



Mountain
West
Racing

2011 SNOCROSS RULES AND GUIDELINES



Affiliate

An Affiliate of



2011 MWR GENERAL RULES

1. Snowmobile racing is a dangerous sport.
2. The driver, in signing the Waiver of Release Form, elects to use the event course at the driver's own risk, and thereby releases the sanctioning organization(s) from all liability from injury to person, property, or reputation.
3. It is highly recommended that trackside officials, press, and observers wear upper body protection and helmets.

SNOCROSS

1. Registration is to be completed through Lawna Wenger **ONLY**.
 - a. Registration can be by mail, fax, or online.
 - b. Late registration and check-in at events will take place from 6-8 PM on Friday night, unless otherwise stated, at a designated location.
 - c. There will be a \$20.00 late fee for registrations after 8:00 pm on Friday night of race weekend.
2. Entry fees:
 - a. Pro - \$135 per class
 - b. Semi Pro - \$85 per class
 - c. Women, Masters, Expert 30+ - \$65 per class
 - d. Sport - \$60 per class
 - e. Junior 16-17, Junior 14-15 - \$50 per class
 - f. Junior 10-13, Transition 8-10 - \$50
 - g. 120/4-Stroke - \$30
3. Entry Fee Refunds - MWR may return entry fees under our discretion:
 - a. Entry fees may be refunded in full, when Lawna Wenger is notified prior to the close of Friday night check-in, that the racer will be unable to attend an event.
 - b. Partial refund of entry fees may occur under the following conditions: If a racer registered for two days of racing has not checked in and does not compete on the first day, those first day fees may be refunded. The second day fees will not be returned as they are included in the event payback that must be calculated Saturday afternoon. Unless notified, MWR has no way of knowing that the racer will not be competing on Sunday.
 - c. **NO** refunds will be issued after 3 PM Saturday of any event weekend.
4. Event Payback (minimum):
 - a. Pro - 100% entry fee payback
 - b. Semi Pro - 50% entry fee payback
 - c. Sport - Trophies
 - d. Women, Masters, Expert 30+ - 50% entry fee payback
 - e. Juniors, Junior 10-13, Transition 8-10, 120/4-Stroke - Trophies
5. Race Format: All Senior division classes will run three Qualifying Motos. All Junior division classes will run two Qualifying Motos. Last Chance Qualifying races (LCQs) will be run, when necessary, to fill the field for Final Events. MWR Officials have discretionary decision-making authority to determine the number of competitors on the track for any Moto, LCQ, and Final Event.
6. Points will be awarded for Qualifying Motos and Final Events. Points are not awarded in LCQs. Points from all events (Qualifying and Finals) will be used in calculating end of season standings.
7. Qualifying Motos - Finish position points:

| | | | |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| • 1 st = 20 points | • 4 th = 13 points | • 7 th = 10 points | • 10 th = 7 points |
| • 2 nd = 17 points | • 5 th = 12 points | • 8 th = 9 points | |
| • 3 rd = 15 points | • 6 th = 11 points | • 9 th = 8 points | |
8. Final Events - Finish position points (two moto qualifying / three moto qualifying):

| | | |
|-----------------------------|------------------------------|------------------------------|
| • 1 st = 40 / 60 | • 6 th = 23 / 34 | • 11 th = 13 / 15 |
| • 2 nd = 36 / 54 | • 7 th = 20 / 30 | • 12 th = 12 / 12 |
| • 3 rd = 32 / 48 | • 8 th = 18 / 26 | • 13 th = 11 / 11 |
| • 4 th = 29 / 43 | • 9 th = 16 / 22 | • 14 th = 10 / 10 |
| • 5 th = 26 / 38 | • 10 th = 14 / 18 | |

9. Tie-breakers for advancing to LCQs and Final Events:
 - a. Higher finish position in final moto; higher finish position in second moto; higher finish position in first moto.
 - b. If tie still exists after Qualifying Motos, MWR officials will exercise discretion in determining number of drivers advancing to Final Event and/or LCQ.
10. The Points Championships will allow “throw out” races. If you race all the races in a series season, you can throw out your lowest scoring race or if you cannot attend an event due to health, scheduling, or mechanical you can throw out that race score.
11. Points Discrepancies: Should a racer believe that there is an error or discrepancy in the points standings, that racer must put in writing which class and date he/she believes the discrepancy is in and submit that written request for review to Andy MacKay.
12. MWR allows a ONE-TIME use of the temporary membership fee. If a racer chooses the temporary membership fee option for one MWR season race, and said racer chooses to race a second MWR season race, said racer will be required to purchase a full MWR membership.
13. End of season awards:
 - a. When there are 5 or more racers in a class competing for the season points, the top three places in each class will receive awards. In classes with 4 or less regular participants competing for the season points, the top two places in each class will receive awards. Awards will be at the discretion of MWR based on participation.
 - b. Ties for class points will be broken by the racer with the most final event wins, second places finishes, third place finishes, etc.
 - c. If enough racers participate in the 120/4-Stroke Speed Limited and Champ classes, season championship awards will be presented. This will be determined by MWR Officials.
14. Should a race be cancelled for any reason the decision will be made no less than 5 days prior to the scheduled event. Rescheduling the event will be at the discretion of MWR and the host organization. Please check our website at www.mountainwestracing.com for updated news and information.

DRIVER MEDICAL INSURANCE

1. If you are injured you must seek attention from an MWR medical official (Ralph Day) to be eligible for insurance benefits. In order to claim benefits you must have a current accident report completed by MWR. The policy includes primary coverage (up to \$5,000) if you do not have other insurance, or secondary coverage after you have claimed on your primary policy.
2. Once you've had an accident report completed, information will be submitted to K & K Insurance for processing. If you have questions regarding driver medical policies/coverage you must speak to Ralph Day, MWR Safety Coordinator.

MWR OFFICIALS

Thad Lawrence – Race Director (208) 870-6057 or (208) 455-8189
 Steve Floyd – Technical Director (307) 883-4686 (email: dfloyd@silverstar.com)
 Tal Singleton – Track Coordinator (208) 624-3090 (email: TalSingleton@msn.com)
 Al Siddoway – Start Line (208) 458-4611 (email: sidd1@cableone.net)
 Trevor Davis – Track Official (208) 785-0009(email: trevjedavis@hotmail.com)
 Andy Mackay – Scoring/Track Official (email: Andy.Mackay@amxinc.com)
 Lawna Wenger – Registration / Scoring (208) 773-5724 (email: lawnadw@aol.com)
 Shelley McLam – Bookkeeper/Track Official (email: shelley@mountainwestracing.com)
 Ralph Day – Safety Team (email: rwd@hotmai.com)
 Mark Maxwell – Staging Coordinator (email: markskidoo3@yahoo.com)
 Glen Gillies – Announcer (208) 766-4606 (email: announcer1999@yahoo.com)

THE FOLLOWING INFORMATION IS CONDENSED FROM THE 2009-2010 ISR SNOWMOBILE RACING YEARBOOK. MWR IS AN ISR AFFILIATE AND WILL APPLY THE SAFETY AND TECHNICAL REQUIREMENTS SET FORTH IN THE ISR RULES THAT ARE APPLICABLE TO SNOCROSS RACING.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. 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.

SNOCROSS COMPETITION

OFFICIAL SANCTIONS AND CLASSES

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 MANUFACTURED SNOWMOBILES AS POSSIBLE A PLACE TO SUCCESSFULLY COMPETE.

COMPETITORS MUST BE 18 YEARS OF AGE TO COMPETE IN SENIOR CLASSES. SEE JUNIOR COMPETITION RACING SECTION FOR JUNIOR-AGED RACING RULES AND ADVANCEMENT INFORMATION.

NATURAL TERRAIN SANCTIONS

A natural terrain SnoCross event is run on a closed course of no more than one mile per lap. The course can be on land or lake ice surface covered with snow and include a series of turns bumps, and jumps. The course shall be designed to challenge driver skill and machine maneuverability within the established safety guidelines. Course design, length and width may vary, but must be approved by the Race Director.

SNOCROSS RACE DIVISIONS

1. Pro
2. Semi Pro
3. Sport
4. Specialty SnoCross

PRO DIVISION CLASSES (must be at least 16 years of age)

1. Pro Super Stock (**Super Stock up to 600cc and Stock 440's**)
2. Pro Open (Up to 600cc 2-stroke, 1050cc 4-stroke)

SEMI PRO DIVISION CLASSES

1. Semi Pro Super Stock (**Super Stock up to 600cc and Stock 440's**)

SPORT DIVISION CLASSES

1. Sport Super Stock (**Super Stock up to 600cc and Stock 440's**)
2. Masters 600 (Stock up to 600cc, minimum age 40)
3. Women (Stock up to 600cc 2-stroke)

SPECIALTY CLASSES*

Expert 30+ (Stock up to 600 cc, minimum age 30)

Any class not sanctioned by MWR (as promoted by race sites)

*Specialty Classes can be any snocross event or class that does not fall under natural terrain sanctions and/or any of the ISR specified divisions or classes, but meets established safety standards, applicable laws and approved insurance coverage. All specialty classes must be approved in writing by ISR before competition.

