



2016 /2017 RACING HANDBOOK

Introduction

This Cor PowerSports handbook is to be used as a reference to help you understand the rules and requirements that need to be followed in order for you to compete at Cor PowerSports events.

As an ISR affiliate, the Cor PowerSports series follows ISR guidelines established prior to each race season. All racers should be fully aware of the ISR regulations pertaining to cross-country racing as well as the general competition rules listed in the ISR rulebook. You can now access the ISR rule book online at www.isrracing.org.

Throughout the race year there may be instances where new technical rulings, race schedule changes and other pertinent information may become available. In this event, the changes will be posted on our website at www.corpowersports.com. It is **HIGHLY** recommended that racers check the website regularly to stay on top of the latest news or schedule changes.

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Cor PowerSports rule book

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ISR CROSS COUNTRY RACING RULES

VERIFICATION AND CONTROL

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

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

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

MANDATORY EMERGENCY VEHICLE

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

RULE SUPPLEMENTS

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

CLASS DIVISIONS

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

REGISTRATION AND ENTRY

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

DRIVER AND SNOWMOBILE

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

SPONSOR IDENTIFICATION

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

DRIVER IDENTIFICATION

1. There will be an automatic suspension for drivers who race under another driver's number.
 2. All drivers will wear their issued bib or a facsimile thereof. Drivers will be required to keep the snowmobile numbers and bib numbers in a legible condition (see illustration).
- DRIVER IDENTIFICATION FRONT BACK NAME & ORG. min. 2 in. high min. 1/2 in. wide DRIVER'S NO. min. 8 in. high min. 1 in. wide membership card (name) (number) (org.)

SNOWMOBILE IDENTIFICATION

1. The driver's assigned competitive number must be displayed on both sides of snowmobile hood. The number must be a minimum of six (6) inches high, 3/4 inches wide and be displayed in contrasting colors. Numbers must also be displayed on both sides of tunnel, minimum four (4) inches high. These numbers must be displayed on the snowmobile in a permanent manner before being allowed to race (see illustration). (See Sno-cross section for applicable Sno-cross rules.) (Hillclimb)- Drivers will no longer need to display class participation levels on the sled. The driver will need to provide accurate class information to technical inspection staff. Hillclimb sled competition/race numbers may be permanent or displayed on an approved decal and individual numbers must be a minimum of three (3) inches high and two (2) inches wide.

PRE-RACE SAFETY INSPECTION

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

MANDATORY TEARDOWN

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

SEALS

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

PROTESTS

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

APPEALS

Appeals Process

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

Technical Infractions

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

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

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

On Track Infractions

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

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

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

1. The Appeal must be presented to the affiliate Race Director in writing using the ISR approved form available from the ISR web site. This form must be presented within 30 minutes of the announcement of the disqualification or penalty. The Appeal must be accepted by the affiliate.
2. The affiliate must within 24 hours convene a meeting of the owner/ management/ officials of the affiliate and review the offense/ infraction. If the offense is upheld, the driver/team can request a further appeal to ISR and ask for a review by the rules group for the particular discipline. ISR has 5 days to conduct such review with the rules committee of the specific discipline. If the Appeal is found valid, all points, money, prizes, etc. are returned/ awarded to the driver/team.

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

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

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

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

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

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

If upheld the driver/team has no further appeal. If the Affiliate decision is overruled, all points, money and prizes are awarded to the driver. The ISR decision is binding and has no further appeal, from Driver/Team or Affiliate.

NOTICE

Driver infractions/ disqualifications in a drag racing, oval racing, enduro racing, cross country racing, water cross racing, and speed run racing events will be forwarded to all ISR affiliates.

NOTICE

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

PRIZES AND AWARDS

1. All prizes, awards and paybacks shall be presented to the official winners or their appointed representatives at the close of the event, unless specifically advertised otherwise as to the time and place of awards.

2. Drivers will not be required to attend award banquets, parties, ceremonies, etc., in order to receive prizes, awards or pay-backs, although they are encouraged to cooperate as a courtesy to the promoter.

PIT AND PADDOCK/STAGING AREA

1. Reasonable speeds will be observed in the pit and paddock area. All pit areas are caution zones where utmost in driver awareness is required.

2. Hot pit and staging areas are limited to drivers preparing to race and their pit crewmembers. Minimum age for pit crewmembers in these areas is 14 years old. All persons in these areas must have signed a release and waiver for the event.

3. There is no minimum age for people in paddock, pit parking and cold pit areas. It is recommended that people in these areas be required to sign a release and waiver.

TESTING, TUNE-UP, WARM-UP & PRACTICE

1. It is highly recommended that testing areas (separate from the racetrack) not be used.

2. Testing of the engine and/or snowmobile must be done in a designated area only. Driver must consult with Race Director to determine proper testing areas at each event.

3. Testing area must be a suitable course or area, completely free of obstructions, which provides adequate and safe run-off areas so competitor may slow down and exit safely.

4. Fences or squared off banks shall not be permitted at the end of the testing area.

5. Officials must provide proper supervision of the testing areas as well as adequate crowd control to prevent spectators or other persons from moving onto the area.

SUPPORT VEHICLES

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

TEMPORARY SHELTERS

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

ANIMALS

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

DRIVER

PROTECTIVE EQUIPMENT

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

NOTICE:

EFFECTIVE THE 2017-2018 SEASON (Start date June 1, 2017) All helmets will be required to be 2015 Snell foundation approval Code. Helmets carrying specific for the timeframe updated ECE 22.05 European standard will also be approved)

1. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections.

Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2010 Snell Foundation Approval Code. Helmets carrying European Standard ECE 22.05 are also approved. This is also mandatory in the tune-up area. The helmet must be securely fastened at all times. Snocross: Any snowmobile operator under the age of 18, must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.

2. Enclosed cockpit sled drivers must use an automotive certified helmet meeting Snell SA specifications.

3. (Oval, Cross Country, and Enduro) It is mandatory that the driver's helmet must be a minimum of seventy five percent (75%) international or blaze orange.

4. (Sno-Cross /Watercross): The helmet must be predominantly blaze or international orange in color. More than 50% of its entire outer surface including the visor must be orange. There is a mandatory 6" x 6" area located lower center in the middle of the back of the helmet that must be solid Orange. A template measuring 2 inches by 3 inches placed anywhere on the helmet must contact orange color except on a 4" X 6" spot on the left and right hand side of the helmet. On a typical snocross helmet there should be at least 144 square inches (12 X 12 inches) of orange.

For Enduro, Ice Lemans, Oval Sprint, Vintage oval, and Snow Cross: At least one hundred forty four (144) square inches of visible area on both the driver's front and back (upper body) will be international or blaze orange in color at all events. Jackets / Pullovers / Jerseys will be tech'd lying flat on the ground front and back. This is strongly recommended in all other types of racing. This does not apply in Enclosed Cockpit classes. This does not apply in Enclosed Cockpit or Outlaw 600 classes.

5. Gloves and clothing, along with at least above ankle leather boots are mandatory (above ankle boot must have a minimum of 6 inches of leather above the ankle).

6. Eye protection mandatory; facemasks may be required at the starting line at the discretion of the Race Director. If corrective lenses are required to drive a motor vehicle, the driver will also be required to wear them when racing.

7. Hearing protection is mandatory in all non-stock classes in all types of competition. Recommended for all stock class competition.

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

9. (Cross Country / Sno Cross) Shoulder pads must be added to upper body protection.

UPPER BODY PROTECTION FRONT SIDE BACK Shoulder pads required in Sno-Cross and Cross Country

10. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.

11. Upper Arm Pads and Elbow pads are highly recommended in all forms of racing.

12. Neck bracing recommended in all forms of racing.

Upper Body Protection That Meets ISR Guidelines

Evs

Tek Vest

Saf-Jak

Leatt Adult

Leatt Youth

HMK Protective Vest

GENERAL COMPETITION

FLAG RULES

1. There shall be a meeting between the flagman and corner flagmen prior to the start of a race so there is a definite understanding concerning the use of the corner flags.
2. Any competitor who does not obey the following rules will be subject to disqualification and/or fine.

GREEN FLAG

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

YELLOW FLAG

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

RED FLAG

1. The red flag means the race will stop immediately regardless of position of snowmobiles on the track. The red flag will be used if, in the opinion of the Race Director or Chief Starter, the track is unsafe to continue the race. Snowmobiles should be brought to the starting line if possible, using extreme caution. Snowmobiles must not leave the track proper unless directed to do so by the Race Director. (Enduro) While the red flag is displayed, no work or refueling allowed on snowmobiles including those in the pits. Drivers are not to receive assistance of any kind. (Snocross) Upon seeing the red flag drivers are to stop and then proceed with caution to the starting area.
2. Normal pit activity resumes after the field begins moving in preparation for restart.

BLACK FLAG

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

4. (Enduro) Consultation flag - leave course immediately and report to the Race Director. Failure to obey the black flag after running two (2) laps under the black flag loss of laps will result.

WHITE FLAG

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

CHECKERED FLAG

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

BLUE FLAG WITH YELLOW DIAGONAL

1. (Oval - Sno-Cross) For passing-flag will be displayed to snowmobiles being lapped.

SIGNAL LIGHT RULES

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

TIMING

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

RACE STARTING PROCEDURES

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race (except special events).
2. Another method may be: Pre-entry competitors will draw for start position in respective class first. Race day entries will draw for position behind pre-entry drivers at the time of sign-up.
3. Snowmobiles may be pushed to the starting line.
4. All participants (including crewmembers entering the start line area, are required to wear eye protection or safety glasses.
5. Snowmobiles must be placed on an approved stand for warm-up and/ or for clearing the track. See CLEANOUT/SAFETY STANDS in this chapter.
6. All snowmobiles on the starting line must have the track and both skis flat on the course surface, before starter begins the race.
7. All snowmobiles will be started from a standing position, in a line abreast (unless stated otherwise).
8. The driver's feet must be on the running boards or stirrups. The Race Director may disqualify a driver if the driver's method of start interferes with other contestants.

START

1. On a false start a racer will be penalized by the Chief Starter, Race Director or Flagman.
2. There shall be no change of drivers at any time without notification to the Race Director (except special events).
3. Events that take place under natural lighting will be terminated thirty (30) minutes after published sunset. This rule must be strictly enforced. Furthermore, this rule assumes that there are no other visibility issues other than sunset. If visibility is reduced beyond the prescribed limit by other factors, racing must be halted before the prescribed time.
4. Any conditions that reduce visibility (prior to 30 minutes after sunset) must be considered before continuing to race. Other conditions include (but not limited to) snow dust, ice dust, fog, haze, clouds, mist, falling snow, falling rain, and smoke.

5. It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.
6. An injured or otherwise incapacitated driver or damaged snowmobile shall be prohibited from racing with exception that if in the Race Director's judgement the driver or snowmobile is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.

RACE RESTART PROCEDURE

1. The Race Director may have a restart at his discretion. Race Director's decision is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart. These snowmobile(s) must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.
3. (Oval - Sno-Cross) All snowmobiles will be stopped under the red flag. The flagman will notify drivers when to move snowmobiles and he will have them proceed slowly to the point of restart. If only one (1) lap, or less, has been raced, the order of snowmobiles for the restart will be the same as the beginning of the race (with the following exceptions):
4. Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.
5. Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
6. After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap.
7. Snowmobiles will be restarted in a staggered line.
8. **With the Race Director's permission, only one (1) crewmember (per snowmobile) will be allowed on the track in the event the competitor cannot start his/her snowmobile alone. No mechanical work can be performed by the crew member. He may assist the driver in starting the sled, by pulling the recoil device/rope, controlling throttle, applying choke/enrichener, or alternate fuel delivery squirt bottle, removing the hood, securing hood, and tether switch, handing safety and personal equipment to driver.**
9. Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.
10. **(Oval Sprint) Under Red Flag conditions up to 3 pit crew members per sled are allowed on track to add slide lube and perform engine and radiator cooling functions to the sled.**
11. **Upon be summoned to restart, all crew members shall leave the track surface except the designated crew member who assists in the engine starting procedure with the driver.**

LEAVING THE COURSE

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

CONTROL OF SNOWMOBILE DURING RACE

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

BLOCKING AND FOOLISH DRIVING

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

OBSTRUCTION

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

RACE FINISH

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

SIGNALS

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

DRIVERS BRIEFING

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

RADIOS

1. There will be no independent radio transmission on sanctioning body's radio frequency.
2. Unless otherwise stated, radio communication between crew and driver not allowed while driver is on the course. See specific sections for details.

