sleds in the class must use a sealed 12 volt battery capable of running the taillight continuously for 15 minutes minimum.

CHAMP RULES

Champ class rules (with the exception of safety rules) are frozen through the 2015 season. The items approved for future addition to the rules during the review process are available at the following link: Click Here

GENERAL RULES

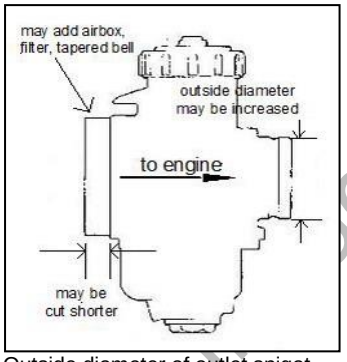
1. Only single-track snowmobiles allowed.
2. Any changes or alterations allowed in the Stock classes are allowed.
3. The brand of engine, hood and logo need not match.
4. All snowmobiles must comply with GENERAL RULES AND REGULATIONS section.
5. Snowmobile must weigh a minimum of 375 pounds. No minimum combined weight of snowmobile and driver.
6. Ballast may be used to equalize weight. Ballast must be securely contained.
7. Maximum overall width is 45 inches.

ENGINE

1. The designated engine must originate from a stock qualified 1995 or newer two-cylinder snowmobile. The displacement of the stock qualified engine must be no more than 440cc (as produced and filed by the manufacturer).
2. The cylinders must be located on the engine, with the intake and exhaust ports in OEM/stock orientation to the crankcase.
3. Engine stroke may not be changed or altered.
4. Engine oil injection pump may be removed.
5. The following OEM/stock engine components may be modified, but the OEM/stock quantity of cylinders must be maintained.
   a. Crankcase
   b. Crankshaft - no stroke change.
   c. Cylinders-may overbore not to exceed class displacement limit (440cc).
   d. Cylinder heads - Spark plug quantity and location must remain OEM for the engine.
6. The following OEM/stock components may be modified or replaced.
   a. Bearings

b. Connecting rods. Must maintain OEM/stock center-to-center distance.
c. Pistons
d. Rings
e. Pins
f. Gaskets
g. Intake and exhaust flanges and manifolds.
h. Rotary and reed intake valves.
i. Additional fuel pumps may be added.
j. Exhaust valves (if OEM for the model)
k. Water pump housing or cooling fan housings may be altered, removed or replaced.
l. Engine mounting plates and brackets may be altered, removed or replaced.
m. Rubber isolation mounts.

7. Mikuni VM 34 round slide carburetor only (34.1mm maximum bore size). Only one carburetor per cylinder.
   a. If the 440cc stock qualified snowmobile engine was produced with carburetors larger than 34mm, the engine may be used with the larger carburetors only in combination with the stock qualified chassis. The snowmobile will be allowed to compete, but it must conform to all rules in the STOCK CLASS RULES section of Oval Sprint chapter.
   b. No smooth bore, flat slide or taper bore carburetors allowed.
   c. No internal changes to carburetor body allowed.
   d. No modification of a carburetor bore (venturi) is allowed.



   e. Outside diameter of outlet spigot may be increased. (See illustration)
   f. Cut off straight portion at inlet.
   g. Airbox, filter, tapered bell may be added to inlet end of carburetor.
   h. Power jet carburetors and power jet carburetor kits are not allowed unless OEM for the model of engine.
   i. Butterfly throttle valve carburetors are not allowed unless OEM for the model engine.
   j. Larger than specified carburetors may not be downsized to meet these rules.
   k. Unless otherwise specified, the only carburetor changes allowed will be replacement of tuning parts. Modifications not allowed to tuning parts.
8. No fuel injection or pressure charging is allowed.
9. The intake concept may be changed (i.e. from reed valve to rotary valve or from piston port to reed valve).
10. Intake systems that allow more than one (1) cylinder to receive intake air from a carburetor are allowed only if system is used on a stock qualified model from the same OEM manufacturer. Except for mounting, the system must be used without modification.
11. Air box may be removed or replaced.
12. OEM cooling concept must be maintained.
13. Engine torque arms, limiters, snubbers, and suppressors may be used.
14. All snowmobiles are required to have a functionally silenced exhaust system. Exhaust system must not protrude more than three (3) inches outside the hood/chassis.

NOTICE: Effective 1 Jun 2013, Additional sound level restrictions may be adopted.

DRIVE

1. Any commercially available drive and driven clutches and internal components may be used. Clutches and components may be modified.
2. Chain case and internal components may be altered, removed or replaced. Chains and sprockets may be altered, removed or replaced.
3. Jackshaft/track shaft may be altered, removed or replaced.

SKI SUSPENSION & STEERING

1. Front suspension components (arms, spindles, rod ends, spherical joints, the rods linkages, IFS trailing arms and radius rods) may be altered or replaced. Maximum overall width is 45 inches.
2. Front suspension springs may be altered or replaced.
3. Sway bars and links may be altered, removed or replaced.
4. Shocks and TSS struts may be altered, removed or replaced.
5. Snowmobile must maintain two (2) inches of useable vertical suspension travel.
6. Handlebars, column and controls may be altered or replaced. Aluminum handlebars allowed if produced by the OEM manufacturer.

SKI & SKI RUNNERS

1. Skis may be altered or replaced.

TRACK SUSPENSION

1. Track suspension may be altered or replaced.
2. Rear suspension to tunnel mounting locations is not restricted; safety and structural integrity must be maintained.
3. Snowmobile must maintain two (2) inches of useable vertical suspension travel.