ISR will not sanction or approve any class that features two-stroke snowmobile engines with displacement over 600cc.

FOUR-STROKE ENGINES

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

The following limitations apply to 3-cylinder four-stroke engines in Stock 600 Class:

| | |
|-------------------------------|--|
| Engine Layout: | I-line 3 cylinder without drive clutch gear reduction. |
| Minimum Stroke: | 66mm |
| Minimum Displacement: | 1050cc |
| Minimum filed weight | 440 lbs. |
| Maximum carburetor bore | 40mm (for flat slide design – no butterfly) |
| Maximum FI throttle body bore | 42mm (uses butterfly valve in bore) |
| Maximum compression ratio | 11.8 to 1 |

2. The following limitations apply to four-stroke engines in Open 600cc Class:

| | |
|-----------------------|---|
| Maximum Displacement: | 1050cc |
| Engine Layout: | In-line 3 cylinder without drive clutch gear reduction |
| Safety | Snowmobile must meet safety guidelines and conform to all other Open class rules. |

RACE DIRECTOR AUTHORITY

1. The Race Director (RD) and Technical Director will be certified by the sanctioning organization.
2. The RD 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 not withstanding).
3. The RD 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. The Race Director may consult with the competition committee before making a decision regarding penalties or disqualifications.
4. Official race results shall be approved by the assigned RD and a signed copy will be returned to the promoter for announcement and distribution.
5. RD may not have vested interest in the outcome of an event over which he officiates. He may not officiate over a class in which he has a vested interest.
6. RD's may compete in events other than those in which they officiate.
7. The RD 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 RD may shorten the race for any reasons of safety but must give drivers adequate notice in advance.
8. Only drivers (no other participants) will have discussions with the RD about protests, and driving complaints, etc., and may approach the RD before the day's events, after an event, or at the direction of the RD.
9. The RD has the authority to judge the racing abilities of competitors and take appropriate action to ensure the safety of the event.
10. The Race/Tech Director shall have the authority to determine structural integrity.
11. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' machines. The Technical Director may not officiate over a class in which he has a vested interest.
12. The RD will determine the number of competitors that can be safely on the course at one time.

VERIFICATION AND CONTROL

THESE RULES APPLY TO ALL SANCTIONS AND CLASSES. ALL PARTICIPANTS INCLUDING DRIVERS, CREWS, OFFICIALS AND SPONSORS ARE DEEMED TO BE FULLY AWARE OF ALL RULES AND WILL BE EXPECTED TO FOLLOW AND ABIDE BY THEM.

THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT IN A UNIFORM MANNER FROM REGION TO REGION.

SAFETY RULES AND GUIDELINES CONTAINED HEREIN ARE OF UTMOST IMPORTANCE. ALL PARTICIPANTS MUST BE CONCERNED WITH SAFETY AND BE FAMILIAR WITH THESE RULES AND GUIDELINES. HOWEVER, ISR DOES NOT WARRANT, GUARANTEE OR ENSURE SAFETY EVEN IF THE RULES ARE ENFORCED AND 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.

RULE SUPPLEMENTS

1. Any rule supplements, additions, or corrections announced by ISR will be posted on the MWR website. Upon such announcement rule changes become effective and enforceable.

CLASS DIVISIONS

1. Drivers may enter in only one division, no driver movement between the following driver divisions during the event.
 - a. Sport
 - b. Semi Pro
 - c. Pro
2. 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.
3. A machine 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

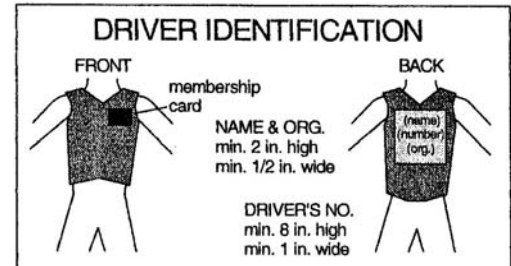
1. WAIVER FORMS ARE MANDATORY FOR ALL PERSONNEL IN NON-SPECTATOR AREAS (hot pit, staging, and track).
2. Driver must have registered at race headquarters, paid all race fees, and signed a waiver before any runs are made (practice or racing). No one, except officially entered drivers, may ride or practice on any racecourse on the day of the event.
3. Refunds of entry or other fees will be made if the event is cancelled or rescheduled.
4. Any competitor who pays a race entry or 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 any 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 prescribe these in full before the next race or within 30 days, whichever is comes first.
6. Regional service charges or insurance surcharges are not considered part of entry fee maximums.
7. Gate admission fees for driver and crewmembers will be regulated on a regional basis.
8. The order of events will be determined by MWR.
9. The maximum number of classes a driver can enter per day may be regulated by MWR.
10. Any class or event can be eliminated when there are less than two (2) official entries at the close of registration.
11. 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 MACHINE

1. A driver and his/her snowmobile (chassis and motor) 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 16 square inches on the front and 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 machine numbers and bib numbers in legible condition (see illustration).

SNOWMOBILE IDENTIFICATION

The driver's assigned competitive number shall be displayed on both sides of the hood. The number must be a minimum of six (6) inches high, 3/4 inches wide and be displayed in contrasting colors.

PRE-RACE SAFETY INSPECTION

1. ANY ENTRY IS SUBJECT TO INSPECTION UPON REQUEST BY THE RD OR TECHNICAL DIRECTOR (TD).
2. Pre-race safety inspections are mandatory at all races. Passing a pre-race safety inspection is no guarantee that the snowmobile complies with all rules for the event. Post-race technical inspections determine machine compliance.
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 sled 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 machines 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 Tech Director.
5. Any driver not reporting to Tech or refusing teardown will be disqualified.
6. Inspected machines will not be reassembled by the inspection group.
7. Driver and/or mechanic will be the only two people allowed with the machine in the inspection area.
8. The sanctioning organization assumes no responsibility for impounded sleds.

SEALS

Drivers will allow the installation of a seal(s) on the engine and/or body of their racing machines. To change the seal, mutilate it or try to break it, or reuse it during the weekend or event where it is installed without the consent of the RD 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 RD 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, \$100.00 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 protest is invalid, the fee will be given to the protested machine owner for the inconvenience (to be accomplished before the machines 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 RD who in turn will request a report from the flagman or assigned official on the course.
4. RD has the authority to determine the validity of a protest.
5. No protests will be accepted that refer to an RD/Technical Director's judgment 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 30 minutes following the completion of the daily event, or within 30 minutes following the official announcement of results for the class in question, whichever occurs first.

APPEALS

1. Each ISR affiliated racing organization must have a specified APPEALS PROCESS set down and available to racers.
2. A racer may appeal decisions made by race officials, but only in accordance with the procedures 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.

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. If checks for cash payback awards cannot be prepared for presentation at the close of the event they will be mailed to the recipients within one week after the event.
3. Payback in sport classes will be limited to trophies only. Payback in all other classes will be regulated on a regional basis.
4. Drivers will not be required to attend award banquets, parties, ceremonies, etc., in order to receive prizes, awards, or paybacks, 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, AND 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 RD to determine proper testing areas at each event.
3. Testing area must be a suitable course or area, completely free of obstructions, which provide 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

No unauthorized motorized vehicles will be allowed in the hot pit or staging area. Sleds have to return under their own power. Only disabled sleds may be towed from the track.

TEMPORARY SHELTERS

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

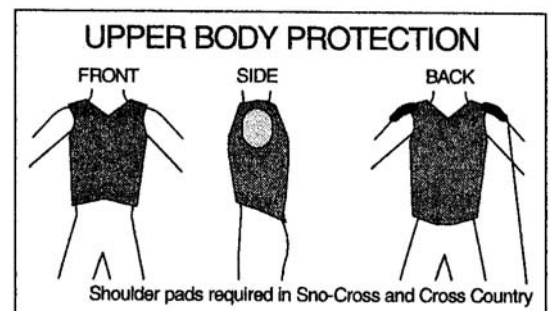
ANIMALS

No aggressive animals will be allowed at the race site.

DRIVER PROTECTIVE EQUIPMENT

THESE RULES APPLY TO ALL CLASSES. ALL RACERS AND CREW MEMBERS ARE REQUIRED TO BE FULLY AWARE OF THE FOLLOWING REGULATIONS AND ABIDE BY THEM. IT IS THE RESPONSIBILITY OF THE RACER TO SELECT PROTECTIVE EQUIPMENT WHICH 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 JUDGEMENT IN THE SELECTION OF HELMETS AND OTHER APPAREL FOR PROTECTION AND DURABILITY.

1. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections.
2. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2000 Snell Foundation Approval code. This is also mandatory in the tune-up area. The helmet must be securely fastened at all times.
3. 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. A template measuring 2 inches by 3 inches placed anywhere on the helmet must contact orange color. On a typical snocross helmet there should be at least 144 square inches (12 x 12 inches) of orange.
4. At least 144 square inches of visible area on both the drivers front chest area and back area will be international or blaze orange in color at all races.
5. Gloves and clothing, along with at least above ankle leather boots are mandatory (above ankle boot must have a minimum of six inches of leather above the ankle).
6. Eye protection mandatory; facemasks may be required at the starting line at the discretion of the RD. 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. The upper body protection must cover all body areas as



shown in the illustration. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.