CLEAN OUT / SAFETY STANDS

1. Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory.
2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory and they must extend at least to the center of the rear axle. Vertical coverage must be no more than one (1) inch off the ground/ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes). A plywood liner is recommended to help absorb impact. Safety stand must maintain sufficient height to prevent track coming into contact with ground/ice surface. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.
3. (Drag Racing) Clean out will only be allowed at specified backboards. The snowmobile must be placed on a safety stand and the safety stand must be against the clean-out backboard. Backboard minimum requirements are eight (8) feet tall, four (4) feet horizontal space for each snowmobile. Backboards must be sheeted with 3/4 inch plywood (no chipboard). Additional clean out boards may be placed in the paddock area.
4. No full throttle operation while snowmobile is on warm up stand (recommendation). (See Hillclimb for Hillclimb version of jack stand equipment specs/photo.)

FIRE EXTINGUISHER

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

GENERAL SNOWMOBILE RULES

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

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

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

CLASS ELIGIBILITY & SNOWMOBILE ID

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

ENGINE

1. ISR and/or the Race Rules Committees will approve the validity of all engine intake systems.
2. In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced snowmobile.
3. In Stock classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional.
4. In modified drag racing and some other types of racing, the following minimum standards for straight-thru silencers are required:
 - a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
 - b. Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
 - c. Outer pipe must be at least 3/4 in. larger than inner pipe.
 - d. Minimum silencer length 3 in.
5. OEM carburetor slide valves and replacement jet components without modification will be allowed in all Stock classes. No modification to carburetor body will be allowed.
6. An adequate return spring on the throttle is required.
The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the snowmobile) of the right-hand handlebar. Throttle must be thumb operated. Twist grip throttles not allowed.
Water Cross exception: Any hand operated throttle positioned on the right hand side handle bar allowed. No twist grips allowed.
7. No pressure charging allowed unless specified.
8. All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.
9. When superchargers are allowed, a supercharger restraint system, including a flexible blanket shield, is required to prevent superchargers from being blown free of the engine.

DRIVE

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

6. Chains, pulleys and exposed moving parts will be isolated from the driver and other competitors by shields capable of retaining all accidental explosions and component impacts. Integrity of protective shields shall be at the Race and/or Tech Director's discretion. No holes may be drilled in protective shields.
7. Unless otherwise specified, stock class belt guards are acceptable in Stock classes only.
8. Secondary clutch windage plates may be removed in all classes. Windage plates may not be added in Stock based classes unless OEM for the model.

SKI SUSPENSION AND STEERING

1. Handlebar extensions are allowed in some classes in some forms of racing.
HANDLEBAR EXTENSIONS 4 in. max. original handlebar 4 in. max. 8 in. max. ends must be plugged
2. All handlebar ends must be plugged.
3. Only steel suspension springs allowed unless otherwise specified.
4. At safety inspection, ski suspension travel will be measured vertically at the front bumper.

SKIS & SKI RUNNERS

1. Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over 1/2 inch turndown constitutes a cutting edge. Hillclimb only: Ski's with over 1/2 inch *turn down on any edge will be allowed*. Multiple turn downs allowed.
2. A maximum of fourteen (14) inches total length of carbide per ski is allowed (unless otherwise specified in specific chapters).
3. All ski loops must be at least one (1) inch wide and 5/8 inch thick or 1 inch diameter round material. The arc of the leading edge of the ski loop must have an outside radius of at least 2 1/8 inches and extend at least 120 degrees upward (see illustration). Plastic ski loops must be affixed with steel bolts.
SKI MEASUREMENTS A. min. width 3.25 in. B. min. height 8 in. C. min. width 1 in. D. min. ski length (not loop) (see specific chapter) E. max. cutting edge 14 in. Ski tip must be covered or overlapped min. outside radius 2 1/8 inches 120 deg. minimum A B E C D
4. The ski loop must overlap the end of the ski and secure to the underside or it must cover the leading edge of the ski entirely. (See Hillclimb specific rules for Hillclimb exemption.)
5. Metal ski loops must be affixed with steel bolts and not welded (Oval-minimum two fasteners).
6. Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.
METAL SKI LOOP REINFORCEMENT typical reinforcement of metal ski loop
7. Beam breaker surface for electronic timing must be confined within the ski loop (unpolished, flat black).
8. (Oval, Enduro, Ice Lemans, Sno-Cross, Drag) Ski tip (not including the loop) must be turned up 1.5 inch from the bottom of the ski (not including the keel(s) or ski runner).
9. No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.

TRACK SUSPENSION

1. Any OEM type slide rail hyfax may be used as a replacement.
2. Slide rail hyfax can be drilled in all classes.
3. Where allowed in these rules and by local environmental laws, slide rail lubrication systems may be used. No lubrication medium will be allowed that hampers competitor's visibility. No toxic solutions may be used.
4. (Hillclimb Cross Country - Sno-Cross - Drag) Slide rail lubrication systems are not allowed. Slide rail inserts may be added.
5. Only steel suspension springs allowed unless otherwise specified.
6. At safety inspection, track suspension travel will be measured vertically at the rear bumper.

TRACK & TRACTION

1. Track dimension rules are specified in each chapter. A 1/8 inch maximum variance in the minimum track width requirement is allowed. No cutting, notching or trimming of the track is allowed, except as noted in specific sections.
2. Unless otherwise indicated, the track must be centered on the centerline of the tunnel in all modified classes. Modified classes are allowed track offset for installation of brake assembly on front driveshaft. In no case may this offset be more than 2 (two) inches, determined from edge of track to inner edge (side) of tunnel. In Stock and Stock-based classes, the track location must be as produced unless otherwise specified.
3. In all forms and classes of racing, track clips and guide clips may be replaced when worn - guide clips may be removed and replaced with track clips - track clips may be removed and replaced with guide clips - the track must retain the original number of clips with which it was produced.

4. In all forms of racing, there are traction device limitations, see specific chapters for details (see Appendix for traction device measurement details).
5. Identification numbers affixed or molded into tracks by the molder of the track must remain completely visible and unmodified. No traction device or other item may be installed over the identification numbers on the track. Identification numbers include model number, serial number and/or any other information applied to the track by the molder.
6. Tracks may not be reversed.

FRAME & BODY

1. A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down (restrained from rearward movement) so as to restrain traction components, snow, mud, rocks and other material thrown from the track at all speeds. Recommended materials are 3/16 inch fiber reinforced rubber belting or 3/16 inch semi-rigid plastic such as HD polyethylene or UHMW polyethylene.
2. The snow flap must overlap the widest part of the rear tunnel opening by at least one inch on each side.
3. The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile. (Clarification: Exception, Hillclimb discipline sleds need not restrain the snowflap, but must meet all other snowflap dimension requirements.) The use of springs and/or elastic material for holding down and restraining snow flaps is not acceptable.
4. The snow flap must be in contact with the course surface when the rider is on the snowmobile. Violation of this rule results in mandatory expulsion from the class.
5. The snow flap on the twin track snowmobile must be reinforced to keep it in proper placement at racing speeds. Two (2) separate flaps may be used on twin track snowmobiles.
6. Material used in/as wheelie bars will not be considered a snow flap.
7. The maximum overall snowmobile width is 45 inches unless otherwise stated.
8. Except for Speed Runs and Hillclimb Modified and some Modified classes in drag racing, maximum snowmobile length is 120 inches.
9. Where specifically allowed, foot stirrups/foot pegs may be installed. Must be constructed of rigid materials.
10. All modified snowmobiles regardless of class or discipline will be equipped with an upholstered, padded seat minimum thickness one (1) inch, minimum length fifteen (15) inches. OEM seats may be cut down to the design needs of the builder, but must meet these minimum standards.
11. Unless otherwise stated, seats in Stock class must be OEM for the model. OEM seats have no requirements for fabric, padding, dimension, or coverage. If the seat meets manufacturers legal design criteria it is legal for any class, stock or modified.
12. Unless otherwise specified, tunnel protective strips may be added to underside of tunnel to protect the tunnel and cooling system from being damaged by traction products.
13. If a braking parachute is required, it must have been produced by a recognized manufacturer. Tech inspectors may observe the operation of the parachute and inspect for worn or frayed lines, ripped or dirty canopies and worn or ragged pilot chutes. Parachute cable housings must be mounted solidly to the frame or other suitable member; the use of quick pins for parachute mounting is prohibited. The parachute must be mounted in a manner that does not render it inoperative if the snowmobile should lose a track or part of the snowmobile (specifically, mounted above the snow flap and rear of the tunnel). The parachute controls will be mounted so they are accessible to the participant in a normal driving position and be tethered to the participant with a 1/8" thick nylon cord, a maximum of five (5) feet long. The cord may not hang in a manner that allows it to be caught in any rotating component.
14. Snowmobiles used in competition may be painted any color with the following exception: In Sno-cross, Cross Country, Ice Lemans, Enduro and Oval racing, the color orange may not be used.

ENCLOSED COCKPIT FRAME & BODY

1. A quick release seat belt/ shoulder harness (aircraft-type, automotive race type) is mandatory on all enclosed cockpit snowmobiles. All safety belts/shoulder harness installations must be mutually compatible (originally designed to be used with each other). Installations not allowed where the harness is sewn, fastened or where the safety belt is fed through the loops in the harness. For harness installations see illustration. Only those units that release all four (or five) attach points in one motion are allowed. Shoulder harnesses must be securely mounted to the frame, cross member, or suitable reinforced mounting, and installed to limit driver's body travel both upward and forward. Belts and shoulder straps must be 3 inch minimum width.
2. Quick release arm restraints are mandatory.
3. Under no circumstances are bolts to be inserted through belt webbing for mounting.
4. It is recommended that all belts and harnesses be covered with fireproof material.

5. An abrasion plate is mandatory on seat belts where they are wrapped around the frame and would be exposed to rubbing on the track or by a rotating component.
6. All enclosed cockpit snowmobiles must be equipped with a regulation on board fire extinguisher and must be manually controlled. The system must be halon 1301 or 1211 and mounted per manufacturer's specifications with the primary nozzle(s) directed to protect the participant while in the driving position. See OVAL OUTLAW rules for variations and exceptions.
7. Fuel tanks must have a pressure cap and be vented to the outside of the body or have built in check valve.
8. All roll cage structure must be designed to protect the participants from any angle, three hundred sixty (360) degrees. Flush grinding welds not permitted. It is recommended that all cage welds be gusseted. Must have a roll bar four (4) inches above drivers head (see illustration).
An approved Fire Retardant Suit, (fire suit) must be used and must be the final layer of clothing on the driver during competition. No other clothing may be worn over the fire suit.

OUTLAW 600

- 1. OUTLAW 600 is not considered an enclosed cockpit class vehicle.**
- 2. All specific design and safety rules for Outlaw 600 are found in the class rule structure.**
- 3. An approved Fire Retardant Suit, (fire suit) must be used and must be the final layer of clothing on the driver during competition. No other clothing may be worn over the fire suit.**

IGNITION & ELECTRICAL

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

FUEL REGULATIONS

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

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

f. In Stock Drag Racing and all Youth Racing classes, commercially available gasoline that is reformulated with up to 10% ethanol is allowed.

FUEL TESTS

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

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

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

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

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

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

EJECTION FROM RACE SITE

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

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

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

DRIVER LIABILITY, RELEASE

COVENANT NOT TO SUE

1. The driver/pit crew, in filing an application to enter the event, elects to use the course of the event at driver's/pit crews own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, tech personal, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property and/or reputation from tech decisions that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held and or piece of equipment that participant entered into competition.

2. Drivers/pit crew and other participants further acknowledge and fully understand that there may also be other risks that are not known or foreseeable at this time, and the above and released persons cannot control these risks, nor have the released persons judged the participants' skill level or ability prior to allowing the participants to participate and consequently is not in a position to guarantee the participants' personal health or safety during the programs, events or activities. DRIVER/PIT CREW KNOWINGLY AND VOLUNTARILY ASSUMES ALL SUCH RISKS, BOTH KNOWN AND UNKNOWN, ANTICIPATED AND UNANTICIPATED, EVEN IF ARISING FROM THE NEGLIGENCE OF THE RELEASED PERSONS OR OTHERS, AND THE PARTICIPANTS ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE PARTICIPANTS' PARTICIPATION.

3. In consideration of permission and as a requirement of participation in sanctioned events, drivers, pit crew and other participants hereby covenant and agree not to sue the sanctioning organization, or its heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held, and further agree to fully release, indemnify and hold harmless those persons from any and all causes of action, demands, claims, and loss of injury to person or property or damages, of any nature whatsoever, whether the participation is supervised, unsupervised, however the injury is caused, including, but not limited to the negligence of any released persons.

DRIVER RESPONSIBILITY

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

FRAUD, BRIBERY & ILLEGAL

ASSISTANCE

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

INTOXICATING BEVERAGES & DRUGS

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

understanding that he or she must abide by the rules and regulations established and published by ISR. All participants are considered to be responsible for their personal conduct.