TRACK & TRACTION

1. No cleated tracks allowed. Track must be commercially available, one-piece, molded rubber track. Track must be used as produced by the molder of the track. No modification allowed unless specified.
2. Minimum width is 13.5 inches. Minimum length of track is 103 inches. Minimum lug height is ½ inch.
3. Track must be "R" rated from the molder. It is recommended that the track be no more than 3 years old.

FRAME & BODY

1. Chassis/frame origination and modification are not limited or restricted. Maximum width is 45 inches.
2. Any hood allowed. May be cut out behind the windshield for additional venting. Headlight fairing or cowling may be removed. Dash and/or console may be altered, removed or replaced.
3. Windshield not required.
4. Fuel tanks may be altered or replaced.
5. Seat may be altered or replaced.
6. No radiator may protrude from or thru the hood or chassis.
7. Heat exchangers may be mounted on the front and bottom surfaces of the belly pan if mounted flush to the pan.

IGNITION & ELECTRICAL

1. Ignition system must be current OEM (any current production snowmobile manufacturer) available, and may be reprogrammed.
2. Ignition components may be modified.
3. Ignition high-tension coil may be modified or replaced.
4. Instruments, gauges and headlights may be altered, removed or replaced.
5. A DOT approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not.

SPRINT 600 MODIFIED

GENERAL RULES

1. The class is limited to single track snowmobiles. The chassis may be a production based or purpose built. Chassis modifications allowed unless specifically prohibited in these rules.
2. Engine must be an air-cooled (either fan or free-air) from a stock qualified snowmobile. Maximum displacement is 600cc with an overbore allowance of 2% (12cc). Stock qualified engines of lesser displacement may be over bored to the class limit.
3. Engine modification allowed unless specifically prohibited in these rules.
4. The snowmobile must meet all applicable general and safety rules in this section and in the GENERAL RULES AND REGULATIONS section.
5. Engine, chassis and/or hood brand need not match.

6. The minimum weight for the snowmobile is 350 pounds. Maximum overall width is 45 inches.

ENGINE

1. The engine must be air cooled (fan or free air) and from an ISR stock qualified model with a single exhaust pipe and a maximum displacement of 600cc. **The 15 year stock rule does not apply.**
2. The engine must remain air cooled. No liquid cooling allowed.
3. The crankcase, crankshaft and cylinders must be from the same stock qualified engine.
4. Stroke must remain OEM for the engine.
5. The cylinders and crankcase must maintain their OEM orientation in the chassis.
6. The intake concept of the engine may be changed. (i.e. piston port to reed, cylinder reed to case reed, etc.) Only one (1) carburetor allowed per cylinder. Fuel injection and/or any type of pressure charging not allowed. No smooth bore, flat slide or taper bore carburetors are allowed. Power jet carburetors and power jet kits are not allowed. Butterfly carburetors are not allowed.
7. Larger than specifiedcarburetors may not be downsized to meet specifications.
8. Mikuni round slide carburetors only. Maximum bore diameter is 34.5 mm. No aftermarket modification of flow design, jet passages, or atomization effects allowed.
9. The only carburetor changes allowed are standard tuning components including OEM style slide, main jet, pilot jet, jet needle, needle jet, and replaceable air metering jet if utilized in the original carburetor body design. No modification allowed to tuning components.
10. The following engines are exempt from the 34.5mm carburetor rule and may use any carburetor so long as the engine is operating solely as a piston port engine:

Polaris	488cc fan	Thru 1999
Ski-Doo	503cc fan	Thru 2002
Arctic Cat	431cc fan	Thru 2003

11. Any single expansion chamber, single outlet exhaust system allowed. Must be functionally silenced. The exhaust outlet pipe must not protrude more than 3 inches from the chassis.
12. The exhaust "Y" pipe must be OEM for the engine but may be modified.

NOTICE: Effective 1 Jun 2013, Additional sound level restrictions may be adopted.

DRIVE

1. Any commercially available CVT type drive and/or driven clutch system may be used.

SKI SUSPENSION AND STEERING

1. Minimum of 2" (inches) of useable vertical travel must be maintained.

TRACK AND TRACTION

1. Track must be a commercially available one-piece molded rubber track.
2. Minimum track length is 103 inches.

FRAME AND BODY

1. A rear tunnel enclosure is mandatory.

IGNITION AND ELECTRICAL

1. Any ignition allowed.
2. A DOT approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not.

FORMULA 500 CLASS RULES

FORMULA 500

NOTICE

F-500 class rules (with the exception of safety rules) are frozen through the 2015 season. The items approved for future addition to the rules during the review process are available at the following link: Click Here

NOTICE: For the updated list of legal F-500 aftermarket parts for this class.

Click Here

GENERAL RULES

1. Snowmobile must comply with the GENERAL RULES AND REGULATIONS.
2. The snowmobile must originate from 1989-1992 Polaris Indy 500 carbureted models.
3. The brand of hood, engine and logo need not match.
4. Removal of any material from total snowmobile by means of heat, acid, drilling, grinding, sand blasting, peening, substitution, or total elimination will not be allowed unless otherwise specified here.
5. Minimum weight is 400 pounds.
6. Maximum overall width of sled is 45 inches.

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. No engine kits allowed.
2. Blueprinting is not allowed. No removal of material whatsoever allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.
3. No changes in engine dimensions can be made by gasket adjustments. Gaskets may be trimmed but must remain OEM and OEM thickness.
4. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch.
5. OEM for the model and Kimpex or SPI for the model pistons, rings and engine gaskets are allowed for replacement.
6. Replacing OEM carburetor slide valve and replacement jet components without modification allowed in FORMULA 500. No modification to carburetor body allowed.
7. No additional fuel pumps may be added.
8. Air box and oil injection system may be removed.
9. Thermostat may be removed.
10. Cooling system must remain completely stock and in the OEM location.
11. Spark plugs, spark plug wires and connectors do not have to be OEM.
12. The exhaust system must be OEM for the model and be mounted in the OEM location for the model. Welded-on after muffler and internal stinger pipe may be removed and replaced with any size stinger. The exhaust system must be functionally silenced. The ball socket on exhaust chamber may be repaired or replaced but MUST maintain original tuned length and inside diameter. NO OTHER CHANGES ALLOWED.
13. No changes or repairs allowed to "Y" pipe.
14. Engine must remain in stock location and must use stock engine plate and mounts. Torque limiters allowed.