9. 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. Elbow pads are highly recommended in all forms of racing.
12. Neck bracing recommended in all forms of racing.

GENERAL COMPETITION AND SAFETY REGULATIONS

FLAG RULES

1. There will be meeting between the flagman and corner flaggers prior to the start of each day's racing so there is 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

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

YELLOW FLAG

A yellow flag indicates an accident or other incident, which may include obstruction of the racetrack.

1. Yellow flag zone is that portion of the track from the first yellow flag to a point past the entire incident.
2. Riders must slow down and observe caution while in the yellow flag zone.
 - a. Speeds will be reduced to where machines (skis and track) remain on the racing surface in yellow flag zones.
 - b. Racers will proceed through the Yellow flag zone in single file order.
 - c. Passing and jumping in a yellow flag zone will not be tolerated. Any competitors passing, jumping, or not obeying the Yellow flag zone procedures as observed by a race official will be disqualified or penalized.
3. Racing may be resumed after leaving the yellow flag zone.

RED FLAG

The red flag means the race will stop immediately regardless of position of machines on the track. The red flag will be used if, in the opinion of the RD or Chief Starter, the track is unsafe to continue the race. Machines should be brought to the starting line if possible, using extreme caution. Machines must not leave the track proper unless directed to do so by the RD. During a red flag incident, no work shall be performed on any machine in that race without permission from a race official. Repairs must be completed by the competitor. Any unauthorized outside assistance (other than by a race official) may result in disqualification or penalty.

BLACK FLAG

1. A furlled (rolled) Black Flag pointed at a driver indicates a warning for potential equipment failure or for driver misconduct. A furlled Black Flag does not require the driver to stop racing, it is a warning that a race official has observed a possible infraction. Instructions are to continue racing but to be aware your conduct is being watched.
2. If a driver is shown an unfurled, waving Black Flag the driver must stop on the next lap at the point he/she received the flag to consult with the race official. Driver should stop on the inside of the track in a safe manner, close to the official. The driver may be allowed to re-enter the race at the discretion of the flagman.
3. A Black Flag does not necessarily mean disqualification; however, failure to obey the black flag could result in penalty, disqualification, suspension, or fine.

WHITE FLAG

When displayed, drivers have started their last lap.

CHECKERED FLAG

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

BLUE FLAG WITH YELLOW DIAGONAL

For passing, flag will be displayed to machines 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 of signal light procedures prior to the race.
2. Competitors must obey signal lights.

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. Machines may be pushed to the starting line.
3. All participants (including crewmembers entering the start line area) are required to wear eye protection or safety glasses.
4. MACHINES WILL NOT BE RAISED ON THE STARTING LINE TO CLEAR TRACK OR ENGINES WITHOUT THE MACHINE BEING PLACED ON A LEGALLY APPROVED STAND (Refer to CLEANOUT/SAFETY STANDS).
5. All sleds on the starting line must have the track and both skis flat on the course surface, before starter begins the race.
6. All machines will be started from a standing position, in a line abreast (unless stated otherwise).
7. The driver's feet must be on the running boards or stirrups. The RD 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, RD, or Flagman.
2. There shall be no change of drivers at any time without notification to the RD (except special events).
3. Events that take place under natural lighting will be terminated 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 the race. Other conditions include (but not limited to) snow dust, ice dust, fog, haze, clouds, mist, falling snow, falling rain, and smoke.

INJURED DRIVERS / DAMAGED MACHINE

1. It is the driver's responsibility to inform the nearest race official of any injured drivers on the racecourse.
2. An injured or otherwise incapacitated driver or damaged sled shall be prohibited from racing with exception that if in the RD's judgment the driver or sled is determined not to be a danger to driver's self or any other competitor. The RD's decision is final.

RACE RESTART PROCEDURE

1. The RD may have a restart at his discretion. RD's decision is final.
2. In the event of an accident involving one (1) or more machines the Tech Director may at his sole discretion rule said machine(s) mechanically unsafe to participate in the restart. These machine(s) must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.

3. All machines will be stopped under the red flag. The flagman will notify drivers when to move machines and he will have them proceed slowly to the point of restart. If only one lap, or less, has been raced, the order of sleds for the restart will be the same as the beginning of the race (with the following exceptions):
 - a. Any sled causing the stop of a race and a subsequent restart, or any sled unable to immediately return to the starting line will be placed to the rear of the restart sequence.
 - b. Any sled unable to immediately return to the starting line will be placed to the rear of the restart sequence.
 - c. After more than one lap has been raced, the restart position of the machines reverts to the last officially counted lap.
 - d. Sleds will be restarted in a single file line and no passing will be permitted until riders have passed a designated area.
4. With the RD's permission, only one crewmember (per machine) will be allowed on the track in the event the competitor cannot start his/her machine alone. No mechanical work can be performed by the crewmember.
5. Drivers and sleds 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.
2. If off the track, drivers are to return to the course in a safe manner, at a location that does not impede oncoming competitors.
3. A driver may be penalized or disqualified for leaving the confines of the course, for not returning safely to the course, or for improving their position while off the course.
4. Drivers may not stop on the racecourse. If mechanical problems or other factors require stopping, the driver's first duty is to remove the snowmobile from the track so to endanger or obstruct other drivers.

CONTROL OF SLED DURING RACE

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 machine around to continue the event, provided such action is taken only when the course is clear.

BLOCKING AND FOOLISH DRIVING

1. A driver must always be prepared for another snowmobile to pass and must therefore be on the lookout for other snowmobiles approaching from behind. Drivers will not hinder or obstruct an overtaking vehicle. A slower driver is to move over for the passing snowmobile.
2. Deliberate blocking of a faster machine is cause for penalty or disqualification at the discretion of the RD.
3. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the RD. Any dangerous or foolish driving, bumping, crowding, chopping, or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestant to disqualification at the discretion of the RD.

RACE FINISH

1. The finish line will be clearly marked.
2. A driver whose machine 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 machine and any part of the machine crosses the finish line.
3. All laps must be completed by first place sled 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

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

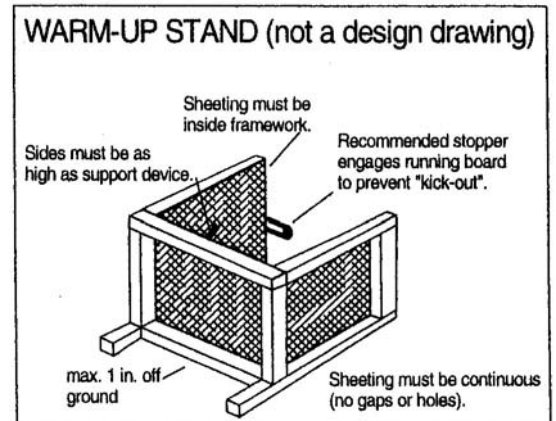
The mandatory meeting(s) will be held at an announced time and place. It will be conducted by the RD and race promoter. Descriptions of the course, flags, etc., will be made. An interpreter should be used when needed. Pins, stamps, tags, etc., may be used to check the identity of drivers at the briefing.

RADIOS

1. There will be no independent radio transmission on sanctioning body's radio frequency.
2. Radio communication between crew and driver not allowed. Individual circuits may allow radio communication to Pro drivers only.

CLEAN OUT / SAFETY STANDS

1. Snowmobile stands that catch and retain track, traction cleats, traction components and other items that are thrown by a track will be mandatory (see illustration).
2. The stand must be no more than 6 inches from the rear of the tunnel opening and no more than 12 inches from the track. The safety stand will be constructed of a material equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory 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 1 inch off the 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 machine is raised to clean out the engine or track.
3. No full-throttle operation while sled is on warm-up stand (recommendation).



MISUSE OF PIT PASSES

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

FIRE EXTINGUISHER

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

SNOCROSS VIOLATIONS

1. Driver infractions/disqualifications in a snocross event will be forwarded to all ISR snocross affiliates.
2. DRIVER MAY BE PENALIZED OR DISQUALIFIED FOR:
 - a. Failure to observe racing rules in yellow flag zones.
 - b. Running without a hood or shroud in position.
 - c. Running with altered numbers.
 - d. Running with bibs not in position.
 - e. Receiving unauthorized assistance.
 - f. The driver or a group of drivers attempt to harass race officials, in any manner.
 - g. Course cutting.
 - h. Dangerous driving tactics.
 - i. Failure to stop for post-race technical inspection.
 - j. Failure to properly use all required safety equipment.
 - k. Unsafe operation in the pit area.
 - l. Allowing non-registered drivers to operate driver's sled on track during practice or race.

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, 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

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

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

1. Participants are solely responsible for the condition of their sleds 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

The driver/pit crew, in signing the entry, elects to use the course of the event at driver's/pit crew's 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 of and abide by all rules and guidelines.
2. The condition of a machine is the responsibility of the driver. A driver may be disciplined if driver's machine is modified so as to defraud the officials or other competitors.

FRAUD, BRIBERY AND 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; accepting or offering to accept a bribe.
 - b. Competitor accepting any kind of assistance that aids in machine operation during the race.
 - c. Any fraudulent proceedings or act of prejudicing the interest of the race generally.