RACE DIRECTOR AUTHORITY

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

FINES AND PENALTIES

HILLCLIMB ONLY

1. The race director or Technical director may impose a fine instead of disqualification for rules infractions that are not safety related, or performance enhancing items.

- A. \$100.00 first offense
- B. \$250.00 second offense
- C. \$500 third offense.

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

CROSS COUNTRY RACING

1. A Cross Country sanctioned event is one raced primarily over land following a defined and marked route from one point to another. It may follow a looped course, 3 miles or more in length, with more than one lap around the same course. Total distance must be twenty five (25) miles or more.
2. SPECIAL RULES: The sanctioning body may impose special rules for certain events with the approval of ISR in writing before the event. Any such special rules must be made available to all competitors with sufficient time for competitors to comply.

LAKE ENDURO SANCTION

1. A Lake Enduro sanctioned event is one raced primarily over a lake ice/snow surface, following a defined and marked course. It may follow a looped course, with more than one lap around the same course. No land running allowed unless

absolutely necessary. In such cases, distance raced on land must be as short as possible and sufficient ice/snow base shall be maintained.

2. The course must be three (3) miles or more in length and total distance must be twenty five (25) miles or more.
3. Terrain X by Northwood's Challenge is a specialty Lake Enduro format.

TEAM CROSS COUNTRY SANCTIONS

1. A team Cross Country event is one in which two or more drivers compete as a team. Team members must enter checkpoints and the finish area together. The time for the team is the time at which the last member crosses the line.
2. Format, entry fees and pay back are at the discretion of the promoter and approved by the region. Prospective entrants must be informed of format, entry fees and pay back before registration.

SPECIAL SANCTIONS

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

CROSS COUNTRY 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 snowmobiles as possible a place to successfully compete.

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

PRO CLASSES

Pro Open

Pro Factory 600

SEMI-PRO CLASSES

Semi Pro 600 Improved

Semi Pro Factory 600

AMATEUR CLASSES

Sport 600 Improved

Sport Factory 600

SPECIALTY CLASSES

Pro Stock

Semi Pro Stock

Sport Stock

Pro Enduro/Soo Class

Masters

Veterans

Sport Improved

Women

Expert 85

Sport 85

Expert 85 Improved

Sport 85 Improved

Team

CLASSIFICATIONS

1. The sanctioning body reserves the right to classify snowmobiles according to their specific level of performance. Any snowmobile may be reclassified in the interest of fair competition.

DESIGNATED MODELS FOR STOCK CLASSES

1. 440cc Stock designated models:
 - a. 440cc maximum displacement.
 - b. Maximum two 34mm fuel delivery devices.
 - c. Single expansion chamber exhaust.

2. 600cc Stock designated snowmobiles must have only 1 expansion chamber.

FOUR-STROKE ENGINES

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

These rules apply to all events and classes unless so noted. All members and racing personnel including mechanics, pit and staging area personnel and promoters are expected and required to be fully aware of all rules and they are expected to follow and abide by them.

GENERAL REQUIREMENTS AND GENERAL REGULATIONS

1. Where visibility is limited, such as on a hill or corner, a flagman shall be placed at a point of driver's vision at least two hundred (200) feet ahead of the potential hazard. He shall display a yellow flag if the course is not clear.
2. Temperature and snowfall shall be taken into account before starting a race. The race may be delayed shortened or cancelled if the weather is deemed too severe.
3. The number of machines in a flight shall be limited to twelve (12).
4. Radio communications shall provide coverage for surveillance, ambulance, and snowmobile recovery. The main base shall be located near the Start/Finish line and the Race Director, or his designate, will remain in contact. Race officials shall visually cover the entire racecourse, if possible.
5. A driver must always be prepared for another snowmobile to pass and must therefore be on the lookout for other snowmobiles approaching from behind. Drivers will not hinder or obstruct an overtaking vehicle. A slower driver is to move over for the passing snowmobile.
6. Driver may carry repair parts during the race as long as they do not protrude hazardously beyond the outside dimensions of the snowmobile. Drivers only (no outside assistance except Team Cross Country) may work on their machines on the course proper, but not in the path of other machines that are racing and must use only parts and tools carried on the course by themselves at the beginning of the event.
7. It is the driver's responsibility to inform the nearest race official of any injured drivers on the racecourse.
8. Teardown is accomplished by impounding the first (1st) ten (10) snowmobiles, mandatory teardown and inspection of the first five (5) place machines.

REGISTRATION AND ENTRY

1. Any class event can be eliminated when there are less than two (2) official entries at the close of registration.
2. Entry fees are regulated on a regional basis.
3. Payback is regulated by the region.
4. Drivers may be assessed a late registration fee.

DRIVER'S RULES

1. Senior competitor must be at least eighteen (18) years of age. (Refer to JUNIOR COMPETITION SECTION for more information.)
2. Driver and his crew members must abide by all (Rules and Regulations) set forth under the chapters of this manual titled Competition Race Director Authority, Snowmobile Equipment, Verification and Control, Driver Protective Equipment and Enforcement and Discipline.
3. Driver Infraction/Disqualifications in any Cross Country or Sno-Cross event must be forwarded to all ISR Cross Country and Sno-Cross affiliates.
4. Eye protection mandatory, two (2) pair or types of eye protection are recommended.
5. A driver's assigned number must not be used by another driver. The driver assigned number must be displayed on both sides of the snowmobile hood. The number must be six (6) inches high (eight (8) inches is highly recommended), 3/8 inches wide and displayed in contrasting colors; these numbers must be displayed on the machine in a permanent manner before it will be allowed to race. Yearly members are to have their numbers painted on by their second race.
6. Drivers will carry their membership cards at all sanctioned races and show them to the Race Director and other designated officials when asked, along with other substantiating evidence that will prove their identity. On all driver membership cards, the driver's blood type must be noted if provided on membership application. It is recommended that the driver's medical record be carried with the membership card.
7. It is mandatory that the driver's helmet and at least one hundred forty four (144) square inches of visible area on both the driver's front and back must be of bright (florescent) orange color.

DRIVER MAY BE DISQUALIFIED FOR:

1. Running without a hood or shroud in position.
2. Running with altered numbers.
3. Running with bibs not in position.
4. Road running when marked for ditch will result in disqualification.
5. Not following the prescribed route (intentional course cutting, missing check points, etc.). If lost on prescribed route, no time adjustments will be made for driver error (subject to Race Director).
6. Receiving unauthorized assistance.
7. The driver or a group of drivers attempt to harass race officials, in any manner.
8. Use of radio or CB systems.
9. Speeding through check points and gas stops.
10. Not complying with checkpoint procedures.
11. Dangerous driving tactics.
12. Failure to stop for Post-Race Technical Inspection.
13. Failure to use proper safety equipment.
14. Unsafe operation in the pit area.
15. Allowing non-registered drivers to operate driver's snowmobile on track during a practice lap or during race.

DRIVER MAY BE PENALIZED AT START OF RACE FOR THE FOLLOWING:

1. Jumping the start.
2. Causing a restart.

DRIVE

1. Aluminum and/or carbon brake disks not allowed.

SKI & SKI RUNNER

1. Maximum carbide to carbide ski stance must not exceed forty three and one half inches (43.5 inches) Center to center distance will be measured as follows: on units with centered carbide on skis, carbide to carbide dimensions with skis straight ahead and rider in seated position in natural contour of the seat will determine measurement. Measurement will be taken at the carbide cutting edge. On units with offset carbide, outer carbide cutting edge on right ski to outer carbide cutting edge on the left ski, with skis straight ahead and rider in seated position in the natural contour of the seat will determine the measurement. Measurement will be taken at the carbide cutting edge as noted by location as the unit comes off the racecourse. Measurement may be by carbide scratch marks in natural terrain, or by carbide impressions on a soft wood lath when the skis are placed on the measurement device with driver in seated position.
2. Unless otherwise stated here, skis and ski loops must conform to the ski rules in GENERAL RULES AND REGULATIONS section.
3. Carbide ski runners (mandatory for lake races) must not exceed 5/8 inch width and 5/8 inch depth from the lowest point of the ski (including carbide insert). Minimum width 3/8 inch.
Min. 3/8 in. Max. 5/8 inch Max. 5/8 in.
4. Any commercially available skis and ski runner(s) that conform to these rules are allowed including multiple edged runners and multi-keeled skis.
5. Skis and ski loops must be intact at the start of each race. Ski loop leading edges not one (1) inch in width or not meeting the minimum radius rule must be padded.

TRACK SUSPENSION

1. Slide rail lubrication not allowed.

TRACK AND TRACTION

1. Plates welded onto track clips must be no longer or wider than track clip. Only one plate allowed per track clip. Only one traction point allowed per weld-on plate. Rubber between ends of track clip may be trimmed to allow welding on stud plate. Trimming limited to width of plate.

FRAME AND BODY

1. Reinforcing by welding and/or bracing is allowed.
2. Venting for the purposes of brake cooling is allowed. All venting for brake cooling purposes must contain and direct airflow to the brake caliper and disc assembly only. Any specialized vents that allow outside cooling air beyond the brake system, or derive cooling air from the vent before it travels to the brake system is not allowed.

IGNITION AND ELECTRICAL

1. A functional secondary safety shut-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.
2. In the event that a driver becomes separated from the snowmobile and the engine continues to run or the safety disconnect switch (tether switch) fails to function or is not properly fastened/attached to the driver while the engine is running, the driver may be disqualified from the heat in which the infraction occurred.
3. No aftermarket device allowed which interrupts ignition or controls the brake system for the purpose of launch control or traction control unless OEM for the model.
4. Headlight and taillight must be operational at the start of each race. Glass lenses must be taped over with transparent clear tape. Taillight cannot be battery operated.
5. Data acquisition and data acquisition systems allowed.

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

GENERAL

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

ENGINE

1. Engine must remain in original mounting location.
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 is allowed. This is to include polishing, port matching, deburring, abrasive 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 inch.
4. Stock OEM pistons only are allowed for replacement.
5. There may be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
6. Spark plugs do not have to be OEM.
7. Rotary valve timing/duration must remain as filed by the manufacturer.
8. No modification to the carburetor body allowed.
9. OEM carburetor slide valves and replacement jet options (without modification) are allowed.
10. An adequate return spring on the throttle is required.
11. Choke mounting location may be moved for driver comfort. Choke system may be disconnected.
12. No pressure charging allowed. The engine air intake system is to include any: cowl vents, air box, noise reducing foam (cowl vents & 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. Deep snow cover/foam must remain in place.
13. No changes or modifications are allowed to any part of the engine air intake system or mounting locations.
14. CDI/ECU module may be reprogrammed.
15. No pressurization of fuel tanks or lines allowed.
16. If oil injection 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.
17. No additional engine cooling systems allowed.
18. Engines will have OEM tags and/or serial numbers affixed to the engine.
19. The exhaust system is 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. No changes or modifications are allowed to any part of the exhaust system or mounting locations.

DRIVE

1. Must have original OEM drive clutch as supplied by the manufacturer for that make and model. Any OEM within the brand secondary may be used.
2. Any springs, weights or ramps may be used. No clutch engagement RPM limit.

3. No machining on clutches to accommodate springs and weights.
4. In the primary clutch, metal may be removed but not added to ramps or flyweights.
5. Secondary clutch cams may be cut to any angle. Billet helixes allowed.
6. No overdrive machining.
7. Drive belts do not have to be OEM.
8. Any drive chain and sprockets may be used.
9. Chain case must be original OEM for the model equipment. Must remain in original mounting location. Chain tensioner may be changed to any OEM equipment.
10. Track drive shaft and/or track drive sprockets may be changed to any that are OEM for the brand. Shaft material may not be changed from OEM for model.
11. 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 disk system is relocated, the stock brake disk must remain in place. Liquid cooled systems allowed. Brake disk may not be modified in the pad contact area. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained. Any brake disk used must be of the same material as OEM for the model disk. No aluminum or carbon disks allowed.
13. Brake control handle must remain in OEM location on the left, front side of the handlebar.
14. Existing vents may be used to direct cooling air to the brake components. Brake disk shall not extend outside of the bodywork.