DRIVE

1. Drive clutch must be P-85 Polaris.
2. Any commercially available driven clutch and internal components allowed.
3. Clutches and components may be modified**.(Clarification: Micro-Belmont or other "Quick Change" clutches allowed, but must be based off of a P-85 Polaris clutch.)**
4. Chain case and track shaft must remain stock and in stock location; no modifications or lightening allowed. Chain and sprocket ratio may be changed. Belt drive system is not allowed.
5. Jackshaft with a key may be replaced with a jackshaft of the same model and material with splines.
6. Any OEM appearing, solid, and of like material, (steel) replacement jackshaft may be used.
7. Any 8" (inch) OEM steel brake disc and hub may be used. The disc may not be modified in the pad contact area. No wave disc allowed. No aluminum or titanium hubs allowed.
8. Any commercially available brake master cylinder will be allowed.
9. **Any OEM direct fit (Clarification)Polaris brake caliper will be allowed. Caliper must attach to the existing chain case without modification to the chain case.** Caliper may be modified to fit chain case.
10. Brake cooling duct, inside the hood, is allowed.

SKI SUSPENSION & STEERING

1. Ski suspension and steering must be OEM for the model unless otherwise specified.

2. Radius rods and tie rods may be replaced or modified.
3. Maximum total offset allowed is 1 inch, measured from the center of bulkhead. EXAMPLE: 23 inches from the center of bulkhead to the outside right ski and 22 inches from center of bulkhead to the outside left ski = 45 inches outside ski stance with 1 inch total offset.
4. Must use all original suspension mounting points on chassis and struts.
5. May use any spring or spring adjusters. Titanium springs are not allowed.
6. POLARIS part # 7041144 is the only ski shock allowed. Shock absorbers must be OEM for the model or ISR designated replacements.
7. Sway bars may be replaced but must fit in stock location thru bulkhead.
8. Limiter strap allowed, but must maintain two and a half (2.5) inches of usable downward travel with the driver seated. Travel measured at the front bumper.
9. Suspension components may be reinforced but no geometry changes are allowed except camber.
10. The steering column and handlebars may be relocated and/or replaced. Extensions may be added to suit the driver. The lower end of the steering column must be secured with a minimum of 4 bolts. One of the 4 bolts must be in one of the OEM mounting holes. The handlebar and column material must be of same as the OEM material with the same wall thickness (or greater) and tubing outside diameter as the OEM components**.** The use of a universal joint is not allowed**.**
11. Throttle lever may be replaced but must be thumb operated with a direct mechanical operated mechanism on rear side of right handlebar.

SKIS & SKI RUNNER

1. OEM (for the brand) or aftermarket skis allowed. Must conform to General Competition Rules. Ski mount on spindle may be narrowed to allow ski mounting.
2. Minimum flat length of ski bottom is 14 inches. Minimum ski width is 3 1/4 inches.
3. Reinforcement is allowed on the top of the ski board only.
4. Maximum carbide length is 6 inches per ski. Must be one continuous cutting edge with no other sharp edges on the ski.

TRACK SUSPENSION

1. Complete track suspension and components MUST be OEM stock for the model unless otherwise specified.
2. Track suspension must maintain a minimum of 2 inches of useable, vertical travel with the driver seated.
3. May drill new holes in tunnel or rail to change mounting locations. May not drill excessive amount of holes for lightening.
4. May modify or replace springs. Titanium springs are not allowed.
5. Shock absorbers must be OEM for the model or ISR designated replacements.
6. May remove front shock.
7. May relocate rear shock.
8. May change or add limiters to front and rear of track suspension. No remote limiter adjusters allowed.
9. May add or subtract marginal snow wheels and their mounts.
10. May add slide lubrication system.

TRACK & TRACTION

1. Any commercially available 121-inch by 15 inch is allowed. Minimum track lug height is 0.50 inch.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
3. No weld on hooker's plates.
4. No studs allowed directly under rails.
5. Traction products must conform to Oval Sprint requirements.

FRAME & BODY

1. Must use 1989-1992 Polaris Indy 500 chassis.
2. Chassis may be reinforced.
3. May alter or replace hood, windshield, belly pan, seat, fuel tank and foot stirrups.
4. May remove bumpers, dash panels, oil tank, lights and wiring.

IGNITION & ELECTRICAL

1. Ignition system MUST be OEM stock for this engine, no modification allowed. May not lighten flywheel.
2. Instruments, gauges and headlight may be removed.
3. Data acquisition and data acquisition systems not allowed. (clarification) No playback tachs will be allowed. No data acquisition componentry is allowed on the sled during a race event. **Clarification: (Tachs with the ability to record multiple functions may only be used in the tachometer mode. No additional sensors or pickups allowed.)**
4. A DOT approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not.