INTOXICATING BEVERAGES AND 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, staging area, warm-up area, teardown, and racetrack) immediately and be subject to disciplinary action by the disciplinary committee. This shall be in effect through the final inspection of machines.
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 within 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 an ISR or affiliated event for a minimum period of three years from the 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 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 dependent, 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 ISR, Inc., in any form, including but not restricted to drivers, sled owners, mechanics, crew members, sponsors, track officials, pit area personnel, manufacturers and press representatives. All such persons shall be considered public figures who 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.

GENERAL SNOWMOBILE RULES AND REQUIREMENTS

THESE GENERAL RULES WILL APPLY TO ALL SNOWMOBILES THAT ARE ENTERED IN COMPETITION. ALL PARTICIPANTS ARE REQUIRED TO BE FULLY AWARE OF THE FOLLOWING REGULATIONS AND 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 OF 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 AND 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.

- All snowmobiles in Modified or Open classes must have serial numbers permanently affixed to the engine and the frame. Duplication of serial numbers is not allowed.
- If the tunnel, engine or other serial numbered part is replaced, the serial number must be removed from the replaced part and affixed to the new part.

ENGINE

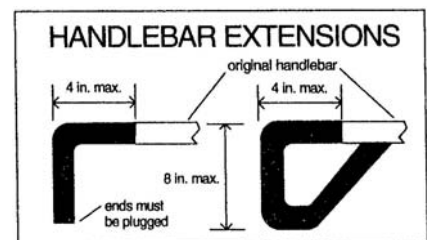
- An adequate return spring on the throttle is required.
- The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the machine) of the right handlebar. Throttle must be thumb operated. Twist grip throttles not allowed.

DRIVE

- Brakes shall be operative at all times. Brake lever must remain on the left, front side of handlebar.
- Additional brake assemblies may be added. If the secondary brake is on the track shaft, the disc may be smaller than 7 inches. Brake disc in any location must be a minimum of 7 inches in diameter. Track drive shaft may be lengthened to accommodate additional brakes.
- The disc pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
- In case of accidental explosions and component impacts, isolate chains, pulleys and exposed moving parts from the driver and other competitors with protective shields. Integrity of protective shields shall be at the RD's and/or Tech Director's discretion. No holes may be drilled in protective shields.
- 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.

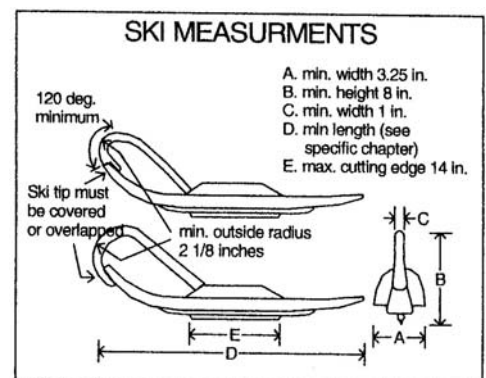
SKI SUSPENSION AND STEERING

- Maximum ski stance is 43.5 inches measured under the spindle. Carbide runner must be centered on the ski board.
- Handlebar extensions must conform to the illustration.
- All handlebar ends must be plugged.
- Only steel suspension springs allowed.



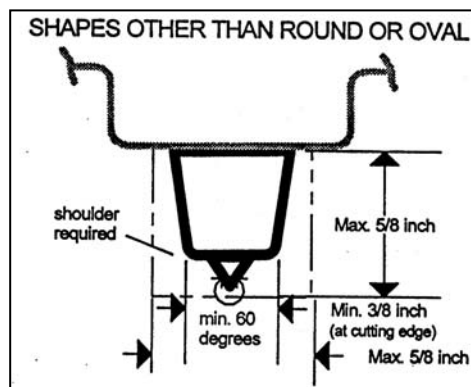
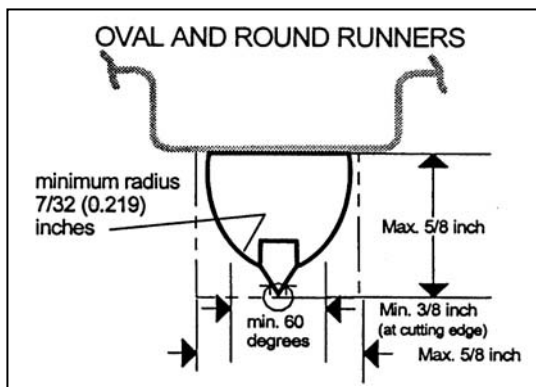
SKIS AND SKI RUNNERS

- Aftermarket skis allowed. Skis must be commercially available.
- Minimum ski width is 3½ inches. Main keel and ski runner (cutting edge) must be centered on ski board. Main keel maximum depth is 1½ inches (without ski runner). Other keel(s) maximum depth is 5/8 inch. No sharp edges allowed on ski.
- Skis may be reinforced on the topside only.
- Ski loops must be in place at the start of the race. In the interest of safety, a driver may be black-flagged if a ski or ski loop is damaged in such a way as to cause a hazard. Ski loop leading edges not one inch in diameter must be padded.
- All ski loops must be at least 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. Plastic ski loops must be affixed with steel bolts.
- 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.
- Metal ski loops must be affixed with steel bolts and not welded.
- Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.
- Except where otherwise specified one cutting edge (steering edge) allowed per ski on sleds with independent front



suspension. Any ski edge with over 1/2 inch turndown constitutes a cutting edge.

10. Beam breaker surface must be confined within the ski loop (unpolished-flat black).
11. Ski tip (not including the loop) must be turned up 1 1/2 inches from the bottom of the ski (not including the keel(s) or ski runner).
12. Ski runner must be commercially available.



13. Only one cutting edge allowed. Minimum cutting angle is 60°. No grinding or modification of the host bar or cutting edge allowed.
14. Host bar may be any shape that conforms to rules. Except for cutting edge and groove for affixing cutting material, all edges must have a minimum radius or 45° chamfer of 1/16 inch.
15. Shape of host bar and cutting edge must limit penetration to 3/16 inch. Shoulder required adjacent to cutting edge if host bar is not round or oval. Minimum radius of round or oval host bar adjacent to cutting edge is 7/32 (0.219) inch.
16. Maximum height and width is 5/8 inch. Minimum width adjacent to cutting edge is 3/8 inch for host bar, which is not oval or round. Ski runner must fit within 5/8-inch square.
17. ISR Rules committee may determine compliance of a particular product.

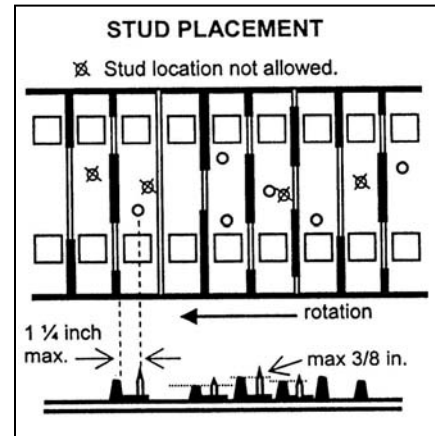
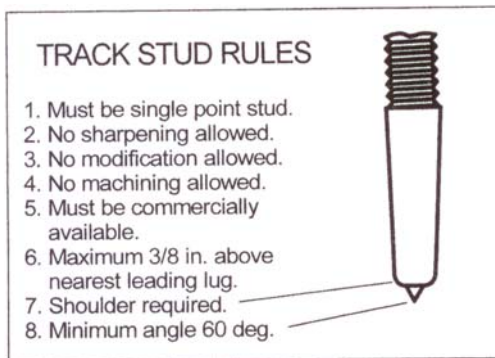
TRACK SUSPENSION

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 by 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. 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 AND TRACTION

1. 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. Minimum belt width will be 60% of the total track width.
3. The cleats, grouser bar/ribs can be no more than 6 inches apart.
4. Unless otherwise indicated, the track must be centered on the centerline of the tunnel in all modified classes.
5. 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.
6. Identification numbers affixed or molded into tracks by the molder of the track must remain completely visible and unmodified. No traction device or other item may be installed over the identification numbers on the track. Identification numbers include model number, serial number, and/or any other information applied to the track by the molder.
7. Maximum track lug height in all classes is 1.75 in.
8. Regardless of track length or width, snowmobile is limited to 96, 60° unsharpened, unmodified single point picks/studs. Studs must conform to illustration.

9. Studs must be steel, with or without carbide inserts.
10. All traction device components must be located in the center of the track between the inside edges of the two slide runners (hyfax) and a minimum of 3.75 inches from the edge of the track.
11. No grass hooks or paddles allowed.
12. Stud backing plate maximum size – 2 in. x 2¼ in. Backing plates must be commercially available and must not be modified.



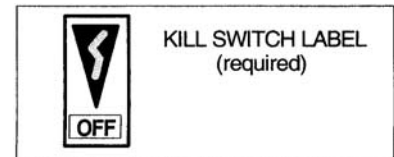
13. Backing plates may not extend beyond the height of the rib and must rest against the rib. No sharpening (vertically or horizontally) of the backing plate.
14. All studs must be directly aligned with a “leading” rubber lug and no more than 1¼ inches behind the leading lug. The 3/8 inch maximum penetration measurement will be taken off of the top of the leading lug. The two measurements are taken parallel to the edge of the track and parallel to the flat of the track.