SKI SUSPENSION & STEERING

1. Front suspension must remain in original mounting location, in both bulkhead and spindle housing. No substitution of material allowed.
2. Sway bar must remain in OEM location, but does not have to be functional. Sway bars must be OEM but may be interchanged with other stock models offered by the manufacturer.
3. Suspension travel may be limited. Must maintain two (2) inches of remaining compression travel with driver on snowmobile.
4. Reinforcement of components is allowed by welding or bracing. Structural integrity must be maintained.
5. Spindles may not be shortened.
6. Any shock allowed. Replacement may be shorter than OEM for the model shock, but may not be longer.
7. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. May be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips and controls may be modified. Throttle must be opened with a thumb mechanism located on the handlebar to the rear of the machine (no twist grips).
8. Commercially available handlebar risers, vibration mounts and relocation mounts allowed.
9. 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.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Skis must be commercially available and marketed thru normal sales activity. Must meet ski diagram in GENERAL RULES AND REGULATIONS section.
2. Skis may not be interchanged between brands.
3. May reinforce skis on the topside only.
4. Ski skins allowed.
5. Snowmobiles must not use more than ten (10) inches of continuous turning material maximum per ski.
6. Maximum ski trimming (for the rear of the ski): From rear of ski, both sides can be trimmed to a maximum of 9 inches forward. The rear of ski can be trimmed to a minimum of 1 inch in width. Rear tip corners should have a rounded radius. Ski material can be removed as long as it doesn't affect the overall length and width of the ski. Ski keel material can be removed to except ski runner.
7. Turning material may be altered to an angle of not less than sixty (60) degrees inside included angle.

TRACK SUSPENSION

1. Suspension must be OEM for the make and model. Must remain in original mounting location or optional locations drilled, pre-drilled or marked in backing plate by the manufacturer. No substitution of material allowed.
2. Rails may not be bent or shortened.
3. Wheels (rear axle idler and marginal snow) may be added or removed along with mounting brackets from an OEM wheel kit. Wheel diameters may be trued round.
4. Any hyfax allowed.

5. Any shock allowed. Replacement may be shorter than OEM for the model shock, but may not be longer.
6. Any spring may be used in the rear suspension. Suspension spring may be shortened or heated.
7. Suspension travel may be limited. Must maintain two (2) inches of remaining compression travel with driver on snowmobile.

TRACK & TRACTION

1. Any commercially available, one-piece molded rubber track allowed. Track must have been properly filed by the manufacturer of the snowmobile.
2. In Pro and Semi Pro 600, minimum track lug height is 1.25 inches.
3. Length and width of OEM track shall be as produced by the snowmobile manufacturer.
4. Configuration of track, including length and width, must allow for installation without modification to track, frame, tunnel, suspension or drive components.
5. No cleats or partial cleats may be added.
6. Grouser bars and rubber snow lugs must remain OEM height and width.
7. Any commercially available guide/track clips may be used.
8. Tracks may not be reversed.
9. Studs cannot be more than 3/8 inches above the highest point of the track.
10. Stud backing plate max. size: 2 inches X 2 1/4 inches.

FRAME & BODY

1. Snowmobile overall width is as produced.
2. All chassis will have OEM tags and/or serial numbers affixed to the frame.
3. Removal of any material from total machine by means of heat, acid, drilling, grinding, abrasive blasting, peening, substitution, or total elimination will not be allowed.
4. Windshields must be OEM or equal to an OEM windshield in dimensions and mounted in OEM location as filed. They may be altered for handlebar movement. Minimum stock windshield height must be maintained. Must have a safety edging. Must be intact at the start of each race day.
5. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety. Minimum cushion thickness is five (5) inches, measured without weight on seat. Seat must remain in OEM for the model location. Must be upholstered.
6. Access openings are allowed for component removal or service but closures must be made of original type materials. Vents/scoops must be OEM for the model. No additional vents or scoops may be added. Crankcase and/or brake cooling ducts must remain within the confines of the snowmobile and only use an existing vent. Vents may be covered or closed.
7. Hood may not be removed.
8. Skid plates may be added for protection of snowmobile bottoms. Skid plates must be securely fastened.
9. Additional plate material may be added to the tunnel at the suspension mounting holes.
10. Tunnel protective wear strips may be added, removed or altered. Liquid spray coating allowed.
11. 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.
12. Front and rear bumpers and nose cones may be added but not removed. Added items must not be a safety hazard.
13. Fuel tanks must be OEM for the model or an OEM designated replacement tank for the model.
14. Fuel lines must be free of obstructions by other machine components.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. CDI/ECU module may be reprogrammed.
3. Fixed ignitions may be advanced or retarded a maximum of 4°.
4. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
5. Wiring may be removed.
6. Instrumentation may be added but must not present a safety hazard. Instruments may be disconnected but not removed.
7. Head and taillights must be original OEM equipment for the model. Must remain in original mounting location.
8. Glass lenses must be taped with transparent tape. No colored tape allowed.

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

CLASS SNOWMOBILE CRITERIA

1. Any stock production snowmobile of 600 cc or less engine displacement volume, or equivalent 4 stroke model. Snowmobile must be fuel injected and will be required to run on straight gasoline. No oil/gasoline premixed fuels will be provided. Production quantities must be within ISR stock qualified manufacturers guidelines.

ENGINE

1. Engine must remain in original mounting location.
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.
3. Blueprinting will not be allowed. No removal of material whatsoever is allowed. This is to include polishing, port matching, deburring, abrasive blasting surfaces or material removal for the purposes of engine balancing or other reasons.
4. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch.
5. Stock OEM pistons only are allowed for replacement.
6. There may be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
7. Spark plugs do not have to be OEM.
8. Rotary valve if used, timing/duration must remain as filed by the manufacturer.
9. On four stroke models all valve train components and timing must remain OEM for the model.
10. No modification to the throttle body allowed.
11. No pressure charging allowed. The engine air intake system is to include any: cowl vents, air box, noise reducing foam (cowl vents & air box), injector mounts, fuel rails, and cylinder throttle body adapters, clamps, rotary valves, reed valves, intake or exhaust valves, and oil injection nozzles that are original OEM equipment for that make and model. Deep snow cover/foam must remain in place.
12. No changes or modifications are allowed to any part of the engine air intake system or mounting locations.
13. CDI/ECU module may be reprogrammed.
14. Oil injection system and all associated components must be installed in their OEM configuration and in operation at all times.
15. No additional engine cooling systems allowed.
16. Engines will have OEM tags and/or serial numbers affixed to the engine.
17. The exhaust system is 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. No changes or modifications are allowed to any part of the exhaust system or mounting locations.
18. Thermostats must remain in place and remain functional.
19. Cooling system must remain in the stock location except tunnel mounted heat exchangers may be relocated for stud clearance but must remain in the confines of the tunnel.

DRIVE

1. Must have original OEM drive clutch and driven clutch (torque converter) as supplied by the manufacturer for that make and model.
2. Any springs, weights or ramps may be used. No clutch engagement RPM limit.
3. No machining on clutches to accommodate springs and weights.
4. In the primary clutch, any commercially available ramps, weights or springs may be used.
5. Secondary clutch cams may be cut to any angle. Billet helixes allowed.
6. No overdrive machining.
7. Drive belts do not have to be OEM.
8. Any drive chain and sprockets may be used.
9. Chain case must be original OEM for the model equipment. Must remain in original mounting location.
10. Track drive shaft and/or track drive sprockets may be trued.
11. 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.
13. Liquid cooled systems allowed.

14. Brake disk may not be modified in the pad contact area. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained. Any brake disk used must be of the same material as OEM for the model disk. No aluminum or carbon disks allowed.

15. Brake control handle must remain in OEM location on the left, front side of the handlebar.

SKI SUSPENSION & STEERING

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

2. Front suspension must remain in original mounting location, in both bulkhead and spindle housing. No substitution of material allowed.

3. Sway bar must remain in OEM location, but does not have to be functional. If used, sway bars must mount and fit to chassis in the same geometric position as the production sway bar. Sway bars may be interchanged with other stock OEM model sway bars offered by the manufacturer or any aftermarket bars. This allowance for change applies to the sway bar and mounting bolts only. Sway bars must be steel only.

4. Maximum carbide to carbide ski stance must not exceed forty three and one half inches (43.5 inches) Center to center distance will be measured as follows: on units with centered carbide on skis, carbide to carbide dimensions with skis straight ahead and rider in seated position in natural contour of the seat will determine measurement. Measurement will be taken at the carbide cutting edge. On units with offset carbide, outer carbide cutting edge on right ski to outer carbide cutting edge on the left ski, with skis straight ahead and rider in seated position in the natural contour of the seat will determine the measurement. Measurement will be taken at the carbide cutting edge as noted by location as the unit comes off the racecourse. Measurement may be by carbide scratch marks in natural terrain, or by carbide impressions on a soft wood lath when the skis are placed on the measurement device with driver in seated position.

5. Reinforcement of components is allowed by welding or bracing. Structural integrity must be maintained.

6. Any shock allowed.

7. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. May be altered to fit the driver. Open ends must be capped. Handlebars must be padded.

Column or post must remain in its OEM position. Grips and controls may be modified. Throttle must be opened with a thumb mechanism located on the right hand handlebar to the rear of the machine (no twist grips).

8. Commercially available handlebar risers, vibration mounts and relocation mounts allowed.

9. Any spring may be used on the suspension. Titanium springs not allowed unless OEM for the model.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Skis must be commercially available and marketed thru normal sales activity. Must meet ski diagram in GENERAL RULES AND REGULATIONS section.

2. Skis may not be interchanged between brands.

3. May reinforce skis on the topside only.

4. Snowmobiles must not use more than ten (10) inches of continuous cutting edge maximum per ski. Cutting edge is defined as sharpened carbide or high wear resistant material. flat wear plates on leading and trailing edges of host bar are not considered cutting edge carbide.

5. Cutting edge material may be altered to an angle of not less than sixty (60) degrees inside included angle.

TRACK SUSPENSION

1. Suspension must be OEM for the make and model. Must remain in original mounting location or optional locations drilled, pre-drilled or marked in backing plate by the manufacturer. No substitution of material allowed.

2. Rails may not be bent or shortened.

3. Wheels (rear axle idler and marginal snow) may be added or removed along with mounting brackets from an OEM wheel kit. Wheel diameters may be trued round.

4. Any hyfax allowed.

5. Any shock allowed.

6. Any spring may be used in the rear suspension, except titanium springs unless OEM for the model. Suspension springs may be shortened or heated.

7. Rear axles may be replaced and additional rear idler wheels added for safety considerations. Axles, spacers, shims, bushings, and other components may be changed to allow installation of additional wheels. The only wheels allowed to be added will be OEM wheels of the same diameter as the original wheel (Clairfication 12/9/14) Rear axle shafts may be material substituted aluminum for steel, and steel for aluminum only. No titanium shafts unless OEM for the model.

TRACK & TRACTION

1. Any commercially available, one-piece molded rubber track allowed. Track must be 1.25 overall height dimension. Cobra tracks allowed a .100 variation.
2. Length and width of replacement track shall be as originally produced by the snowmobile manufacturer.
3. Track clips/guide may be added.

FRAME & BODY

1. Snowmobile over all width is as produced and measured at the spindle centerline. For this specific class sled width at the outside dimension of the skis is not considered the measurement point for overall width.
2. All chassis will have OEM tags and/or serial numbers affixed to the frame.
3. Removal of any material from total machine by means of heat, acid, drilling, grinding, abrasive blasting, peening, substitution, or total elimination will not be allowed.
4. Windshields must be commercially available and mounted in OEM location. They may be altered for handlebar movement. Must have a safety edging. Must be intact at the start of each race day.
5. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety. Minimum cushion thickness is five (5) inches, measured without weight on seat. Seat must remain in OEM for the model location.
6. Access openings are allowed for component removal or service but closures must be made of original type materials. Vents/scoops must be OEM for the model. No additional vents or scoops may be added unless specified for safety or durability. Crankcase cooling ducts must remain within the confines of the snowmobile body/hood. Vents may be covered or closed.
7. Venting for the purposes of brake cooling is allowed. Ducts/ Scoops maybe added for purposes of brake venting. All venting for brake cooling purposes must contain and direct airflow to the brake caliper and disc assembly only. Any specialized vents that allow outside cooling air beyond the brake system, or derive cooling air from the vent before it travels to the brake system is not allowed.
8. Skid plates may be added for protection of snowmobile chassis. Skid plates must be securely fastened.
9. Additional plate material may be added to the tunnel at the suspension mounting holes.
10. Tunnel protective wear strips may be added, removed or altered.
11. 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.
12. Aftermarket front and rear bumpers may be added . Bumpers must be commercially available through normal sales activity. Added items must not be a safety hazard. Technical inspectors' decision is final.
13. Fuel tanks must be OEM for the model.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. CDI/ECU module may be reprogrammed.
3. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
4. Instrumentation may be added but must not present a safety hazard. Instruments may be disconnected but not removed.
5. Head and taillights must be original OEM equipment for the model. Must remain in original mounting location.