500 LIMITED RULES

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

GENERAL RULES

NOTICE: These rules are in force for 5 years from 1 Jun 13 to 1-June 16

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

ENGINE

1. The engine must be from a stock qualified fan or liquid cooled model with a single exhaust pipe and a maximum displacement of 500 cc. Allowed modifications to the engine are listed below. No other modifications are allowed.
2. Engine must conform to the 15-year rule.
3. Air Box/air induction piping may be removed.
4. OEM factory "Y" pipe for the engine must be used.
5. OEM Exhaust expansion chamber must be used. Allowable modifications to the expansion chamber are as follows:
   a. After muffler/silencer canister may be removed.
   b. Exhaust stinger may be modified or changed.
   c. The expansion chamber proper must be maintained with no modifications. This is subject to the Technical Director's decision and may not be appealed.
   d. Exhaust must be functionally silenced.
   e. Chassis design must accommodate the exhaust system, no changes to the exhaust system for chassis fit are allowed.
6. Oil injection pump may be removed.
7. OEM production carburetors for the model and year or OEM EFI system for the model and year must be used with no modifications except filed tuning components.
8. The OEM engine-cooling concept must be maintained.
9. Engine mounting plates and configuration may be modified or changed.
10. No additional modifications to the stock (as produced) engine are allowed.

DRIVE

1. Any commercially available CVT type drive and or driven clutch system may be used.
2. No lightweight components allowed.
3. No titanium jackshafts, axle shafts, or any other rotating component except clutch springs are allowed.
4. A chaincase/gearcase from any OEM stock qualified model may be used. (Diamond drive/Arctic Cat systems are allowed.) Chain case original origin must be declared during technical inspection if requested by technical inspector. Failure to declare will result in disqualification without appeal privileges. Chaincase may be modified to accept non OEM brake caliper.
5. Clutch guard must conform to General Oval rules for modified snowmobiles.
6. Commercially available hydraulic brakes only. Stock OEM brake discs only.

7. No lightweight brake discs.
8. No wave brake discs.
9. Brake discs may be mounted on jackshaft or front drive axle.
10. Liquid cooled brakes allowed.

SKI SUSPENSION AND STEERING

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

SKIS & SKI RUNNERS

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

TRACK SUSPENSION

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

TRACK AND TRACTION

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

FRAME AND BODY

1. A rear tunnel enclosure is mandatory.
2. Any hood is allowed. Builders are encouraged to attempt to resemble current production snowmobiles.
3. No carbon fiber is allowed anywhere on the snowmobile.
4. Any belly pan/lower body allowed.

IGNITION & ELECTRICAL

1. Ignition system must be OEM for the model engine.
2. A DOT approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not.

EPT Factory 600

GENERAL RULES

1. Snowmobile must comply with the GENERAL RULES AND REGULATIONS section.
Qualified sleds engine for this class must come from production years 2009 and newer,
Arctic Cat 600 Sno Pro 2009, 2010, 2011. BRP Mxz x 600 RS 2009, 2010, 2011. Polaris 600 IQ Racer 2009, 2010, 2011. In future years sleds engine will be determined by Eastern Pro tour
2. The snowmobile must have original OEM (or EPT designated replacement for the brand) hood, seat, exhaust and clutches supplied by the manufacturer for that particular engine model. 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 specified.
3. Only single-track snowmobiles allowed.
4. Any changes or alterations allowed in the Stock classes are allowed.
5. Snowmobile must weigh a minimum of 425 pounds. No minimum combined weight of snowmobile and driver.
6. Only Steel and Aluminum can be used. NO TITANIUM or MAGNESIUM
7. Ballast may be used to equalize weight. Ballast must be securely contained.
8. Maximum overall width is 45 inches.

ENGINE

1. The designated engine must originate from a stock qualified 2009 or newer two-cylinder snowmobile. The displacement of the stock qualified engine must be no more than 600cc (as produced and filed by the manufacturer).
2. 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. No engine kits allowed. Blueprinting 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 purposes of engine balancing or other reasons. For the drivers’ safety and for the good of the class, Eastern Pro Tour will have the right to change or add parts to the engine to control the power of the engine.
3 No changes in engine dimensions can be made by gasket adjustments. Gaskets may be trimmed but must remain OEM and OEM thickness.
4. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inches (1/2mm).
5. Stock OEM pistons only are allowed for replacement.
6. OEM carburetor slide valve and replacement jet components without modification will be allowed. No modification to carburetor body will be allowed.
7. Stock airbox and oil injection system may be removed.
8. Airbox, filter may be added to inlet end of carburetor.
9. No additional fuel pumps may be added.
10. No changes or repairs allowed to "Y" pipe.
11. Thermostats can be removed
12. Throttle lever may be replaced but must be thumb operated with a direct mechanical
operated mechanism on rear side of right handlebar.
13. The exhaust system must be OEM for the model or any single pipe exhaust system with the same inside diameter at the inlet or outlet (stinger) than the OEM for the model. The inside diameter of the stinger has to be the same the full length of the stinger. The after muffler and any other downstream components may be removed and replaced. The exhaust system must be functionally silenced. NO OTHER CHANGES ALLOWED.

DRIVE

1. Clutches must be OEM for the model.
2. No machining, grinding, cutting or welding allowed on clutches unless otherwise specified.
3. Primary clutch - Any commercially available internal components allowed. Components may be modified. Metal may be removed but not added to ramps or flyweights in the primary clutch.
4. Secondary clutch – Any commercially available internal components allowed. Components may be modified.
5. Chain case and internal components may be altered, removed or replaced. Chains and steel sprockets only, no belt.
6. Jackshaft/track shaft may be altered, removed or replaced. (STEEL ONLY)
7. Any OEM or aftermarket steel brake disc and hub may be used. The disc may not be modified in the pad contact area. Minimum 8” (inch). No aluminum or titanium hubs allowed.
8. Drive belts do not have to be OEM.