FRAME AND 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 as least 1 inch on each side.
3. The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile. The 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 sled. Violation of this rule results in mandatory expulsion from the class.
5. The maximum overall sled width will be 45 inches, except where noted otherwise.
6. Maximum machine length will be 120 inches.
7. All snowmobiles will be equipped with an upholstered, padded seat minimum thickness 1 inch, minimum length 24 inches and width of the tunnel.
8. Tunnel protective strips may be added to underside of tunnel to protect the tunnel and cooling system from being damaged by traction products.
9. Dulled foot traction devices allowed on the running boards.
 - a. ON THE FLAT OF THE RUNNING BOARD – traction devices must be dulled and be no higher than ½ inch above the flat of the base of the traction device.
 - b. ON TOP OF THE ROLLED EDGE – traction devices must be dulled and be no higher than ¼ inch above the top of the rolled edge of the running board.
 - c. The traction device may extend a maximum of ¼ inch beyond the side of the rolled edge for the purpose of mounting. There shall be no sharp edges to the side of the rolled edge.
10. Running board extensions are not allowed.
11. The color orange is not allowed on snowmobiles.

IGNITION AND ELECTRICAL

1. **Tether Switch:** All snowmobiles must be equipped with a tether switch that must be attached to the operator and be operable at all times. The switch will “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.
 - a. In the event of a driver becoming dislodged from his sled and the engine continues to run or the tether (safety disconnect) switch fails to function or is not properly fastened/attached to the driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred.
 - b. Maximum tether cord length will be 5 feet except where noted otherwise. Verification of tether cord length will be determined at tether cord’s fully extended length.
 - c. The tether cord will be securely fastened to the driver. No alligator clips are allowed.
 - d. The tether switch will be securely mounted in a location on the snowmobile other than on the handlebars or steering column.
 - e. Battery operated electric fuel pumps must be connected to the tether switch. This includes electrically controlled fuel injection systems.
2. **Safety Switch:** A functional and operational secondary safety shutoff switch (on/off kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handle bar. The switch may be either the “click-on, click-off” type or the spring-loaded, push and hold type. This is in addition to the tether switch.
3. 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.
4. All lenses made of glass must be taped over with transparent tape (no colored tape).
5. Lighting required for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.
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.



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 GASOLINES AND LUBRICANTS**
 - a. Only an approved commercially available pump gasoline which complies with these rules will be allowed (the term “pump gasoline” includes fuels dispensed from service station pumps and racing fuels which are commercially available in fuel cans and drums). The gasoline may be mixed with petroleum organic, vegetable, or chemical base lubricants. The use of oils, fuels (including gasohol), and additives providing power-boosting characteristics are strictly forbidden.
 - b. Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives which 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 will be allowed at sanctioned races for starting purposes. No driver will be allowed to carry such cans on their person or their machines during the race.
 - e. Driver statements as to driver’s fuel components will be binding and may be verified by various fuel tests. Drivers will allow officials to test their fuel at anytime.

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 OF DEATH CAUSED BY THE HANDLING OF THESE MATERIALS.

Any or all of these testes 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.

STOCK CLASS RULES

IN STOCK CLASSES, NO CHANGE OR MODIFICATION CAN BE DONE TO THE STOCK QUALIFIED SNOWMOBILE UNLESS SPECIFICALLY ALLOWED BY THESE RULES. IF THESE RULES DO NOT SPECIFICALLY ALLOW A CHANGE OR MODIFICATION, THEN IT MUST BE ASSUMED THAT THE CHANGE OR MODIFICATION IS NOT ALLOWED.

GENERAL RULES

The snowmobile must have original OEM engine, hood, intake, exhaust, frame, track, suspension, cowl, and drive. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supercede original OEM parts.

ENGINE

1. In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced snowmobile. All engines will have OEM tags and/or serial numbers affixed to the engine.
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. Blueprinting will not be 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. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 (.50mm).
4. Stock OEM pistons only are allowed for replacement.
5. There will be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
6. Rotary valve timing/duration must remain as filed by the manufacturer.
7. OEM carburetor slide valves and replacement jet components without modification will be allowed. No modification to carburetor body will be allowed.
8. An adequate return spring on the throttle is required.
9. Choke mounting location may be moved for driver comfort. Choke system may be disconnected.
10. No pressure charging allowed.
11. The engine air intake system is to include any cowl vents, air box, noise reducing foam (cowl vents and air box), carb boots, carburetors, clamps, rotary valves, reed valves, carburetor flanges, and oil injection nozzles that are original OEM equipment for that make and model. No changes or modifications will be allowed to any part of the engine air intake system or mounting locations.
12. Deep snow cover/foam must remain in place.
13. Engine must remain in OEM for the model mounting location. Engine mounts must be OEM for the model. No additional engine torque limiters (including torque stops, torque bumpers) are allowed.
14. No pressurization of fuel tanks or lines allowed.
15. Fuel lines must be free of obstructions by other machine components.
16. No additional engine cooling systems allowed.
17. If oil injection system is OEM standard, oil injection system and all associated components must be installed in their OEM configuration, but may be disconnected. Oil injection nozzles may be removed or plugged. Premixed oil and fuel may be used.
18. Sparkplugs do not have to be OEM.
19. The OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional. This to include any header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler, and tail pipe that are original OEM equipment for that make and model.
20. No changes or modifications will be allowed to any part of the exhaust system or mounting locations.

DRIVE

1. Must have original OEM variable speed converters supplied by the manufacturer for that make and model. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supercede original OEM parts.
2. No machining or grinding of any kind allowed on clutches unless specifically stated.

3. Any springs, weights or ramps may be used. No clutch engagement RPM limit.
4. No machining on clutches to accommodate springs and weights.
5. In the primary clutch, metal may be removed, but not added to ramps of flyweights.
6. Secondary clutch cams may be cut to any angle. Billet helixes allowed.
7. No overdrive machining.
8. Drive belts do not have to be OEM.
9. Chain case must be original OEM equipment. Must remain in original mounting location. Sprockets and chain may be changed to any OEM equipment. Chain tensioner may be changed to any OEM equipment.
10. Any drive chain and sprockets may be used.
11. Track drive axle and sprockets must be OEM for the model. Sprocket diameter may be trued round.
12. Brakes may be changed or altered, but must be operational at all times. Brake components must be commercially available. If brake disc system is relocated, the stock brake disc must remain in place. Liquid cooled systems allowed. Brake disc may not be modified in the pad contact areas. Brake disc hub may be modified for mounting. OEM diameter and thickness must be maintained. The brake disc material may not be substituted with any other material. Aluminum and/or carbon brake discs are not allowed.
13. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
14. Brake control handles must remain in OEM location on the left, front side of the handlebar.
15. Existing vents may be used to direct cooling air to the brake components. Brake disc shall not extend outside of the bodywork.

SKI SUSPENSION AND STEERING

1. Snowmobile must remain stock width and OEM for the model. Ski stance must be maintained.
2. No substitution of material allowed on front suspension. Must remain in original mounting location, in both bulkhead and spindle housing.
3. Sway bar may not be relocated. Sway bars must be OEM for the model, or other sway bar from another stock qualified model within the brand. Sway bar may be disconnected or removed. If disconnected and not removed, all remaining components must be secured so as not to endanger the driver or other drivers.
4. Must maintain 2 inches of remaining compression travel with driver on snowmobile.
5. Reinforcement of components will be allowed by welding or bracing. Structural integrity must be maintained.
6. Spindles may not be shortened.
7. Any spring may be used on the suspension. May be shortened or heated. Springs may be removed and replaced with another type of cushion device.
8. Any shock allowed. Replacement may be shorter than OEM for the model shock but may not be longer.
9. Handlebars must be intact at the start of each race day. Any commercially available handlebars allowed. May be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in OEM position. Grips and controls may be modified.
10. Commercially available handlebar risers, vibration mounts and relocation mounts allowed.
11. Throttle assembly and relocation must be OEM for the model and remain in OEM position on the rear of the right hand handlebar.

SKIS AND SKI RUNNERS

1. Aftermarket skis allowed. Skis must be commercially available. Ski, ski hoop and ski runner must conform to General Rules and Regulations.
2. Skis may not be interchanged between brands.
3. May reinforce skis on the topside only.
4. Maximum 10 inch turning material per ski. Turning material must be continuous.
5. Ski skins allowed.

TRACK SUSPENSION

1. Suspension must be OEM for the make and model. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled or marked for mounting holes. No substitution of material allowed.
2. Reinforcement of components is allowed by welding or bracing. Structural integrity must be maintained.
3. Rails may not be bent or shortened.
4. Rear idler and marginal snow wheels may be added, or removed along with mounting brackets from an OEM wheel kit. Wheel diameters may be trued round.
5. Slide rail lubrication will not be allowed.
6. Any hyfax allowed.
7. Any shock allowed. Replacement may be shorter than OEM for the model shock but may not be longer.
8. Any spring allowed. Springs may be removed and replaced with another type of cushion device.
9. Springs may be shortened or heated.