GENERAL

1. Competition is open to any snowmobile either production or one-of-a-kind experimental.

ENGINE

1. Must be normally aspirated (no super/turbo charged systems allowed).
2. All engine components may be modified.
3. Fuel injection systems are allowed.
4. No nitrous oxide systems allowed.
5. Must be silenced by use of muffler or snuffer. Must exit the bottom side of machine. Noise level cannot exceed one hundred decibels (100 dB) measured seventy five (75) feet down the track, fifty (50) feet from the track at full throttle measured on the exhaust side of the snowmobile.

DRIVE

1. The clutch cover must be separate from cowl configuration, and cover clutches to center of bolt or below. Clutch cover must be .090 inch 6061T6 aluminum or equivalent steel material (other materials not allowed) and be covered with six (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 this requirement.

CROSS COUNTRY Enduro 600 Soo class

On snowmobiles that comply, in all respects, with the Stock class rules, the stock belt guard may be used when moving up to Open class.

SKI SUSPENSION & STEERING

1. Any type of suspension may be used, factory or hand built.
2. Must have a minimum of two (2) inches of travel.
3. Handlebars must be commercially available. Ends must be capped. Handlebars must be padded. Throttle control must be operated with a thumb mechanism located on the handlebar to the rear of the machine (no twist grips).

TRACK SUSPENSION

1. Any type of suspension may be used, factory or hand built.
2. Must have a minimum of two (2) inches of travel.

TRACK & TRACTION

1. Must be one-piece molded rubber track.
2. No cleated tracks allowed.
3. No cleats or partial cleats may be added.
4. Stud backing plate max. size: 2 in. X 2 1/4 in.
5. 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.

FRAME & BODY

1. Any factory or hand built chassis and/or tunnel may be used. Structural integrity must be maintained. Any machine deemed unsafe or proved to be a safety hazard to any personnel will not be allowed to compete.
2. It is highly recommended that the sides of the rear tunnel opening be enclosed to keep a ski or driver's extremities from entering the tunnel area.
4. Snowmobile must have an OEM appearing hood and belly pan. Must enclose the same components as they do on a stock qualified snowmobile. Must be securely fastened during competition.
3. Vent openings are allowed but cannot exceed twelve (12) square inches each. No "swiss cheese" belly pans allowed.
4. All machines must have a windshield at the start of each race day. Must extend a minimum of five (5) inches above the highest part of the cowl, hood, or console. Must have safety edging.
5. Seat must be a minimum of six (6) inches thick. Height is measured from the top of the tunnel to the top of seat in rider less state. Must be upholstered. Must be the same width as the tunnel, minimum, measured at the lowest part of the seat. Must be long enough to cover any exposed top tunnel material.
6. Gas tank may be located anywhere on the chassis. Must be securely fastened and shielded from heat and/or rotating components. Cannot be pressurized.

IGNITION & ELECTRICAL

1. Ignition systems may be modified.
2. **Any OEM taillight may be used. Cannot be battery operated. Headlight may be removed.**
3. Glass lenses must be taped with transparent tape. No colored tape allowed.

GENERAL REQUIREMENTS

1. Snowmobile must comply with the GENERAL RULES AND REGULATIONS section.
2. Factory options are not allowed unless otherwise specified.
3. Minimum weights are as follows:
 - a. All current legal vehicles whether two or four stroke engine design will have a 440 pound minimum. The above weights include chain lube and engine coolant.

4. Any stock chassis based snowmobile that is of 10 years or newer production build dates is legal for the class. This will update each year. Last available year for use in the 2017 season is a 2007 model.

ENGINE

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

DRIVE

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

SKI SUSPENSION & STEERING

1. Trailing arms must be OEM length. Mounting location must be OEM for the chassis.
2. Handlebar column must remain in original position in lower chassis mounting position. The steering column upper mount point may be relocated to suit the driver.
3. Handlebars may be altered to fit the driver.
4. Ski suspension and steering must be OEM for the model unless otherwise specified.
5. Maximum ski stance is 45 inches measured between the ski runner cutting edges. Ski runner cutting edges must be centered on the ski and on the spindle.
6. The ski stance distance must be centered on the center of the tunnel.
7. OEM for the model front suspension concept must be maintained (i.e. trailing arm or "A" arm).
8. Suspension components including arms, spindles, radius rods, rod end bearings, shock absorbers, springs and sway bars may be altered or replaced. Structural integrity must be maintained.
9. Sway bars may be removed.
10. Limiter strap allowed, but must maintain two (2) inches of usable downward travel with the driver seated. Travel measured at the front bumper.
11. Handlebars may be replaced, including extensions, to fit the driver. All ends must be plugged (see diagram in GENERAL COMP. SECTION). The handlebar must be of the same material with the same wall thickness (or greater) and tubing outside diameter.

12. Throttle lever may be replaced but must be thumb operated with a direct mechanical operated mechanism on rear side of right handlebar.

SKIS & SKI RUNNER

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

TRACK SUSPENSION

1. Track suspension may be altered, relocated or replaced. Structural integrity must be maintained.
2. Suspension must maintain a minimum of 2 inches of useable, vertical travel with the driver seated.
3. The track suspension and track must be centered in the tunnel with a maximum of 1.250 inches between the edge of the track and the side of the tunnel.

TRACK & TRACTION

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

FRAME AND BODY

1. The rear tunnel opening must be enclosed with a material of comparable strength to the tunnel material. The tunnel covering is required to reduce skis and drivers extremities from entering tunnel area. Both sides and rear tunnel opening must be enclosed. Enclosure will begin at rear suspension mounting bolt on each side and continue past the rear idler wheel (approximately four and one half (4.5) inches above rear mounting bolt with driver on snowmobile) and cover the rear tunnel opening (within 2 1/2 inches of the rear of the track) and continue on to the rear suspension mounting bolt on the opposite side of the tunnel (see illustration). This does not supersede the snow flap rule.
max. 3.0 inch above rear axle REAR TUNNEL ENCLOSURE snow flap suspension mounting bolt
2. A 7 inch (7") minimum height number is required on the windshield. Factory windshields may be modified or replaced to accommodate this requirement. The number is to be in a contrasting color to be readily discernible. It is recommended that the number be in "safety yellow" color for visibility, to aid officials for ease of realignment. Windshield must be in place at start of race.
3. Fuel tanks must be OEM approved or a commercially available aftermarket tank meeting or exceeding OEM standards. Maximum fuel tank capacity is 13.0 U.S. gallons. Fuel tanks may be changed between different brands. The changing of fuel tanks for refueling purposes is allowed. There must be an appropriate shut-off valve to control fuel leakage during transfer.
 - a. Provisions for "quick dump" systems are allowed. "Quick Fill"/"Quick Dump"/"Dry Break" systems may not increase the total capacity of the fuel system over the 13 gallon limit. Two filler locations are permitted on any sled, however, the filler not being used to accept a fuel load, cannot be used as a vent.
 - b. All venting must be separate plumbing for venting purposes only, and must control and contain the fuel discharged by the venting process.
 - c. Only one dry break type system is allowed per tank.
4. Seat padding may be removed or added. Seat must maintain a minimum of six (6) inches in thickness and maintain OEM contour and shape.
5. Insulation may be removed.
6. Access openings for component accessibility will be allowed, but must be closed with material of equal strength and in the color scheme of snowmobile at the start of the race.
7. Any stock qualified chassis that is less than 10 years old is allowed.
8. Tunnel must remain OEM stock width. Chassis ID number must be stamped in the tunnel, no duplicated chassis numbers; each chassis must have its own unique number.
9. Tunnel and/or bulkhead may be replaced but must be from same year, make and model. Chassis reinforcement allowed. Structural integrity must be maintained.

10. A single foot stirrup loop and/or pad may be added. It must be securely fastened and may not exceed beyond the outside edge of the hood configuration. The maximum length/height is fourteen (14) inches for this device.
11. No front bumpers other than OEM or factory designated replacements will be allowed.
12. The slide lubricant reservoir/tank must be securely mounted. All slide lubricant shall be biodegradable.

IGNITION & ELECTRICAL

1. CDI/ECU module may be reprogrammed.
2. Gauges-tachometers, speedometers and heat gauges may be added or removed. Openings must be closed.
3. Spark plugs, spark plug wires and connector do not have to be OEM.
4. A DOT approved LED taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. Taillight must be a minimum of 8 square inches of continuous illuminated LED surface or a production snowmobile OEM LED taillight. If a taillight failure is experienced the race director may allow the competitor to continue until the first caution period after the taillight failure occurred. At that point the light must be repaired or the competitor will not be allowed to continue the event.
5. Headlight may be removed. If left intact headlight must be unplugged. The lens must either be removed or fully taped. If headlight is removed the opening must be filled with a solid material.
6. Wiring may be removed.

GENERAL

1. Within the team, the partners may switch machines, but an outside snowmobile cannot be used under any circumstances.
2. Teams are allowed to have alternate drivers substitute for regular drivers. Alternates racing on a team earn points for that team and not any other team that they may be associated with.
3. The single lane "trench" does not have to be followed exactly, but must be paralleled within thirty (30) feet.
4. First (1st), second (2nd) and third (3rd) place must keep their snowmobiles in the finishing area until the Race Director releases them.

PIT PERSONNEL

1. Two (2)-person teams may have two (2) pit persons (must have two (2) fire extinguishers).
2. Three (3)-person teams may have three (3) pit persons (must have three (3) fire extinguishers).

STARTING

1. Shotgun start or Le Mans start.
 - a. Drivers are set off in flights with time given between flights.
 - b. All drivers will run to their snowmobiles, starting from the rear of the snowmobile. Snowmobiles are shut off or 'dead' prior to the starting and the driver must run to the dead snowmobile and attempt to start it before he can take off.
 - c. Flights or Waves -All two person classes are started in two waves, one team member in each wave. The three (3) person class is started in three (3) waves with the fan snowmobile starting in the last wave. Generally, a total of nine (9) waves are started.
2. A short amount of time is allowed between the start of each wave. SUGGESTION-Time between classes can be minimum of five (5) minutes. Time between flights within a class is a minimum of thirty (30) seconds.

TIMED STARTS

1. Teams are set off at thirty second or one minute intervals. Best corrected time wins.
2. Three stopwatches of good value are recommended.
3. Each team is started together, by themselves, not with any other teams. Starting positions are determined by drawing numbered cards at the recommended drivers meeting. The team with the number one (1) card is sent off first; the team with number two (2) card is sent off second, and so on. Team's line up in their starting positions before the first team is launched. At the finish, the times are corrected for each team. If the separation time is one minute, then team number one (1) will have no adjusted time; the second team set off will have a minute subtracted from their finish time; number three (3) will have two (2) minutes subtracted from their finish time, etc.
4. Corrected times are calculated after all racers have finished.

ASSISTANCE

1. No team will accept any help or assistance from any person outside the pit area or those teams presently racing in the event unless the assisting team is in the same class. Teams can accept assistance in the form of towing to finish the race as long as the helping team is registered in the same class.

FINISH

1. Race is officially completed 1 1/2 hours from the time each class crosses the finish line.

SNOWMOBILE AND EQUIPMENT RULES

1. Additional plating may be installed on the snowmobile for reinforcement and extra strength.
2. Bumper that extends three (3) inches beyond the factory specified over all snowmobile dimensions will not be allowed, unless the bumper is an OEM bumper.
3. Parts intended for use must be carried on the race snowmobile or placed in the pit area prior to the beginning of the race. These are the only parts allowed for replacement during the race.
4. Entire, assembled snowmobiles used for spare parts will not be allowed in team's pit areas.
5. Parts from check points, passersby, and locals or from any outside source are not allowed. Violating team may be disqualified.
6. Parts may be received from other teams registered in the same class.
7. Racer's extra gear (goggles, helmets, change of clothes, etc.) must be placed in the pit area before the race is started.