SKI SUSPENSION & STEERING

1. No remote adjusters for any part of the suspension
2. Front suspension components (arms, spindles, rod ends, spherical joints, the rods linkages, IFS trailing arms and radius rods) may be altered or replaced. Maximum overall width is 45 inches.
3. Front suspension springs may be altered or replaced. Titanium springs not allowed.
4. Sway bars and links may be altered, removed or replaced.

5. Snowmobile must maintain two (2) inches of useable vertical suspension travel.
6. Shocks and TSS struts may be altered, removed or replaced.
7. Handlebars, column and controls may be altered or replaced. No Aluminum handlebars allowed.

SKI AND SKI RUNNERS

1. Skis and ski runners must conform to General Rules for Oval Sprint Racing.
2. Ski runner cutting edges must be centered on the ski board and on the spindle.

TRACK SUSPENSION

1. No remote adjusters for any part of the suspension
2. Track suspension may be altered or replaced.
3. Rear suspension to tunnel mounting locations is not restricted; safety and structural integrity must be maintained.
4. Snowmobile must maintain two (2) inches of useable vertical suspension travel.

TRACK & TRACTION

1. No cleated tracks allowed. Track must be commercially available, one-piece, molded rubber track. Track must be used as produced by the molder of the track. No modification allowed unless specified.
2. Minimum width is 13.5 inches. Minimum length of track is 103 inches. Minimum lug height is ½ inch.
3. Track must be "R" rated from the molder. It is recommended that the track be no more than 3 years old.

FRAME & BODY

1. Chassis/frame origination and modification are not limited or restricted. Maximum width is 45 inches.
2. Fuel tanks may be altered or replaced.
3. No radiator may protrude from or thru the hood or chassis.
4. Heat exchangers may be mounted on the front and bottom surfaces of the belly pan if mounted flush to the pan.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. CDI/ECU module may be reprogrammed.
3. Fixed ignitions may be advanced or retarded a maximum of 4°.
4. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
5. No headlight required.
6. A DOT approved led taillight must be illuminated at all times while on the racing surface, whether the engine is running or not.
7. Gauges – tachometers or tachometers with recall and engine heat gauges may be added or removed. No other data acquisition and data acquisition systems will be allowed.
8. Spark plugs, spark plug wires and connector do not have to be OEM.
9. CDI/ECU module may be reprogrammed. CDI/ECU must be programmed to limit the engine to 8900 RPM.

V-Force/Moto Tassinari Pro Lite

Driver Eligibility:

1. Any driver who has earned 3 top three Semi Pro Champ or Champ finishes in the past three race seasons (2012-2013-2014) is not eligible to participate.

2. Any driver that wins more than 3 Sunday finals in the upcoming Semi Pro Champ/Pro-Lite season (wins in any association qualify) is not eligible to compete in the 2015-2016 season.

3. Any drivers in future seasons that win more than 3 events will not be allowed to compete in the class in the future.

GENERAL RULES

1. Only single-track snowmobiles allowed.
2. Any changes or alterations allowed in the Stock classes are allowed.
3. The brand of engine, hood and logo need not match.
4. All snowmobiles must comply with GENERAL RULES AND REGULATIONS section.
5. Snowmobile weight is open. Combined weight of driver and machine at end of event must be 575 pounds minimum. ballast may be added to make legal weight.
6. Maximum overall width is 45 inches.
7. Limited 500 class snowmobiles (see Ltd 500 rules) are legal to compete in the class. Ltd 500 sleds must conform to all Ltd 500 rules and may not be altered to compete in this class. Ltd 500 sleds must meet the 575 pound combined driver and sled weight at the end of the event. Ballast may be added to make legal weight.
8. After season end (2015) this class will be open for review only. Any changes to the class will be allowed only if it conforms to the majority of the affiliates running it position, and the class creators approval is required. After that point the class rules will be froze till the 2021 season and open for review at the end of the 2020 season.

ENGINE

1. The designated engine must originate from a stock qualified 1995 or newer two-cylinder snowmobile. The displacement of the stock qualified engine must be no more than 440cc (as produced and filed by the manufacturer).
2. The cylinders must be located on the engine, with the intake and exhaust ports in OEM/stock orientation to the crankcase.
3. Engine stroke may not be changed or altered.
4. Engine oil injection pump may be removed.
5. If engine is of reed valve design, reeds used must either be OEM or V-Force brand reeds for the particular engine only. V-Force reeds designed for other brands of engines may not be used. Reed application must be brand specific.
6. Heads may be machined to allow insertion of combustion chamber cups.
7. Maximum cylinder base gasket thickness shall be .5mm (.020) and only one base gasket per cylinder may be used.
8. Engine mounting plates and brackets may be altered, removed or replaced. Rubber isolation mounts may be changed or removed.
9. Mikuni VM 34 round slide carburetor only (34.1mm maximum bore size). Only one carburetor per cylinder.
a. Any VM 34 MM Mikuni Carburetor supplied in original stock trim with the engine is legal. If the 440 cc engine was supplied as stock with a larger than 34 mm carb, it may not be used.
b. No smooth bore, flat slide or taper bore carburetors allowed.
c. No internal changes to carburetor body allowed.
d. No modification of a carburetor bore (venturi) is allowed.
e. Outside diameter of outlet spigot may be increased. (See illustration)
f. Cut off straight portion at inlet.
g. Airbox, filter, tapered bell may be added to inlet end of carburetor.
h. Power jet carburetors and power jet carburetor kits are not allowed unless OEM for the model of engine.
i. Butterfly throttle valve carburetors are not allowed.
j. Larger than specified carburetors may not be downsized to meet these rules.
k. Unless otherwise specified, the only carburetor changes allowed will be replacement of tuning parts. Modifications not allowed to tuning parts.
10. No fuel injection or pressure charging is allowed.
11. No "Boost Bottles" or methods of share air will be allowed. Engines that come stock with a shared air/boost bottle system will be required to remove the system completely from the engine. Carb adapters allowing fitment of shared air must be replaced.
12. Air box may be removed or replaced.
13. OEM cooling concept must be maintained.
14. Engine torque arms, limiters, snubbers, and suppressors may be used.
15. All snowmobiles are required to have a functionally silenced exhaust

system. Exhaust system must not protrude more than three (3) inches outside the hood/chassis.
NOTICE: Effective 1 Jun 2015, Additional sound level restrictions may be adopted.