TRACK AND TRACTION

1. The track must be OEM for the model or a designated and approved optional track. (OEM may designate up to one optional track per model. Aftermarket molders of snowmobile tracks may designate up to one track per snowmobile brand. A list of designated and approved optional tracks will be published by ISR). Any commercially available track that is not commercially available to the driver (not in inventory) within 5 days will be banned from racing.
2. In the 440cc Stock class, snowmobiles that are 2005 or newer must use the OEM for the model track. Older models comply with rule number 1 (above).
3. Configuration of track, including length and width, must allow for installation without modification to track, frame, tunnel, suspension, or driver components.
4. Track must remain as manufactured by the molder of the track. No trimming or shaving of the track grouser bars, rubber studs/snow lugs will be allowed.
5. No cleats or partial cleats may be added.
6. Any commercially available guide/track clips may be used. No traction devices may be added to track clips.
7. Tracks may not be reversed.

FRAME AND BODY

1. All chassis will have OEM tags and/or serial numbers affixed to the frame.
2. Reinforcing by welding and/or bracing will be allowed.
3. Removal of any material from total machine by means of heat, acid, drilling, grinding, sand blasting, penning, substitution, or total elimination will not be allowed.
4. Access openings will be allowed for component removal or service but must be made of original type materials. Vents/scoops must be OEM for the model. Vents may be covered or closed. No additional vents or scoops may be added. Crankcase and/or brake cooling ducts must remain within the confines of the sled and only use existing vents.
5. Hood may not be removed.
6. Windshields must be OEM (or equal to OEM) in dimensions and mounted in OEM location as filed. Minimum stock windshield height must be maintained. Must have a safety edging. Windshield may be altered for handlebar movement. Must be intact at the start of each race day.
7. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety. Minimum cushion thickness is five inches, measured without weight on seat. Seat must remain in OEM for the model location. Must be upholstered.
8. Insulation may not be removed.
9. Skid plates may be added for protection of sled bottoms. Skid plates must be securely fastened.
10. A cushion may be added directly under the engine. Must be affixed to the frame. No change in engine location allowed.
11. Additional plate material may be added to the tunnel at the suspension mounting holes.

12. It is highly recommended that the sides of the rear tunnel opening be enclosed with comparable tunnel material. The tunnel covering is required to keep a ski or driver's extremities from entering the tunnel area.
13. Tunnel protective wear strips may be added, removed or altered. Liquid spray coating allowed.
14. Bumpers may be added, removed or relocated and not be a safety hazard.
15. Fuel tank must be OEM as supplied with the machine or opaque (translucent) as supplied by the OEM manufacturer. The translucent tank must be of equal dimensions and capacity to that supplied by the original OEM manufacturer. OEM fuel tank is the only tank that can be used to supply fuel to the engine.
16. Fuel lines must be free of obstructions by other machine components.

IGNITION AND ELECTRICAL

1. Ignition must be OEM for the year and model. CDI/ECU module may be reprogrammed. Fixed ignitions may be moved (+ or -) four degrees.
2. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
3. Wiring may be removed.
4. **INSTRUMENTATION MAY BE ADDED BUT MUST NOT PROVIDE A SAFETY HAZARD. MAY BE DISCONNECTED BUT NOT REMOVED.**
5. Head, tail and brake lights must be original OEM equipment. Must be taped over with transparent clear tape. Must remain in original mounting location. Must be operational at the start of the race. Light failure during a race is not grounds for disqualification. Taillight cannot be battery operated.

600cc OPEN CLASS RULES

GENERAL RULES

1. Maximum displacement 600cc.
 2. 2-Stroke engines must have two cylinders.
 3. Sleds must meet safety guidelines.
 4. All competing snowmobiles will be individually inspected by race officials for safety and structural integrity.
 5. Minimum weight of snowmobile (as raced) is 430 pounds through the 05/06 race season.
- NOTICE: Minimum weight will be reviewed annually.

ENGINE

1. A functionally silenced exhaust system is required.
2. Fuel lines must be routed and protected to prevent damage from other components.

DRIVE

1. The clutch cover must be separate from cowl configuration and cover clutches to center of bolt or below. Clutch cover guards must be .090-inch 6061T6 aluminum or equivalent steel material (other materials not allowed) and be covered with 6 inch belting. If clutch cover is constructed of .125-inch aluminum, (or equivalent steel material), belting is recommended, not required. Snowmobiles with removable side panels may bolt clutch cover guard to side panel to meet the requirement.
2. On snowmobiles with stock qualified, OEM for the brand clutches that comply with the modification limitations in Stock class DRIVE rules, an OEM belt guard may be used. The OEM belt guard mounting system must be maintained.
3. Anytime the brake assembly has been modified or relocated, the brake disc must be covered with a shield capable of retaining an accidental explosion.

SKI SUSPENSION AND STEERING

Turning carbide length unlimited.

TRACK AND TRACTION

1. Track must be one piece molded and commercially available.
2. No minimum track width.
3. No track holes larger than 7mm.
4. Traction lugs may be trimmed to within ¼ inch of track rods and fabric. If any lugs in the center portion of the track are trimmed, no traction products allowed on the track. If outer band lugs are trimmed off at a 45° angle, track studs may be used according to traction rules.

IGNITION AND ELECTRICAL

Taillight assembly must be from a stock qualified snowmobile. Taillight and brake light must be fully operational at the beginning of each race.

JUNIOR COMPETITION

GENERAL REGULATIONS

1. The Junior Division is available to drivers 14 years of age through 17 year of age.
2. If a Junior racer turns 18 during the racing season, he/she may remain in the Junior division until the end of the season.
3. These Junior classes are recognized as official ISR categories for Junior Competition. An affiliate may offer any or all of the classes as the affiliate sees fit.
4. Junior competitors must obtain a junior membership.
5. Junior competitors must submit a copy of their **birth certificate & notarized minor waiver form**.
6. Any competitor under the age of majority in driver's state or province of residence must provide notarized, written consent from parent or guardian.
7. Junior competitors must sign appropriate waivers including PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT and MINOR'S ASSUMPTION OF RISK ACKNOWLEDGEMENT.
8. A MINOR COMPETITOR ELIGIBILITY NOTIFICATION (loss of amateur status) form must be signed before Juniors are allowed to compete.
9. Parent or designated guardian must accompany the junior competitor to all events that they are competing in which he/she is entered.
10. At the discretion of the sanctioning body, Juniors may be allowed to compete in more than one age group/class for which they are qualified and approved by the sanctioning body in order to gain more experience.

SNOWMOBILE REQUIREMENTS

1. Only designated snowmobiles allowed.
2. All snowmobiles competing in Junior classes must comply with all applicable rules and regulations for Stock snowmobiles.

CLASSES AND DESIGNATED SNOWMOBILES

JUNIOR 14-15 (Ages 14 and 15)

Designated Snowmobiles

- Up to 600cc stock fan cooled snowmobiles
- Up to 500cc stock liquid cooled snowmobiles

JUNIOR 16-17 (Ages 16 and 17)

Designated Snowmobiles

- Up to 600cc stock fan cooled sleds
- Up to 500cc stock liquid cooled snowmobile

JUNIOR ADVANCEMENT

WHEN AN ISR COMPETITOR REACHES THE AGE OF 14 YEARS AND QUALIFIES FOR JUNIOR COMPETITION, HE/SHE MAY BE ADVANCED UP TO THE NEXT LEVEL, BUT ONLY AFTER FULLFILLING ALL REQUIREMENTS BELOW

AFFILIATE RESPONSIBILITIES

1. Before an affiliated sanctioning body may advance Junior drivers, it must have a bona fide junior program.
2. The affiliate's board/driver classification committee is responsible for verifying a Junior's driving ability.
3. Junior competitors shall be required to perform practice laps/runs from time to time to allow race officials to observe their progress in learning the handling skills required to advance.
- 4.
5. Junior advancement is at the discretion of the driver's classification committee and can be reviewed at any time. The committee has the authority to advance, demote or deny advancement to any driver. The decisions of the classification committee are final.

6. The affiliate board/driver classification committee will not advance drivers until all DRIVER/PARENTAL RESPONSIBILITIES have been fulfilled and all completed and signed documents are on file.

DRIVER / PARENTAL RESPONSIBILITIES

1. A Junior competitor must compete in at least one entire event in their designated class before becoming eligible for advancement.
2. Before a Junior may advance to a Senior class, he/she must meet the junior advancement requirements established by the affiliates board/driver advancement committee.
3. He/she must petition the affiliate's board, in writing, requesting that he/she be allowed to advance.
4. The request for advancement must be accompanied by all new consent and release forms (as specified above.)
5. The request must be approved in writing by the affiliate board to advance.
6. BEFORE ADVANCING TO A PRO DIVISION CLASS, THE JUNIOR MUST BE AT LEAST 16 YEARS OF AGE.