AT THE OPTION OF THE REGION, GASOLINE MAY BE DISPENSED AS FOLLOWS:

1. Some specific events may require refueling from a common fuel supply that may or may not be premixed with 2-stroke oil.
2. A fully charged (minimum 2 1/2 pound) dry chemical fire extinguisher shall be in close proximity.
3. All individual gasoline containers will have only spill-proof spouts. Gasoline containers shall be of the approved safety type, having an automatic shut-off valve. No alterations or exceptions.
4. The gasoline shall be dispensed by an official fuel crew, utilizing manifold hoses.
5. Overhead fuel tanks may be used, but must adhere to the following rules:
 - a. Containers shall be a maximum of twenty (20) gallons capacity and constructed of at least eighteen (18) gauge metal. There shall be steel supports of adequate strength to support both tank and contents.
 - b. Gas shall not be dispensed by any method requiring pressure on the container.
 - c. Container shall be painted RED and marked with three (3) inch letters FLAMMABLE LIQUIDS KEEP FIRE AWAY.
 - d. Container shall be placed in remote area at least fifteen (15) feet from an open flame.
 - e. Container shall have a minimum of 3/4 inch free opening vent.
 - f. Container will have a shut-off valve at tank and spring-loaded shut-off valve at end of dispensing hose.
 - g. Container setup is subject to inspection and approval of Director or Fire Inspector.
6. When entering any pit areas where fueling may take place, all drivers must come to a complete stop and proceed with caution thru the fueling area. Failure to do so may result in a penalty. Speed limits will be posted and must be obeyed.
7. Drivers must fuel in designated fuel stops only.
8. Only two (2) people are allowed (driver and one other person) per machine in fuel stop area.
9. Snowmobiles may be refueled while the engine is running.
10. Driver must set parking brake on snowmobile prior to removing fuel cap. Once fueling is completed, fuel cap must be replaced prior to parking brake being released.
11. Driver must step off machine and stand to one side of the machine while fueling takes place.
12. Approved jack stands must be used in fuel stop area to aid a machine whose motor has stalled or bogged.
13. Competitors entering, exiting or stopped in fueling area shall not interfere with the progress of other competitors.
14. The driver is responsible for his crew and equipment in the fuel stop areas and must not be a safety hazard or interfere with the progress of other competitors.
15. Drivers may not pack extra gas with them or on the snowmobile.
16. Drivers needing extra gas must make arrangements for additional gas stops. Driver will provide the gas and gas containers for these extra gas stops.
17. Races run under heavy snow conditions will require additional gas stops. The local Race Director is responsible for meeting those needs. Racers will provide their own gas and gas containers.
18. In the event that a driver has the misfortune to run out of fuel between designated fuel stops, the driver is allowed to proceed to the nearest official fueling stop, obtain his fuel in a suitable container, proceed back to his machine, and continue the race.

TEAM CROSS COUNTRY FUELING

1. Drivers may carry gasoline containers to a snowmobile that has run out of gas. Must be an approved fuel container. Must be securely fastened to snowmobile.

GENERAL

1. The course shall be checked before the race can be started and any discrepancies found shall be correct
2. The finish line banner must have a minimum ground clearance of ten (10) feet to the bottom of the finish line banner, and twenty five (25) feet between supports.

COURSE MARKING

1. The course shall be marked adequately and safely.
2. Course markers must be clearly visible above the snow line. Pole or stake material should not endanger the driver when snowmobile hits a marker.
3. The distance between markers will vary with terrain, vegetation, visibility and other obstacles. (In case of fog or blowing snow, markers should be closer together.)
4. When marking trees, limbs and other objects, the marker must be clearly visible (surveyors tape, paper, etc.).
5. Hazard signs (minimum 100 square inches) must be used to warn drivers of an abrupt change in course (see illustration). Directional arrows should be placed so as to give the driver ample time to safely negotiate the hazard.
6. The signs must be orange or red with black directional arrows.
7. Hazard areas are those areas that present potential danger to drivers traveling within the range of 30 or more miles per hour.
8. Time to transfer away from X sign will contain a black "X" or double down.

COURSE CONTROL

1. Very dangerous hazard areas must have a supervising official present at the danger point or be removed from the course.
2. Trail and road crossings and/or use must be conducted in compliance with state/provincial and/or local laws.
a. All sections of a course that include a road or trail used by the public require two or more road officials to control both public and racing traffic. Their purpose is to help insure the safety of the public and the competitors.
b. Road officials may be either law enforcement personnel or race officials.
3. It is strongly recommended that the sanctioning body seek the assistance of the local and state/province law enforcement officials for the use of public roads and/or trails.
4. The start/finish line area and serpentine must be secured with snow fence or other appropriate barrier to keep all spectators out. Officials must control entrances to this area. (See Recommended Course Layout in APPENDIX.)
5. At no time will departing snowmobiles be let out so that one flight will overlap another flight and cause intermingling. Faster and higher performance level snowmobiles will be required to start first in the flights.
6. The impound area shall be located a safe distance from the finish line behind the snow fence.

CHECK POINTS

1. Check point OFFICIALS have unquestionable disqualification authority.
2. Check points serve to verify that racers are following the racecourse.
3. Check points should be placed in strategic positions that will provide maximum visual coverage of the course.
4. Drivers are not to be informed as to the number or location of checkpoints.
5. All racers are expected to have their snowmobile under control when they enter a checkpoint. They are also expected to courteously assist the checkpoint in getting validated.
6. Any driver/team that does not properly comply with check point validation procedure will be disqualified unless extenuating circumstances are verified by the check point officials and the Race Director. Extenuating circumstances may include:
a. Racers who miss check points unintentionally.
b. Team or driver gets lost because of damaged or missing course markers.
7. Penalties for check point and course cutting violations will vary with particular circumstances. The Race Director has the authority to determine such penalties. The Race Director shall confer with other race officials, observers and others in the process of making penalty determinations.

CHECK POINT PROCEDURE

1. Each checkpoint will have two flags at the checkpoint.
 - a. Yellow Flag (prepare to stop) placed ahead of the checkpoint to warn drivers to slow down.
 - b. Red Flag (stop) placed at the point where the checkpoint official will be standing.
2. Alternate procedure shall be the use a stop sign at the checkpoint, controlled by a race official.
3. Each driver or team member must be clearly marked with their number for identification by checkpoint officials.
4. A driver or team will not be validated if a checkpoint official observes the entrant committing a rules infraction.
5. If a driver passes the checkpoint official before stopping, it is the driver's responsibility to return to the official. The official will not move to validate the driver.
6. Once the driver/team has been properly validated, the entrant(s) may proceed to the next checkpoint.
7. In addition to the normal validation procedure, it is suggested that driver and team numbers be written down to further verify that they have gone through the checkpoint.

SUGGESTED VALIDATION PROCEDURES

MANNED CHECK POINT

(MARKING OF HELMETS)

- a. A patch of masking tape or surgical tape which will be applied to each racer's helmet before or during the drivers meeting. All taped helmets are to be checked before the start of the race to insure that no premature marks have been applied.
- b. At each checkpoint, each racer will receive a mark on his/her helmet. Each checkpoint will have their own color. (Felt tipped markers or crayons may be used.)
- c. Drivers must tilt their helmet towards the checkpoint official to facilitate marking.
- d. (Team) - Check point officials will mark all team members after the entire team has stopped and lined up in single file at the check point.
- e. After the driver or the team has been marked, the official must yell, "GO" or slap the driver on the back or helmet to let the driver know that he has been successfully marked.

UNMANNED CHECKPOINT

(DRIVER/TEAM TOKEN IN A CAN)

- a. Drivers/teams will be issued a specific number of tokens at the drivers meeting. Tokens will have the driver's/team's numbers on them.
- b. Entrants are responsible for dropping one of their tokens into official containers (cans) at each checkpoint. More than one can should be used at a checkpoint to avoid traffic jams. Four or more may be required.
- c. (Team) - Only one team member has to stop and drop a token into the can.
- d. If a drivers/teams token is not in the can, that team or driver may be disqualified.
- e. Drivers/teams that allow other drivers/teams to drop their chips into cans will be disqualified.

End of ISR Cross Country Rule Book

Classes

Pro:

Pro class racers must be at least 16 years of age at time of event

Pro Stock & Pro Open (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height, minimum lug height only applies to 600cc sled)

Semi-Pro:

Semi Pro class racers must be at least 16 years of age at time of event Semi-Pro Stock & Improved

Stock (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height, minimum lug height only applies to 600cc sled)

Open:

Racers must be at least 16 years of age at time of event (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height, minimum lug height only applies to 600cc sled)

Vet 30+:

Vet class racers must be at least 30 years of age at time of event

(Up to 600cc liquid cooled Improved stock machines, 1" minimum track lug height)

NO SEMI PRO or PRO CLASS RIDERS!!

Pro/Am 30+:

Vet class racers must be at least 30 years of age at time of event (Up to 600cc liquid cooled stock machines)

Sport classes:

Sport class racers must be at least 16 years of age at time of event

Sport Stock & Improved Stock (up to 600cc liquid cooled stock machines, 1" minimum track lug height)

Schoolboy 16-24

Racers must be at least 16 years of age at time of event

(up to 600cc liquid cooled stock machines, 1" minimum track lug height)

NO PRO CLASS RIDERS!!

Masters & Legends:

(Up to 600cc liquid cooled Improved Stock machines, 1" minimum track lug height)

NO SEMI PRO or PRO CLASS RIDERS!!

Trail:

Trail class racers must be at least 16 years of age at time of event

(Up to 600cc liquid cooled stock machines, no limited build race sleds)

Women's:

Women class racers must be at least 16 years of age at time of event

(Up to 600cc liquid cooled stock machines, 1.25" minimum track lug, minimum lug height only applies to 600cc sled)

Vintage II:

Vintage class racers must be at least 14 years of age at time of event

Vintage II (Stock 2001 model year & older, up to 600cc maximum, engine & suspension must be era specific)

Vintage II can replace shocks with newer designs but suspension must be era specific

Team Class

Pro/Am Team:

Racers must be at least 16 years of age at time of event

(up to 600cc liquid cooled stock machines, 1.25" minimum track lug height, minimum lug height only applies to 600cc sled)

Trophy Team:

Racers must be at least 16 years of age at time of event

(up to 600cc liquid cooled stock machines, 1" minimum track lug height)

Riders over 14 can request approval to compete in a class of a higher age classification. A formal written request needs to be submitted to Cor PowerSports official for review. Once rider is approved they can compete in the higher classes but not prior.

Class Rules

Vintage II

Production snowmobile 2001 Model year and older

- Must follow all Improved Stock snowmobile class rules unless noted
- Rider must be 14 years of age or older
- Maximum engine displacement is 600cc & under (era specific)

Recreational:

Recreational class racers must be at least 16 years of age at time of event

(Open to any sled, any cc but class is for non-racer's. Must have appropriate safety items per rules)

Junior's

Junior 10-13:

Junior 10-13 racers must be at least 10 years of age but not older than 13 years of age at time of event. (up to 380cc fan cooled stock machines and 85 sleds with gear reduction, see chart below)

Make	Model	Top Sprocket	Bottom Sprocket	Chain	Drivers	Track Pitch
Ski Doo	550F	20	49	104	Stock	Stock
	600 ACE	20	49	104	Stock	Stock
Yamaha	Phazer	18	46		Stock	Stock
Polaris	550 IQ	19	45	78	Stock	Stock
	Pro X	17	43	74	Stock	Stock
Arctic Cat	Z440	19	41	72	Stock	Stock
	Sno Pro 500	Throttle	Block	Kit	Available	From Cat
	ZR4000	Throttle	Block	Kit	Available	From Cat

Junior 14-15:

Junior 14-15 racers must be at least 14 years of age but not older than 15 years of age at time of event. (up to 600cc fan cooled stock machines and 85 class sleds)

Junior 10-15:

Junior 10-15 racers must be at least 10 years of age but not older than 15 years of age at time of event. 10-13 year old kids need to compete on Jr 10-13 class legal sleds

(up to 600cc fan cooled stock machines and 85 class sleds)

Classes subject to change. Check with website prior to event for verification.

Memberships

Yearly Membership- \$150 (\$200 after Oct 1)

A \$150 yearly membership is required in order to accumulate Cor PowerSports season points. Only yearly members will be eligible to receive year-end awards and championships. Yearly members will also “lock-in” their race bib number for the year and have first chance to retain the number in years to come.

Benefits of being a yearly member include:

- Season race number assignment
- Point accumulation for year-end championships and awards
- 2 Cor PowerSports decals
- Discount on all Cor PowerSports Clothing

DAILY MEMBERSHIP - \$30 per event

A daily membership is available for racers who don't want to earn points.

Daily members are not eligible for any year end points titles

RACER REGISTRATION

PRE-ENTRY ONLY!!

You can register on-line at <http://corpowersports.com/forms/registration/> 24 hours a day. You can also register by email (registration@corpowersports.com), fax (715-247-3859), or USPS mail. Entry forms are available on the Cor PowerSports website under the “Forms & Results” tab. ALL entry forms must be received no later than 6pm the Wednesday prior to the event.

Entry forms received after the Monday 6pm deadline could be subject to a \$25 late fee.

DRIVER CHECK-IN

All racers and crew members are required to sign in at check-in and sign a liability waiver.

Driver Check-In is Friday evening 7-9 pm or Saturday 7-8 am for single day events unless otherwise noted on website or Facebook.

**It is the responsibility of all racers and crew members to sign all liability waivers at each event.
Failure to do so may result in disqualification.**

PAYMENT METHODS

Credit Card is accepted **ONLY** by pre-registering; on race day only check or cash will be accepted, **NO CREDIT CARDS** will be accepted on race day. A fee of \$30 will be added to all NSF/declined items. Any racer with a declined payment item will be required to cash for any future registrations payments.