DRIVE

1. Any commercially available drive and driven clutches and internal components may be used. Clutches and components may be modified.
2. Chain case and internal components may be altered, removed or replaced. Chains and sprockets may be altered, removed or replaced.
3. Jackshaft/track shaft may be altered, removed or replaced.

SKI SUSPENSION & STEERING

1. Front suspension components (arms, spindles, rod ends, spherical joints, the rods linkages, IFS trailing arms and radius rods) may be altered or replaced. Maximum overall width is 45 inches.
2. Front suspension springs may be altered or replaced.
3. Sway bars and links may be altered, removed or replaced.
4. Shocks and TSS struts may be altered, removed or replaced.
5. Snowmobile must maintain two (2) inches of useable vertical suspension travel.
6. Handlebars, column and controls may be altered or replaced. Aluminum handlebars allowed if produced by the OEM manufacturer.

SKI & SKI RUNNERS

1. Left ski must be the Wahl Bros. brand "wide" ski. Wahl Bros. part number 03-069. This is the only legal left hand ski.
2. The left ski may not have more than 8 inches of carbide cutting edge.
3. Right ski may be of any design as long as it meets current ISR standards and description in General Rules.

TRACK SUSPENSION

1. Track suspension may be altered or replaced.
2. Rear suspension to tunnel mounting locations is not restricted; safety and structural integrity must be maintained.
3. Snowmobile must maintain two (2) inches of useable vertical suspension travel.

TRACK & TRACTION

1. No cleated tracks allowed. Track must be commercially available, one-piece, molded rubber track. Track must be used as produced by the molder of the track. No modification allowed unless specified.
2. Minimum width is 13.5 inches. Minimum length of track is 103 inches. Minimum lug height is ½ inch.
3. Track must be "R" rated from the molder. It is recommended that the track be no more than 3 years old.
4. No titanium studs allowed.
5. No titanium backers (backing plates) allowed.
6. No carbon fiber (CF) backers (backing plates) allowed.

FRAME & BODY

1. Chassis/frame origination and modification are not limited or restricted. Maximum width is 45 inches.
2. Any hood allowed. May be cut out behind the windshield for additional venting. Headlight fairing or cowling may be removed. Dash and/or console may be altered, removed or replaced.
3. Windshield not required.
4. Fuel tanks may be altered or replaced.
5. Seat may be altered or replaced.
6. No radiator may protrude from or thru the hood or chassis.
7. Heat exchangers may be mounted on the front and bottom surfaces of the belly pan if mounted flush to the pan.

IGNITION & ELECTRICAL

1. Ignition system must be current OEM for the brand and be available through normal dealer channels. Ignitions may be reprogrammed.
2. Ignition components may not be modified for fitment to the engine. If a alternate ignition is used it must be of the same brand as the engine, and must install on the engine in the standard mounting location and holes.
3. Instruments, gauges and headlights may be altered, removed or replaced.
4. A DOT approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not.

SPORTSMAN 600

1983 to 2000 production Arctic Cat, Ski Doo, Yamaha, or Polaris snowmobile, of 600 cc engine volume or less.

General

Sled must retain the following components/concepts:

1. Original tunnel and bulkhead for the model
2. Original type engine for the model.
3. Front suspension concept must remain as produced, (i.e. trail arm, strut, a-arm, etc) but may be altered in the following manner:
4. Steering column may be relocated for driver comfort. Handlebars may be replaced.
5. Original springs may be altered or replaced
6. Original shocks may be replaced, or altered, aftermarket shocks are allowed.
7. A-arms, trailing arms, struts, may be changed but must be OEM for the brand.
8. OEM for the brand torsion bars may be altered to fit the chassis being used.
9. Limiters and other methods of travel restriction are legal, but he snowmobile must have 2 (two) inches of useable front travel minimum.

Rear Suspension

1. Any OEM rear suspension may be used.

2. No titanium components may be used in the rear suspension.

Track

1. Track may be OEM for the brand, or any R rated track that is no higher in lug height than the original production tracks available for the model, as filed.
2. Tracks may be no longer than 133".
3. Tracks must be 15" wide production tracks or designated replacements. They may not be narrowed from production specs.
4. Tracks narrower than 15" may not be used even if available from the original equipment manufacturer.
5. Aluminum or steel backers only.
6. No Titanium studs allowed.

Bulkhead and tunnel

1. Bulkhead must remain in original orientation to the tunnel.
2. Chain case, jackshaft and front drive axle placement must all remain OEM for the model.
3. Front suspension mounting points within the bulkhead may be reinforced but not relocated.

Engine

1. Engine must remain OEM for the Brand and Model. One, two, or three cylinder, 2 cycle only.
2. The following engine components may not be modified:
   a. Cylinders, no porting allowed, overbore of .040 allowed.
   b. Heads
   c. Crankshaft must retain original stroke.
3. The following items are allowed for builder efficiency and affordability considering the age of the equipment utilized.
   a. Crankshafts may be welded for repair.
   b. Aftermarket rods and bearings may be used.
   c. Aftermarket wristpins and wristpin bearings may be used.
4. Ignition must be OEM for the model.
5. Exhaust must be effectively silenced, but may be modified or changed.
6. Carburetors and intake system must be OEM for the engine and model.
   a. The only allowable tuning components for the carburetors shall be OEM type jets, slides, needles, etc. No aftermarket enhancements allowed.
7. Air boxes may be modified or removed.
8. Engine mounting plates must remain OEM, but the isolation devices (mounts) may be replaced.
9. All belts, hoses, wire looms, cables, controls and gaskets may be replaced.