JUNIOR 10-13 RACING

FORMAT AND GENERAL RULES

1. The Junior 10-13 class is available to drivers 10 years of age through 13 years of age.
2. If a Junior 10-13 racer turns 14 during the racing season, he/she may remain in the Junior 10-13 division until the end of the season.
3. Snowmobile must have a maximum speed of 40 miles per hour WHILE RACING.
4. A radar gun will be used to monitor the top speed. Any sled exceeding 40 miles per hour will be disqualified. The designated radar gun cannot be protested.
5. BEFORE ADVANCING TO JUNIOR COMPETITION, THE JUNIOR 10-13 RACER MUST BE 14 YEARS OF AGE AND COMPLY WITH ALL PROVISIONS SPECIFIED IN THE JUNIOR COMPETITION SECTION.
6. SPECIAL SANCTIONS - Can be any Junior 10-13 racing event that is not specified but meets established safety standards, applicable laws and approved insurance coverage.
7. **While driver is on the course, radio communication between driver and crew is not allowed.**

JUNIOR 10-13 SNOWMOBILE RULES

1. If it isn't stated (in this section) that it can be done, consider that it cannot be done.
2. All snowmobiles competing in Junior 10-13 must comply with all applicable rules and regulations for Stock snowmobiles.
3. Unless otherwise specified, the snowmobile must have original OEM (or factory designated replacement) engine, hood, track, skis, frame, cowl, gas tank, carburetion, air box, suspension and variable speed converter supplied by the manufacturer for that particular model.
 - a. Factory supplied options are not allowed.
 - b. No engine kits allowed.
4. Removal of any material from total machine by means of heat, acid, drilling, grinding, sand blasting, peening, substitution, or total elimination will not be allowed unless otherwise specified in this section.

DESIGNATED MODELS

Stock fan cooled snowmobiles up to 600cc.

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.

2. Blueprinting of engines is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces, or material removal for the purposes of engine balancing or other reasons.
3. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 (.50mm).
4. Replacements pistons must be stock OEM for the model.
5. There will be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
6. A maximum of one venturi per cylinder will be allowed. Any exceptions must be approved by ISR.
7. OEM carburetor slide valves and replacement jet components, without modification, will be allowed in all stock classes. No modification to carb body will be allowed.
8. Engine must retain original cooling concept (fan or free air cooling circuits cannot be modified or removed). Cooling system just remain in the OEM location).
9. Oil injection pump must remain in place and functional. Lines may be removed and plugged. Premixed oil and fuel may be used.
10. The OEM exhaust system for the model must be used in its entirety. Muffler components and/or silencing material must be in tact at all times.
11. Sparkplugs do not necessarily have to be OEM equipment in the Stock classes.
12. No additional fuel pumps may be added to the stock carburetors.
13. Throttle may be changed, but must be thumb operated with a direct mechanical operated mechanism.

DRIVE

1. Primary clutch – any combination of springs, weights, ramps may be used. Clutch weights and springs may be interchangeable between any brand, providing there is no modification to the clutch required to make these components fit. Metal may be removed but not added to ramps or flyweights.
2. Secondary clutch – helixes may be machined for angle change. No material may be added. No welding will be allowed. Any helix, including billet helixes, allowed. Roller secondary not allowed unless OEM for the model.
3. No machining on clutches to accommodate springs, weights, or helixes.
4. Drive belts do not have to be OEM.
5. Drive chain sprockets may be changed provided that they are options filed by the manufacturer.
6. Mechanical brake system may be replaced with commercially available hydraulic brake components. Structural integrity must be maintained.
7. Brake lever may be modified or changed to accommodate the driver, but must remain hand operated with a direct mechanical and/or hydraulic operated mechanism. The function of the brake system may not be compromised. The brake lever must not extend beyond the end of the handlebar.

SKI SUSPENSION AND STEERING

1. Any properly filed OEM spring allowed. Heating of suspension springs allowed. No cutting of suspension springs allowed.
2. Limiter strap allowed to limit travel, but must maintain 2 inches of travel. No device may be added that stops the suspension from functioning (no locked suspensions).
3. Any commercially available handle bar allowed. Handle bar extensions will be legal. All ends must be plugged.
4. Any single reservoir shock allowed (no remote or 2-part reservoirs). Any steel springs allowed. Must maintain OEM suspension concept for the model.
5. Sway (torsion) bars allowed. Must be OEM for the model and year or OEM designated for the model and year that is available from the OEM snowmobile manufacturer as a dealer installed option.

SKIS AND SKI RUNNERS

1. Commercially available aftermarket skis allowed. Must conform to General Rules and Regulations.
2. Skis may be reinforced, but must remain in the original configuration. This reinforcing must be on the upper surface of the ski only.

3. Ski widening devices and/or height adjustment devices are not allowed in stock unless furnished as OEM and filed properly.

TRACK SUSPENSION

1. The complete suspension must be used as furnished and filed by the manufacturer. There will be no suspension options permitted.
2. Any properly filed OEM spring allowed. Heating of suspension springs allowed. No cutting of suspension springs allowed.
3. Limiter straps allowed to limit travel, but must maintain 2 inches of travel. No device may be added that stops the suspension from functioning (no locked suspensions).
4. Gas valving/oil may not be removed from the front shocks on track suspension.
5. OEM for the model marginal snow wheels may be added or removed from the slide rails.
6. OEM for the model rear idler wheels may be added to the rear axle.
7. Impulse fitting may be added to crankcase for slide lube system.

TRACK AND TRACTION

1. Track may not be reversed.
2. OEM track guide clips may be added.
3. Stock class rules apply for track and traction.

FRAME AND BODY

1. OEM windshields for the model or factory options allowed. The windshield may be altered for driver safety and comfort, but must extend five inches above the highest point of the hood. If the original OEM windshield for the model is lower than 5 inches, it may be used. Windshield must have safety edging.
2. Windshields must be intact at the start of the race.
3. Windshield must remain in OEM mounting location.
4. Removal of stock air vent grills, including intake or exhaust is not allowed.
5. No additional venting allowed.
6. Protective taping or screening will be restricted to the external opening only.
7. Seat and fuel tank must remain OEM for the model (seat color optional).
8. The OEM fuel tank must be the only tank that can be used for fuel. The lubrication tank cannot be used as a fuel tank.

IGNITION AND ELECTRICAL

1. Taillights must be operable.
2. Glass lenses must be taped and remain in place.
3. Stock snowmobiles will be allowed to add or remove tachometers, speedometers, or heat gauges, openings must be closed. Wiring must remain in place.
4. Spark plugs, spark plug wires and connectors do not have to be OEM.
5. Electric start parts including motor, solenoid, battery, battery bracket, wiring, and ring gear may be removed. No machining, cutting or grinding allowed for removal.

TRANSITION 8- 10 CLASS FOR AGES 8 THRU 10

1. This class is for participants that are 8 years old and not yet 11 years old.
2. If it isn't stated (in this section) that it can be done, consider that it cannot be done.
3. All snowmobiles must comply with all applicable rules and regulations for Stock snowmobiles.
4. Designated snowmobiles: Ski Doo Freestyle

5. The snowmobiles will be raced as produced with only the following changes allowed:
 - a. Any ski runners that comply with SnoCross Rules are allowed.
 - b. Any commercially available handlebars and handlebar risers may be used.
 - c. Carburetor tuning described in Stock SnoCross Rules is allowed.
 - d. Chaincase sprockets and chain may be changed.

120/4-STROKE EXHIBITION

CLASSES

THE INTENT IS TO ESTABLISH A PROGRAM IN WHICH ALL CAN COMPETE AT THEIR LEVEL OF PERSONAL AND EQUIPMENT ABILITY. THIS PROGRAM IS ORGANIZED TO ENABLE AS MANY SNOWMOBILES AS POSSIBLE A PLACE TO PARTICIPATE.

ALL 120/4-STROKE CLASSES ARE BASED STOCK PRODUCTION SPECIFICATIONS. NO CHANGES OR MODIFICATIONS ARE PERMITTED 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 ILLEGAL.

ELIGIBLE DRIVERS

Girls and Boys ages 6 through 12

ELIGIBLE SNOWMOBILES

1. Arctic Cat Z 120, Z 120 Sno Pro
2. Bombardier Mini Z
3. Polaris XCR 120

120/4-STROKE CLASSES

1. Speed Limited
 - a. Class 1 – 15 mph, Drivers aged 4 through 5
 - b. Class 2 – 18 mph, Drivers aged 6 through 12
2. Champ (must be at least 6 years of age)

GENERAL EVENT AND SAFETY RULES

1. It is recommended that 120/4-Stroke sleds and Kitty Cats not participate against each other.
2. In the event that a driver is off his/her sled after an accident involving 2 or more sleds, the event will be red flagged.
3. Driver entry is open to any qualified individual. The sanctioning body has the authority and responsibility to evaluate all drivers to determine their qualifications.
4. Both the owner and driver are responsible to ensure that their snowmobile and driver safety equipment conform to all of the rules for the class in which they have entered. The applicable rules are published in this chapter and from time to time, in ISR bulletins. Any driver that does not comply with the requirements will be subject to disqualification and forfeiture of any prizes or awards, plus eligibility for entry in future 120/4-Stroke racing.
5. Two laps are recommended in heats and five laps in the final heats.
6. The RD and/or Tech Director have the authority to determine structural integrity.
7. While driver is on the course, radio communication between driver and crew is not allowed.
8. A sled and driver safety inspection will be conducted prior to the exhibition. Post event technical inspection of sleds will be conducted at the discretion of the race officials or in the event of a protest.