REFUNDS

Refunds of entry fees will be issued if Cor PowerSports is notified of the entry cancellation prior to race day. All race day cancellations and race entry withdraws (dropping a class when entered in multiple classes) will be allowed before the first race starts but after the first race begins there will be **NO** refunds. If race weekend has already started and event has to be canceled due to weather there will be **NO** refunds.

Rider Requirements-all classes

In order to participate in a Cor PowerSports event, you must have the following mandatory safety equipment:

Helmet

Full coverage helmet with a 2010 or newer Snell Foundation or ECE 22.05 approval code.

Helmet **must** be a minimum of seventy five percent (75%) international or blaze orange.

Helmet **must** be securely fastened at all times.

Helmet **must** have proper certification sticker on/in helmet.

Eye protection

Eye protection is mandatory

If corrective lenses are required to drive a motor vehicle, the rider will also be required to wear them while racing.

Upper body protection

Upper body protection is mandatory

The upper body protection must meet ISR Requirements. Motocross and hockey chest protectors **do not** meet this requirement.

Shoulder pads **must** be added to upper body protection.

Shin and knee guards

Knee and shin guards are mandatory

Guards must be worn on both legs.

The guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.

Elbow pads are highly recommended in all forms of racing.

Contact the Cor PowerSports Race/Tech Director with any safety equipment questions.

Cor PowerSports will have approved safety vests available at each event that meet ISR requirements but these vests will be limited availability!!

Machine Requirements-all classes

In order to participate in a Cor PowerSports event, your snowmobile must pass the following mandatory technical requirements:

Safety switch

A functional and operational safety shutoff (kill) switch is required. The switch must be located on the right side of the handlebar and may be a "push and hold" type or the "click on, click off type"

Tether Switch

A tether switch is also required. The tether switch must be functional at all times. If the rider is dislodged from his machine and the tether cord fails to stop the ignition, the rider may be subject to disqualification.

Lights

All lenses made of glass must be taped over with a transparent (clear) tape.

A functioning headlight, taillight and brake light are required in all classes.

Drive System

Aluminum and/or carbon brake disks are not allowed.

Ski and Ski Runner

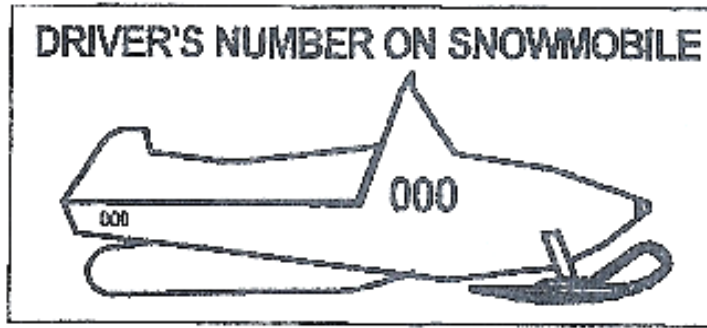
Maximum carbide to carbide ski stance cannot exceed 43.5 inches.

Any commercially available ski runner (carbides) allowed including multiple edged runners and multi-keeled skis.

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

Race Numbers

Your race number must be located on both sides of your snowmobile hood, tunnel or windshield and be in lettering at least 6" tall and ¾" wide. It is the rider's responsibility to make sure his numbers are legible so scorekeepers can read them at a distance during the race, if not you might not be scored!!



Transponders

We utilize the AMB MX transponder with the MYLaps system for scoring. It is the rider's responsibility to ensure their transponder is charged and functioning properly prior to their race. During the parade lap all riders will pass over the scoring loop to verify their transponders are working, this is the only time you have to make sure they are registering with the scoring system. At select events there will be live timing and scoring available, results shown on this system is not the official results.

Identification Numbers-all classes

Drivers must wear the race number assigned to them by the Cor PowerSports. It is the drivers' responsibility to have their assigned race number on their back as well as on their machine and legible. Numbers that are not legible may not be scored.

Sleds with numbers deemed too hard to read by Cor PowerSports tech officials may be disqualified.

Red number plate backgrounds are reserved for the defending Pro Overall season champion. NO other racers will be allowed to run red number plate backgrounds or red numbers with a different color background.



Punishment- First race you will be warned and second race will be disqualified.

The drivers' assigned number must be displayed on both sides of the snowmobile hood or tunnel.

The number must be a minimum of 6" to a maximum of 8". Numbers must be ¾" wide.

To be eligible for year end points awards, drivers must display two (2) Cor PowerSports. One of each decal is to be placed on each side of the hood. Decals will be supplied by Cor PowerSports to season members as part of their membership packet.

Driver numbers will be assigned on a yearly basis with season members getting the first opportunity to reserve their number. Race numbers will be held from the previous season until October 1 of the following year. Only Pro riders will be allowed to run single or double digit numbers.

Race Day Information

TYPICAL RACE DAY SCHEDULE

Racer and Crew

- Check-in site for each race will be posted on Cor PowerSports website

Pit area setup

- Pit locations are on a first come basis

Drivers Meeting

- Mandatory for all drivers
- Time and location will be posted at driver check in
- Roll call may be taken to verify driver attendance

Pre-tech inspection

- Safety inspection for machines and drivers
- Drivers are to bring their helmet, chest protector and other safety equipment
- Tech will “mark” your machine when it passes tech

Parade Lap

- Low speed escorted lap around the race course that gives the racer a chance to examine the course prior to the start of the race

Machines to staging

- Approved warm up stand is required at all times in pits and staging when the rear end of the snowmobile is elevated and the engine is running.

Racing begins

- Classes are typically staggered so racers in multiple classes have rest periods

Post-race tech inspection

- Technical inspection of the top finishers in each class

Awards ceremony

- Location will be announced at driver check in

In Race Information

FLAGS

A series of colored flags will be used to convey race information to the drivers. Please familiarize yourself with the Cor PowerSports flag definitions found in this handbook.

COURSE MARKERS

Normal course markings consist of two stakes 10-25 feet apart. You are required to go between course markers in order to avoid penalty. Caution areas will be marked in a special manner that will be covered during the drivers meeting. Signs with arrows may be used to indicate a change in course direction. Course markers with an arrow pointed upward generally mean good running conditions. Course markers with one arrow pointed down indicates an area where reduced speeds and caution are required. Course markers with two arrows pointing down require extreme caution as the area is very dangerous.

STOP SIGNS

A standard stop sign requires the racer to come to a complete stop. Once stopped, the racer may continue through the crossing only when indicated to do so by the race official. Be extremely alert at all road crossings and watch for vehicles on the roadways. Use caution at all times as drivers on the roadway may be unable to control their vehicles or come to complete stops in a timely manner.

VEHICLES ON THE ROAD HAVE THE RIGHT OF WAY AT ALL TIMES.

PASSING

All racers should be aware of their surroundings at all times. This is especially important when being overtaken by a faster rider. If you have been caught by another rider, make an effort at the soonest reasonable location to move over slightly and allow the faster racer to pass. Once the pass has been made, check to make sure more riders aren't coming and then continue on. Failure to move out of the way of a faster rider may result in an aggressive pass that may pose a danger to you and the other racer.

MECHANICAL BREAKDOWN

In the event of a mechanical breakdown, the racer is required to move his machine as far off of the racing line as possible. If repairs are possible, the racer may attempt to fix his machine using tools and parts carried with him at the start of the race. The driver should also indicate to other racers who may be coming up behind him that he is uninjured and ok. A "thumbs up" gesture is a typical indication used. Other racers coming up on the broken down racer are asked to relay the drivers race number and approximate location to the next race official they come across on the race course. The information-providing racer will receive a time credit for this service. It is the racers responsibility to have a tow sled or vehicle available to remove the downed sled from the race course following the completion of the race.

INJURED RIDER

In the event you come across an injured racer on the course, it is advised that you assess the situation and get assistance to the injured person as soon as possible. Typically notifying a race official in order to get the proper medical personnel to the scene is the best method; however with the wide range of conditions encountered in cross-country events other methods may be more applicable depending on the situation.

WITHDRAW/DNF

If for whatever reason you do not finish the race, it is required that you notify a Cor PowerSports race official of your situation. This is especially important when returning to the pit area. It is asked that you report to the Cor PowerSports scoring trailer immediately upon your arrival back in the pits. This will allow us to notify your crew members of your location and to also continue the race program without undue delay.

COMMUNICATION

No radio communication is allowed between driver and pit crew. Pit boards are highly recommended to relay information to the racer.

REFUEL PROCEDURE:

Fuel stops will be “walk in/walk out” where a “Start Walk” sign near the fuel land entrance will indicate to the driver to come to a complete stop, then dismount his snowmobile and walk alongside the machine until he reaches his fuel area. The driver must then set his machine’s park brake and then remove the fuel cap himself. Two pit people per machine are allowed in the fuel area to assist the driver with refueling.

2 GALLON MINIMUM REFUELING!!!

There will be two refueling lanes, during the 15 minute break prior to the Pro Stock race there will be a race director meeting to go over the refueling procedures and any rider or crew not present will result in **DISQUALIFICATION** of the Pro Stock race, loss of points, and no refund will be given!!

Once fueling is completed, the driver is to replace the fuel cap, release the park brake and then proceed to walk alongside the machine out of the fuel area until the “END WALK” sign is reached. At this point he may remount the machine, check for and yield to any oncoming racers who may be already on track and resume the race. Goggles and fluids can be given to the driver.

NO SLED REPAIRS IN FUEL PITS!!

Each team is **REQUIRED** to have a fire extinguisher with them in refueling area.

Both pit people need to have ISR waivers signed!! If they do not have them signed at racer check in on Friday night or Saturday morning they will not be allowed in the refueling area...

FUEL JUG RULES:

1. The LC jug pictured is the only approved fuel container for fuel stops.
2. The only modifications allowed are outlined further down this page.
3. Filler hose size must remain as produced. Larger hose diameter is not allowed.
4. Jug cap must be tight at all times during refueling.
5. **ALL CANS WILL BE TECHED IN THE FUEL LANE EACH DAY.**

APPROVED FUEL CAN MODIFICATIONS

1. A replacement hose may be used. The hose **MUST** retain the stock $\frac{3}{4}$ ” ID and may be anywhere from 12” to 24” in length to accommodate different filling styles.
2. A $\frac{3}{16}$ ” ID fuel line may be added to the vent tube to reduce the risk of fuel spilling when the vent is upside down. To do this, the vent hole can be opened slightly using a $\frac{19}{64}$ ” drill bit.



Penalties

ROAD RUNNING

Road running is defined by riding on the actual road surface or riding on the shoulder of the road when the race course markers are located in the ditch bottom.

- **1st offense- 5 minute penalty**
- **2nd offense-disqualification**

COURSE MARKERS

Racers can be penalized by either knocking over a course marker or not obeying a course marker by going outside of the indicated course boundary. Both penalties are correctable for the racer. In the event of a knocked down a marker, the racer can safely pull off the race course and return to the downed marker. Replacing it in its original position will allow the racer to continue without penalty. In the event of a missed marker, the racer can once again safely pull off the race course, loop around and go back through the markers as indicated. Again, this will allow the racer to continue without penalty. In the event these actions aren't taken to remedy the situation, the following penalties apply:

- **Knocked down 1st offense- 30 second penalty**
- **Knocked down 2nd offense- 2 minute penalty**
- **Knocked down 3rd offense- disqualification**

- **Missed 1st offense- 1 minute penalty**
- **Missed 2nd offense- 5 minute penalty**
- **Missed 3rd offense- disqualification**

STOP SIGNS

Stop signs are extremely important safety items in the Cor PowerSports. As such, the penalties for stop sign violations are harsh.

Failure to stop

- **1st offense- disqualification**

Failure to stop in a timely fashion (sliding up onto the roadway before stopping)

- **1st offense- disqualification**

This offense is correctable. When indicated to continue by the race official, the driver can safely pull over on the opposite side of the road or trail from the stop sign, pull his tether cord and run around his machine one time. This "Chinese Fire Drill" should be brought to the attention of the race official. If done correctly, no penalty will be assessed.

STARTING LINE

Jumping the start

- 1st offense- start one sled length back with hands on helmet
- 2nd offense-disqualification

TECHNICAL VIOLATIONS

Machine irregularities

Subject to disqualification or time penalty at the discretion of race and / or tech director.

SAFETY VIOLATIONS

Subject to disqualification or time penalty at the discretion of the race director.

OTHER VIOLATIONS-NON SPECIFIED

The race director has final authority on all violations regardless of type.