Brakes

1. **Brakes must remain OEM for the brand.**
2. **If a model has mechanical brakes, hydraulic replacement components are allowed but must be used in the original location at all points. (Master, Caliper, and Disc)**

Clutches

1. **Clutches both drive and driven must be OEM for the brand but may be replaced, or updated.**
2. **Aftermarket, springs, helixes, cams, arms, weights, bushings, etc may be used.**
3. **Clutches may be trued. No additional machining to the clutch surfaces will be allowed. (Drive and Driven)**

Ski's

1. **Any legal ski may be used.**
2. **Sled must not be wider that 45" at the outside of the skis.**

Traction

1. **All traction and steering aids/components shall conform to general rules.**

Hood, Belly Pan, and Seat.

The competitor is encouraged to retain the original appearance of the OEM model, color not withstanding.

1. **Replacements for hoods must be original type materials and not lightweight versions, even if original type material.**
2. **Belly pans may be aftermarket replacements.**
3. **Seats may be reupholstered but must be OEM for model. They may be contoured for comfort and safety. Side bolster pads may be added.**
4. **Bumpers may be removed, added, modified, or replaced.**
5. **Fuel tanks must be in original position, and must be inspected for safety concerns. No leaks, improper line routing, or damaged tanks or caps will be allowed.**

ORA REGIONAL RULES

International Snowmobile Racing (ISR) Rules and Classes are used as published under these sections, unless otherwise specified below.
Section references are as follows:

General Rules and Regulations

Oval Sprint Competition

Unless specified, ORA regional class rules are frozen until the 2015 ORA spring rules meeting. Safety conditions are exempt from this rule freeze.

Vintage Oval Competition

If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed. All classes below must comply with ISR general safety rules.

Notice: All classes where rule is referring to "Frame or Chassis" this means tunnel and bulkhead.

IFS-X CLASS

Exception to ISR IFS SNO PRO rule #1 (only 82 or older IFS single track limited production OEM racing snowmobiles allowed, no non OEM, aftermarket or custom design allowed)
1985 and older Polaris Indy chassis allowed in ORA IFS-X classes.

FORMULA 340

1992 or older standard production Polaris Indy model

ENGINE

1. 340 cc FUJI (Polaris L/C) engine only. May bore .040 over stock bore.

DRIVE

1. Any clutches, no roller secondary.
2. Front drive axle must remain in stock location.
3. Any driver may be used.

IGNITION

1. Original stock ignition only.

EXHAUST

1. Original exhaust for the model only, mounted in stock location.

CHAIN CASE

1. Original chaincase must be mounted in stock location only.

CARBURETOR

1. Stock OEM and size for model, air box may be removed.

CHASSIS

1. Engine & mounting plate, jackshaft, chaincase, must remain in original locations. No Indy Lite chassis.

FRONT SUSPENSION

1. 42" Maximum width between carbides. Maximum 1" offset (each ski to the right, 1") Springs, shocks, sway bar & Link, radius rods, trailing arms may be changed or modified but must fasten to stock locations. 2.5" minimum travel at front of bulkhead. Reinforcing allowed.

REAR SUSPENSION

1. Stock rear suspension components only, Except shocks, springs and limiters. Components may be moved, removed, or relocated.

JACKSHAFT

1. OEM for model.

TRACK

1. 15" x 121" OEM or OEM replacement, no racing (R) rubber track.

BRAKES

1. Brakes may be relocated or changed.

HOOD

1. Any hood allowed.

STEERING

1. Steering may be relocated or changed.

SKIS

1. Any legal ski allowed.

SEAT & FUEL TANK

1. Any replacement allowed.

Super Stock 400 Single Cylinder

1985 or older:
ISR Super Stock Rules apply.

Super Mod 400 Single Cylinder

1985 or older:
ISR Super Mod Rules apply.

Late Model 440

CHAMP, SPRINT, DAVCO, SNOPRO, PRODUCTION SLEDS.

1. 45" max width.
2. Max CC - 440 l/c or f/a, 503 f/c.

Must comply with ISR general safety rules.

PRO STOCK 440

Review with intent to drop class will be held at the 2015 ORA rules meeting.

2007 or older production single pipe IFS sleds. (Indy, XCR, Pro X, ZR, ZL, SnoPro, MXZ, MXZX, etc.) No rider forward chassis: (03 and up Skidoo Rev, 02 and newer Arctic Cat SnoPro, 05 and newer Polaris IQ.)

ENGINE

1. Stock for model and year, 440 cc max. No modifications.

CHASSIS

1. No modifications except, windshield may be altered or removed. Headlight may be removed and reinforcing allowed. Engine, jackshaft, chain case and exhaust must remain in original location.

IGNITION; PIPE; CHAINCASE; JACKSHAFT; DRIVESHAFT; HOOD; BELLYPAN; SEAT and FUEL TANK

1. Stock for model.

SILENCER

1. OEM or commercially available for model. No modifications.

CARBURETORS

1. Stock OEM for model, original size.

SKIS

1. Handlebars and Clutching Any.

TRACK

1. Any rubber track in good condition, Stock length and width for model.

REAR SUSPENSION

1. Any OEM Production Suspension. Stock OEM components only, except springs, shocks, limiters. Components may be moved, removed, relocated, or modified.