MANDATORY DRIVER SAFETY EQUIPMENT

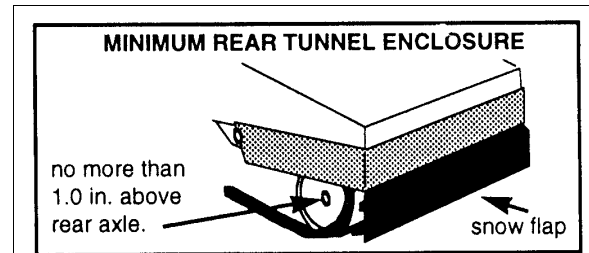
1. Helmets, upper body protection, shin guards, and above the ankle boots are required in all classes.
2. Mouth guard is mandatory in SnoCross and any other event over uneven terrain.
3. See DRIVER PROTECTIVE EQUIPMENT for specific details.

ENTRY FEES, PRIZES & AWARDS

1. Recommended entry fees in 120/4-Stroke classes - \$15.00 in all classes.
2. Recommended awards – Trophies only (no prize money).

GENERAL SNOWMOBILE RULES

1. Left side of handlebar may be straightened. Structural integrity must be maintained.
2. IN ALL CLASSES, the rear of the tunnel must be enclosed with material comparable in strength to 0.063 aluminum sheet. 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. The bottom of the enclosure shall be no higher than 1 inch above the center of the rear axle (with driver in place). The rear of the enclosure shall be no further than 2.5 inches from the rear of the track.
3. Snowmobile performance will be monitored to ensure fair competition among the various models.
4. All metal ski hoops must be padded.



IGNITION AND ELECTRICAL

A tachometer may be installed.

SPEED LIMITED CLASS RULES

1. A radar gun and test course should be provided to allow participants to check the maximum speed of their sleds before the event. It is recommended that the speed be displayed on a large visual display.
2. A radar gun will be used at the fastest portion of the track during the event. It is recommended that the speed be displayed on a large visual display.
3. There must be no class speed limit in excess of 18 mph.
4. Violators of the class speed limit will be reclassified to last place finishing position.
5. The snowmobile must have original OEM (or factory designated replacement) engine, hood, track, frame, cowl, gas tank, carburetion, airbox, suspension, and clutch supplied by the manufacturer for the particular model. Factory designated replacements allowed.
6. Engine RPM and vehicle speed may be monitored at the discretion of the RD.

ENGINE

1. Unless otherwise stipulated in the section, all governor parts must be intact, in place and functional. Any governor spring may be used.
2. No component of the engine (including head, valves, cam, and valve springs) may be altered, changed or enlarged from the engine manufacturer's original stock specifications nor may any additional components be added to the engine.
3. Blueprinting of engines is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.
4. There will be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
5. Spark plugs do not necessarily have to be OEM stock.
6. No carburetor/air silencer changes allowed.
7. Jetting changes are allowed.
8. Remote adjustable main jet system allowed.
9. The OEM exhaust system for the model must be used in its entirety. The exhaust system must be fully contained within the confines of the cowl or the chassis and direct exhaust emissions from the enclosed area. Muffler components and/or silencing material must be intact at all times.
10. To equalize performance between the manufacturers' models the following changes are allowed:
 - a. Ski Doo models can use valve springs with Honda P/N 14751-2Z1-000.
 - b. Arctic Cat models are allowed to upgrade to the 120 SnoPro kit consisting of valve springs and

cam. The kit must be used in its entirety.

11. To enhance durability, Arctic Cat models can remove the plastic governor gear.

DRIVE

1. Brake must be functional and operational at all times.
2. Stock drive clutch engagement must be maintained.
3. No belt drives allowed.
4. Chain guard must be in place.
5. Sprocket ratio changes may be required to equalize performance between the various models.
6. Gear ratio may be changed.
7. Clutch may be replaced with aftermarket clutch of the same basic centrifugal design. (No variable ratio systems allowed.) Brake band may be changed to fit clutch.

SKI SUSPENSION AND STEERING

1. Front suspension must be OEM stock.
2. Front suspension must remain in its stock location.
3. Ski widening devices and/or height adjustment devices are not allowed in Stock classes unless furnished as OEM and properly filed.
4. Suspension travel may be limited by means of limit straps only. Minimal suspension travel must be maintained. No rigid suspensions allowed.

SKIS AND SKI RUNNERS

1. Skis must be OEM for the model and year or a commercially available aftermarket ski with a minimum overall length of 20 inches.
2. Ski suspension components must be OEM.
3. Ski tips must have ski loops. Steel ski loops must be padded.

TRACK SUSPENSION

1. The complete suspension must be used as furnished and filed by the manufacturer.
2. Seals may be removed from bearings in bogie wheels, rear idler wheels and/or rear idler sprockets.
3. Commercially available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model.)
4. Suspension travel may be limited by means of limit straps only. Minimal suspension travel must be maintained. No rigid suspensions allowed.

TRACK AND TRACTION

1. The track must be OEM for the model.
2. No traction products allowed.

FRAME AND BODY

1. OEM hoods only. OEM hood may be painted any color.
2. Windshield may be trimmed. Exposed edges of windshield must have safety bead.
3. Front and rear bumpers must be padded.
4. All sharp edges must be padded.

IGNITION AND ELECTRICAL

1. An ignition tether switch must be installed and functional.
2. Headlight and taillight must be OEM for the model and taillight must be functional.
3. Ignition and lighting systems must be OEM for the model. No modifications allowed.

120/4-STROKE CHAMP CLASS RULES

GENERAL

1. Snowmobile must be an ISR designated 120/4-Stroke model that complies with the GENERAL SNOWMOBILE RULES section.
2. Engine, frame and hood, must be OEM for the model.

ENGINE

1. Must start with OEM filed 120/4-Stroke engine.
2. Engine components allowed for modification or change from OEM.
 - a. Cam shaft – maximum .290 inch lift
 - b. Valves and seats
 - i. Maximum intake valve diameter 25.2 mm.
 - ii. Maximum exhaust valve diameter 24.2 mm.
 - iii. Minimum valve stem diameter 5.5 mm.
 - c. Valve springs and retainers
 - d. Tappets and push rods
 - e. Governors may be removed
3. Engine overbore may not exceed .020" (.50 mm) of standard bore size for the model.
4. Engine stroke must be stock as manufacturer's filed specifications.
5. Engine components allowed to be modified but must begin as OEM for the engine model.
 - a. Bearings
 - b. Connecting rod
 - c. Piston and rings
 - d. Gaskets
 - e. Cylinder head
 - f. Cylinder
 - g. Crankcase
 - h. Rocker arms
 - i. Intake Manifold
6. Carburetor can be bored and modified, but must begin as OEM supplied for the engine model.
7. A snowmobile type diaphragm fuel pump may be added. A pulse fitting may be added to the intake tract to be used to operate the diaphragm fuel pump.
8. Any functionally silenced exhaust system may be used. Outlet pipe must point downward and cannot protrude beyond machine width.

DRIVE

1. Clutching in open. CVT type transmission allowed. Drive components must be commercially available.
2. A metal clutch/chain cover must be in place at all times during operation. It must cover clutches, gears, belts, chains, starter cups, and any other rotating components.
3. Brakes must be properly operable at all times.
4. Track drive sprockets may be modified or changed.

SKI SUSPENSION AND STEERING

1. Suspension must maintain OEM concept (i.e. trailing arm, "A" arm, etc.) Ski suspension and steering may be changed or modified. Materials and components must meet or exceed OEM strength and structural integrity. Must maintain suspension travel with driver seated. No rigid suspensions.
2. The structural integrity of the steering and suspension systems must be maintained.
3. Maximum ski stance is 34 inches (measured between ski runner cutting edges).

SKI AND SKI RUNNER

1. Skis may be changed to commercially available aftermarket skis.
 - a. Minimum length for snocross is 20 inches.
 - b. Ski loop must conform to GENERAL RULES AND REGULATIONS.
2. Ski runners must meet competition and safety requirements for snocross.

TRACK SUSPENSION

1. Track suspension may be altered, relocated or replaced. Structural integrity must be maintained.
2. Suspension must maintain a minimum of 2 inches of useable, vertical travel with the driver seated.

3. Track and track suspension must fit and be mounted within the confines of the OEM for the model tunnel.
4. Unless contrary to local laws, slide rail lubrication system allowed. Must use biodegradable, non-toxic lubrication.

TRACK AND TRACTION

1. Track must be OEM for the 120/4-Stroke model from any snowmobile manufacturer.
2. Track may not be reversed.
3. Traction control devices must not extend more than 3/8 inch beyond the highest point of track.

FRAME AND BODY

1. Snowmobile length must not exceed OEM for the model length by more than 2 inches (ski loop to rear of tunnel).
2. Overall body width must be within two inches of OEM for the model body width.
3. Bumpers must be padded (no sharp edges exposed).
4. Snow flap must be touching ice with driver aboard.
5. Belly pan required.
6. Bulkhead may be modified or replaced; it must remain within 1 inch of the length and 1 inch of the width of the OEM bulkhead.

IGNITION AND ELECTRICAL

1. Ignition system must be OEM for model. Flywheel can be lightened. Lighting coil may be removed.
2. Any commercially available flywheel may be used.