PENALTIES & TIME CREDITS

The race director has final authority on all violations, penalties, & time credits regardless of type. The race director can review all infractions and make a determination for all infractions and assess penalties. All infractions and time credit requests will be handled by the Race Director, DO NOT enter the timing and scoring trailer.

PRE-RUNNING RACE COURSE

Pre-running is not allowed at any Cor PowerSports event. Violators are subject to Disqualification from the event with no refund of fees.

Flag Definitions

GREEN FLAG

The green flag is lifted to indicate the start of the race.

YELLOW FLAG

Absolutely **NO** passing is allowed in any yellow flag zone (defined as the area from the yellow flag to the end of the incident). A yellow flag indicates that there is an incident ahead and there may be significant blockage of the track.

RED FLAG

The race will stop immediately when the red flag is displayed. Slow down and stop with caution, making sure that any drivers behind you see where you are and that they too have ample room to slow down and stop.

BLACK FLAG

a. Rolled black flag

A rolled black flag (black flag wrapped around the stick) pointed at you by the flagman means that you are being warned for either a driver conduct issue or equipment failure. If the conduct resulting in the warning does not improve or the equipment is not repaired, a full black flag will result.

b. Full (open) black flag

A full (unrolled) black flag means that you will be required to stop at the start/finish line, or nearest location as indicated by the race official present. A full black flag doesn't necessarily mean you are disqualified. It can be used as a time penalty or as a way for officials to relay important information to you. When allowed to resume the race following a black flag incident, please use caution when re-joining the race as other racers traveling at race speeds may be on your intended line of race course re-entry. If you are notified by race officials that you have been disqualified, exit the racecourse safely and report back to your pit area.

BLUE FLAG

The blue flag indicates that you are being lapped. Please allow extra room for the lead-lap sleds to get by in a safe manner.

CROSSED FLAGS

Two flags held in an "X" formation mean that you have reached the half-way point of the race.

"DRUM STICK" FLAGS

Two rolled flags moving up and down in the fashion of a drummer indicate two laps remaining.

WHITE FLAG

The white flag indicates that you are beginning your last lap.

CHECKERED FLAG

The race is complete. Safely exit the track and proceed to the tech area as directed.

AWARDS

INDIVIDUAL RACE

Awards, based on finish results, are typically given out at a post-race presentation following the completion of the event. The awards are based on the number of entries in the class and the amount of added purse money available at each event. Typical awards available are as follows:

Pro Stock & Factory 600 Pro Stock

Cash payout

70% payback event, number of positions paid out depends on number of entries.

Trophies

Positions 1, 2 and 3

Pro/Am Team & Open

Cash payout

60% payback, number of positions paid out depends on number of entries.

Trophies

Positions 1, 2 and 3

Semi Stock & Factory 600 Semi Pro Stock

Cash payout

40% payback, number of positions paid out depends on number of entries.

Trophies

Positions 1, 2 and 3

Pro / AM +30 class

Cash payout

40% payback, number of positions paid out depends on number of entries.

Trophies

Positions 1, 2 and 3

All other classes

Trophies

Positions 1, 2 and 3.

YEAR END AWARDS

- Year-end awards are based on the season-long point standings and are awarded at a banquet following the final race of the season.
- To qualify for year end points you **MUST** be a season member and you **MUST** compete in 80% of the races
- Year-end awards may consist of cash, contingency, product and/or trophies.
- Year End Payout is as follows:
 - Pro, Pro/Am Team, & Open - 10% of total year entries
 - Semi Pro & Pro/AM30+ - 5% of total year entries

MISCELLANEOUS

Trophies will be available at the awards presentation following the race. Any trophies not picked up will be held at the Cor PowerSports office. Arrangements can be made to bring the award to the next race or they can be shipped but shipping charges will apply to items sent out.

Point System

The Cor PowerSports point system awards points for finishers in places 1st thru 28th. In the event of a DNF, the racer will be credited with the completion of the last complete lap when determining finish order. In the event of multiple racers not finishing a lap, their total finishing position points will be added together and averaged so that each racer will receive the same point total

Points are awarded as follows:

***A racer who is disqualified due to a safety or technical infraction will receive 0 points.**

1 st - 50	8 th - 32	15 th - 18	22 nd - 7
2 nd - 46	9 th - 30	16 th - 16	23 rd - 6
3 rd - 43	10 th - 28	17 th - 14	24 th - 5
4 th - 40	11 th - 26	18 th - 12	25 th - 4
5 th - 38	12 th - 24	19 th - 10	26 th - 3
6 th - 36	13 th - 22	20 th - 9	27 th - 2
7 th - 34	14 th - 20	21 st - 8	28 th - 1

Bonus Points

For any rider that competes at each and every round of the season, they will receive a total of 20 bonus points.

Throw out

A riders lowest score of the entire season will be thrown out; the throw out score can be a missed event (missed event is zero points).

Example (10 race season):

If a rider competes in 9 out of 10 races and wins each event they would receive 450 season points (9 first place finishes times 50 points equals 450; $9 \times 50 = 450$) & the event they missed would be their throw out event. If a rider competes in all 10 events and finished in second for 9 races and won the 10th race they we would drop their lowest scoring round (second place- 46 points) & receive 20 bonus points for running all 10 events to finish with a total of 438 points (8 second place finishes 368 points, 1 first place finish 50 points, & 20 bonus points $368 + 50 + 20 = 438$).

Any racer who takes the start and pulls off will receive half of last place points

Class Advancement

If a rider wins a class championship in Sport or Semi Pro divisions they will be “bumped” to the next division up. i.e. win a Sport class championship the rider will be moved up to Semi Pro for the following season, win Semi Pro move up to Pro. To move down a division a rider must submit in writing a request to Cor PowerSports stating the reasons they feel that they should be allowed to drop down a division. This will be a decision made by the Cor PowerSports officials, if you drop down a division without approval you will be disqualified and forfeit any entry fees, points, or purse money earned in the lower division.

Glossary of terms

Aftermarket

Parts or assemblies that are produced and/or sold by companies other than the OEM snowmobile manufacturer. Also refers to companies that produce and/or sell non-OEM parts and assemblies.

CC or Displacement

The volume (measured in cubic centimeters) displaced by a piston(s) having traveled through one entire stroke in a cylinder(s).

Staging Area

The staging area is a point near the race-track entrance where the race order of events will be posted, as well as the drivers in each event. Drivers will be “called to staging” when the time for their event nears. The driver and pit crew members will be required to wear a helmet and observe reasonable speeds in the staging area. Anytime a machine is running in the staging area with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

OEM (Original Equipment Manufacturer)

Snowmobile Manufacturer

OEM for the model

Parts or components used in the original manufacture of a specific snowmobile.

Parade Lap

The parade lap is a slow-speed lap taken prior to the start of the race. A Cor PowerSports official will lead the racers around the race course in order for the racers to get a feel for the race course as well as inspect areas that are, or may become, hazardous.

Pit Area

The pit area is a designated area in which race vehicles including trailers and transport vehicles are parked during the race. It is also the area where the majority of tuning and repair work may be completed by the race teams. All drivers and pit crew members are required to wear a helmet and to observe reasonable speeds in the pit area at all times. Anytime a machine is running with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

Frequently asked questions:

Q: Do I have to be a Cor PowerSports member in order to race?

A: No, you don't need to be a season member. We offer daily memberships which are available on a pre-race basis. Daily members are **NOT** eligible for year-end point awards.

Q: Can I enter more than one class?

A: Yes, you can. Typically our races are setup so riders may enter multiple classes each race day. In the event that both classes you enter are scheduled to run on the course at the same time, you will only race once but your time will count for both classes entered. The only exception is that a rider may not race in the same division in different classes. For example a racer can't enter both the Sport and Semi Pro classes.

Q: How do I know what class to enter?

A: That depends on a number of factors, including your riding ability and the type of sled you have. As for what class to enter, it depends on your experience, ability and what you type of prize you want to race for. All of our Sport classes are basically set up for beginning racers with little or no racing experience and have trophies as payback. We have an age-defined class, Vet 30+, for older riders. Our semi-pro classes are designed for more advanced riders, who will eventually make the jump to the pro ranks. The pro classes are where the best riders race for the biggest money.

Q: What do I need to do to be ready to race?

A: First, know the rules. Get a copy of the Cor PowerSports handbook or ISR rulebook and read it. Know what you are getting yourself into and ask questions ahead of time. Contact the Cor PowerSports or someone you know who has raced if you have questions. Once you know the rules, you should start preparing yourself to take on a highly physical activity. You're going to exert yourself for an extended period of time during the race so be ready for it. Next, get your gear and equipment prepared in advance. Doing things at the last minute will just add to your stress level and keep you from having fun. Start preparing at least several days before the race. Make sure your sled is ready to go. Make sure your tow vehicle and trailer are ready to make the trip. If you need them, make sure you have motel rooms lined up. Know where the driver sign-in is going to be held and what time you need to be there. Send in your pre-registration for the race to the Cor PowerSports. Pack some tools and spare parts in case you need them. Bring some spare gas and oil. Make sure all your riding gear is loaded and ready to go. Double check it to make sure...goggles, helmet, gloves, chest protector, boots, socks, dry clothes to put on after the race, etc. Because the weather conditions can change in a hurry, it's a good idea to have some clothing options available in case conditions change. Remember, you will be exerting yourself during the race much more so than during a trail ride, so dressing in lighter-weight clothing will usually keep you more comfortable while you're on the track. Also, having a couple of different shades of goggle/shield lenses on hand is a good idea in case visibility conditions change. Make sure your race number is on your back, either on your jacket or safety vest. If you plan to warm up your machine before taking it on the track you will need a track jack stand. Having a buddy lift the back of your sled is a big no-no and will get you disqualified! Again, if you plan on paying by credit card don't forget to pre-register by the Wednesday prior to the race.

Q: How long are the races?

A: Distance depends on what class you enter, and at which race. The race distances will be posted on the Cor PowerSports website prior to the event.

Q: What kind of safety equipment do I need to race?

A: You will need a SNELL or ECE 22.05 certified helmet with 75% of the helmet being orange in color. We do have orange tape strips for racers whose helmet does not have enough orange on it. You will also need an ISR approved safety vest. Again, the Cor PowerSports has these available for rent if you need one. As for your sled, the main item needed is a safety tether switch. You will also need to have a working headlight, taillight and brake light.

Q: What do I need to do to my snowmobile to get it ready to race?

A: Besides having a tether switch, your track should be studded and you should have a decent set of carbide wearbars on your skis. Make sure your handlebars and controls are in a comfortable position. Double check all your fasteners and make sure they are tight. Apply some Loctite or safety wire to those that might come loose. Check your fluids (coolant, chaincase, oil, gas). Make sure you have a spare belt, spark plugs and some wrenches in case you have to make some quick trackside repairs and throw in some duct tape, which is always useful. Make sure all your lights work and all your stock safety shields are in place. If the weather is expected to be extremely cold, having a tall windshield and handlebar muffs might help keep you comfortable. You will also need to have your race number on both sides of your snowmobile hood or windshield. If you're not a Cor PowerSports member, call the Cor PowerSports prior to the race to get a race number assigned to you.

Q: Can I ride the course before the race?

A: No. Pre-riding the course prior to race day is not allowed at any of our races. In fact, if a rider is found to be out on the course prior to the race, they are subject to disqualification. At all events we will have a parade lap in which a Cor PowerSports official leads all the racers on a slow-speed lap around the race course to give the racers an opportunity to see the course prior to hitting it at race speed. This gives the racer an idea of where areas are that might require extra caution or where good passing areas might be, etc.

Q: I am 14 and would like to race classes other than Junior?

A: In certain situations, younger racers may want to advance into non-Junior classes. A written request from the racer and his/her parents is the first step required in initiating the advancement process. After a request has been submitted Cor PowerSports will evaluate the rider to see if they possess the skills required to step up to a non-junior class

Q: What else do I need to know?

A: The main thing we want you to do is to be safe and to have fun. Being safe comes from being prepared and not riding over your head. We pride ourselves on having safe yet challenging courses. Be ready to get a good workout and to hopefully have a lot of fun. Our racers, including the top pros, are usually very accessible and will normally answer any questions you have. They want everyone to have a good time and come back and race again in the future. Also, don't be afraid to ask a Cor PowerSports official for assistance. They are there for you to insure you have a good, safe racing experience. One more thing is to watch how the top guys prepare themselves. Take a walk around the pit area and look at their sled setups and how they organize. A lot of times, you can improve just by watching what the top guys do and learning why and how they do it. On the track, pay attention to what lines the faster riders take. Watch for little things they do that other riders might not be doing. When you're not racing, much of our courses are accessible by road so you can watch other classes run and also see how the course is holding up and what lines the fast guys are taking.