FRONT SUSPENSION

1. Stock OEM components for model except springs, shocks sway bar and link may be changed but must fasten to stock locations in bulkhead. Trailing and A-arms may be modified to accept shocks and sway bar link. Stock width- no offset.

500 FAN IFS

1992 or older standard production Fan cooled IFS Sleds

ENGINE

1. 92 and older engine of the size and type that was available in chassis model. No external modifications except engine stop/torque-arm, Internal modifications allowed. May bore .060" over stock bore. Oil injection may be disabled. Newer engines unchanged in design/performance allowed. 1992 and older Rotax 503's may be placed into a 1992 and older IFS Skidoo stock qualified chassis.

CHASSIS

1. Stock OEM no modifications, reinforcing allowed. Engine mounts and exhaust must remain in original location. May be widened to meet the 41.5" width rule (Only stock front end components may be used to widen front end) . Sway bars may be added or reinforced. Front end cannot be offset.

IGNITION

1. Stock OEM or OEM replacement for engine, non-programmable.

EXHAUST

1. Stock OEM for model.

CARBURETOR

1. Any production carburetor except flat slides. Air box may be removed. No fuel injection**.** Max 38mm carbs only.

CLUTCHES

1. Any OEM , no roller secondary. No aftermarket adjustable weights.

CHAIN CASE

1. OEM for brand. This is to allow hydraulic brakes.

REAR SUSPENSION

1. OEM for model. Wheels may be swapped with other "Stock qualified" wheels, no Wahl Bros. Racing ect. Snowmobile must retain a minimum of 2" of travel. No remote adjusters.

TRACK

1. Any rubber track in good condition. No "R" racing tracks.

HOOD

1. Correct for the model. Windshield may be altered or removed.

BRAKES

1. Any.

FUEL TANK

1. Any but MUST remain in stock location.

SKI'S.

1. Any.

SEAT

1. OEM for brand seat may be cut down but must retain stock shape and minimum of 3" of height.

DRIVESHAFT, JACKSHAFT, DRIVERS, STEERING

1. OEM for model.

FRONT SUSPENSION

1. OEM for model front end components (minus sway bar adding or swapping.) 41.5" Carbide center to center width. Snowmobile must retain a minimum of 2" of travel.

MATERIAL SELECTION

1. No exotic metals.

SPORTSMAN 600 OPEN ORA REGIONAL

'2007 and older ORA REGIONAL Open 600 Sportsman

(*rules open for review at 2015 ORA spring rules meeting*)

This is STOCK/CONSUMER based class (no limited builds or OEM kits) and is intended to be an entry level, inexpensive stock based class centered around a simple hand tool, garage build.

NO CHANGES CAN BE MADE UNLESS SPECIFIED BELOW.

ENGINE

1. Must match chassis brand.
2. No internal or external modifications . May bore .040 over stock bore, but must remain stock bore material (i.e. no NiCaSil or chrome plating unless came from the factory as such), any commercially available pistons, rods and bearings may be used.
3. Crankshaft may be welded.

EXHAUST

1. Any pipe(s) so long as effectively silenced as per the on-site tech director.

CHASSIS

1. Windshield and headlight may be altered or removed and reinforcing allowed. Dash and unnecessary brackets may be removed. Windshield may be replaced with an OEM REPLICA but can be modified to accommodate ergonomics and/or handlebars.
2. Stock OEM hood, belly pan.
3. Any gas tank in stock OEM location. Any seat; must retain any OEM top profile or model; any length.

ENGINE

1. Must match chassis brand.
2. No internal or external modifications . May bore .040 over stock bore, but must remain stock bore material (i.e. no NiCaSil or chrome plating unless came from the factory as such), any commercially available pistons, rods and bearings may be used.
3. Crankshaft may be welded.

EXHAUST

1. Any pipe(s) so long as effectively silenced as per the on-site tech director.

CHASSIS

1. Windshield and headlight may be altered or removed and reinforcing allowed. Dash and unnecessary brackets may be removed. Windshield may be replaced with an OEM REPLICA but can be modified to accommodate ergonomics and/or handlebars.
2. Stock OEM hood, belly pan.
3. Any gas tank in stock OEM location. Any seat; must retain any OEM top profile or model; any length.
4. Stock/OEM brake rotors.

IGNITION

1. Stock OEM for the engine.

CARBURETOR

1. Stock OEM for engine, original size, air box may be removed.

CLUTCHES

1. OEM primary and secondary clutches for the brand.

CHAIN CASE

1. OEM for model. In stock location for make, model and year of chassis.

FRONT SUSPENSION

1. Stock OEM width for model – no aftermarket front end kits
2. Trailing arms, springs, shocks, any sway bar and link, radius rods, tie rods may be changed and/or strengthened but must fasten to stock locations on bulkhead/tunnel with NO dimensional changes to said components (i.e. radius rods may be aftermarket so long as stock length for make/model/year – additional heim joints may be added for ease in adjustment)
3. Trailing arms may be modified to accept shocks, sway bar links and rear perch. 2" min. travel front suspension.

REAR SUSPENSION

1. Any OEM rear skid '98 and older.
2. Springs, Shocks and limiters may be modified, moved, removed, or relocated.

3. No Aftermarket rear skids or manufactured structural components except springs and shocks (i.e. all A arms, links and rails must be from an OEM skid frame).

TRACK

1. Any 15" x 121" rubber track in good condition. Hooker studs may be used.
4. Stock/OEM brake rotors.

IGNITION

1. Stock OEM for the engine.

CARBURETOR

1. Stock OEM for engine, original size, air box may be removed.

CLUTCHES

1. OEM primary and secondary clutches for the brand.

CHAIN CASE

1. OEM for model. In stock location for make, model and year of chassis.