

VERIFICATION AND CONTROL

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

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

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

MANDATORY EMERGENCY VEHICLE

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

RULE SUPPLEMENTS

1. Rule supplements, additions or corrections shall be announced in the official publication, magazines or newsletter. Upon such an announcement the rule changes become effective and enforceable.
2. Telephonic race rules conference calls will be followed up with an information letter to the affected affiliates.
3. After a rules meeting, any request to reconsider a new rule requires a ¾ majority vote of the rules committee to approve a revote. Then, a ¾ majority is also required to change the rule.

CLASS DIVISIONS

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

REGISTRATION AND ENTRY

1. **WAIVER FORMS ARE MANDATORY FOR ALL PERSONNEL IN SECURED AREAS** (paddock, staging and track).
2. Driver must have registered at race headquarters and signed a waiver before any runs are made (practice or racing). No one, except officially entered drivers may ride or practice on any racecourse on the day of the event.

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

DRIVER AND SNOWMOBILE

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

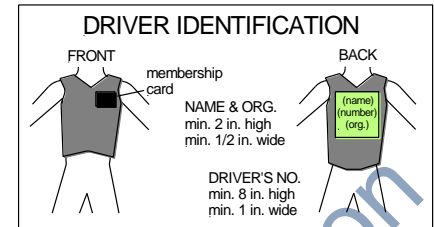
SPONSOR IDENTIFICATION

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

DRIVER IDENTIFICATION

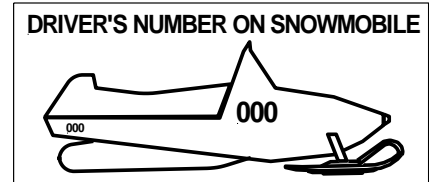
1. There will be an automatic suspension for drivers who race under another driver's number.
2. All drivers will wear their issued bib or a facsimile thereof. Drivers will be required

to keep the snowmobile numbers and bib numbers in a legible condition (see illustration).



SNOWMOBILE IDENTIFICATION

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

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

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 paybacks, although they are encouraged to cooperate as a courtesy to the promoter.

PIT AND PADDOCK/STAGING AREA

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

TESTING, TUNE-UP, WARM-UP & 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

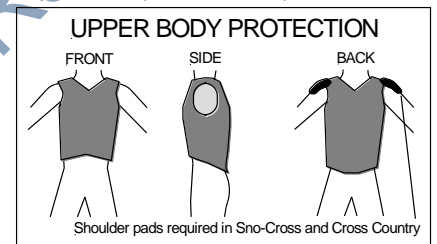
1. No aggressive animals will be allowed at the race site.

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.

1. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2010 Snell Foundation Approval Code. Helmets carrying European Standard ECE 22.05 are also approved. This is also mandatory in the tune-up area. The helmet must be securely fastened at all times. SnowCross: Any snowmobile operator under the age of 18, must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.
2. Enclosed cockpit sled drivers must use a automotive certified helmet meeting Snell SA specifications.
3. (Oval, Cross Country, Enduro) It is mandatory that the driver's helmet must be a minimum of seventy five percent (75%) international or blaze orange.
4. (Sno-Cross /Watercross): The helmet must be predominantly blaze or international orange in color. More than 50% of its entire outer surface including the visor must be orange. There is a mandatory 6" x 6" area located lower center in the middle of the back of the helmet that must be solid Orange. A template measuring 2 inches by 3 inches placed anywhere on the helmet must contact orange color except on a 4" X 6" spot on the left and right hand side of the helmet. [Click here to see a Diagram](#). On a typical snocross helmet there should be at least 144 square inches (12 X 12 inches) of orange.
For Enduro, Ice Lemans, Oval Sprint, Vintage oval, and Snow Cross: At least one hundred forty four (144) square inches of visible area on both the driver's front and back (upper body) will be international or blaze orange in color at all events. Jackets / Pullovers / Jerseys will be teched lying flat on the ground front and back. This is strongly recommended in all other types of racing. This does not apply in Enclosed Cockpit classes. **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 (see illustration).



10. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
 11. Upper Arm Pads and Elbow pads are highly recommended in all forms of racing.
 12. Neck bracing recommended in all forms of racing.
- Upper Body Protection That Meets ISR Guidelines [Click Here](#)**
Evs [Click Here](#)
Tek Vest [Click Here](#)
Saf-Jak [Click Here](#)
Leatt Adult [Click Here](#)
Leatt Youth [Click Here](#)
HMK Protective Vest [Click Here](#)

GENERAL COMPETITION

FLAG RULES

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

GREEN FLAG

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

YELLOW FLAG

- (OVAL) Track corners: signifies there is an additional safety hazard on the track.
- (SNO-CROSS) A yellow flag indicates an accident or other incident, which may include obstruction of the racetrack.
 - Yellow flag zone is that portion of the track from the first yellow flag to a point past the entire incident.
 - Drivers must slow down and observe caution while in the yellow flag zone.
 - No passing allowed in a yellow flag zone.
 - Racing may be resumed after leaving the yellow flag zone.
- (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

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

BLACK 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 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.
- (Oval) Consultation flag-leave course immediately and report to the Race Director. (Snowcross) report to starter. This does not necessarily mean disqualification; however, failure to obey the black flag could result in disqualification, suspension or fine. The

black flag will have a one (1) inch wide white border and a one (1) inch wide white cross through the center of the flag. On closed course races, should a vital snowmobile component such as clutch guards, hoods, mud flaps, or ski become dislodged or discarded, the starter must display the black flag to the involved driver immediately.

- (Sno-Cross) During a race if a driver is shown a furred 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.
- (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

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

CHECKERED FLAG

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

BLUE FLAG WITH YELLOW DIAGONAL

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

SIGNAL LIGHT RULES

- 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.
- Competitors must obey signal lights.
- The following signals apply to OVAL, ENDURO and other specified closed course races:
 - GREEN LIGHT-Start of race.
 - YELLOW LIGHT-Caution
 - RED LIGHT- Stop snowmobile. At the direction of the Race Director, return cautiously to the starting line.
- The following signal lights apply to DRAG racing:
 - PRE-STAGE/STAGE-Flashing or non-flashing means stage snowmobiles, be ready to race.
 - YELLOW LIGHT-Staged and ready to race.
 - GREEN LIGHT- Start of race
 - RED LIGHT-Driver has left the line before green light.

TIMING

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

RACE STARTING PROCEDURES

- All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race (except special events).

- 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.
- Snowmobiles may be pushed to the starting line.
- All participants (including crewmembers entering the start line area, are required to wear eye protection or safety glasses.
- Snowmobiles must be placed on an approved stand for warm-up and/or for clearing the track. See CLEANOUT/SAFETY STANDS in this chapter.
- All snowmobiles on the starting line must have the track and both skis flat on the course surface, before starter begins the race.
- All snowmobiles will be started from a standing position, in a line abreast (unless stated otherwise).
- 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

- On a false start a racer will be penalized by the Chief Starter, Race Director or Flagman.
- There shall be no change of drivers at any time without notification to the Race Director (except special events).
- 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.
- 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.
- It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.

INJURED DRIVERS / DAMAGED SNOWMOBILE

- 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

- The Race Director may have a restart at his discretion. Race Director's decision is final.
- 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.

- (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):
- Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.
- Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
- After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap.
- Snowmobiles will be restarted in a staggered line.
- With the Race Director's permission, only one (1) crewmember (per snowmobile) will be allowed on the track in the event the competitor cannot start his/her snowmobile alone. No mechanical work can be performed by the crewmember.
- Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.

LEAVING THE COURSE

- 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.
- (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

- 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.
- (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

- The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
- 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

- (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

- The finish line will be clearly marked.
- (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.
- (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

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

DRIVERS BRIEFING

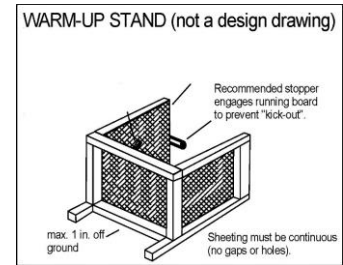
- The mandatory meeting (or meetings) will be held at an announced time and place. It will be conducted by the Race Director and Race Promoter. Descriptions of the course, flags, etc. will be made. An interpreter should be used when needed. Pins, stamps, tags, etc. may be used to check the identity of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

RADIO

- There will be no independent radio transmission on sanctioning body's radio frequency.
- 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

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



- 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.
- (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.
- No full throttle operation while snowmobile is on warm up stand (recommendation). (See Hillclimb for Hillclimb version of jackstand equipment specs/photo.)

MISUSE OF PIT PASSES

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

FIRE EXTINGUISHER

- Fire extinguishers must be available in pit, paddock/staging and starting line areas. Fire extinguisher minimum size will be five (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

- 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.
- In stock and stock-based classes, the chassis and engine must have been originally OEM assembled and serial numbered indicating that the snowmobile is a stock qualified unit from the production run of a stock qualified model.
- All snowmobiles in Modified and Open classes must have serial numbers permanently affixed to the engine and the frame. Duplication of serial numbers is not allowed.
- If the tunnel, engine or other serial numbered part is replaced, the serial number must be removed from the replaced part and affixed to the new part.

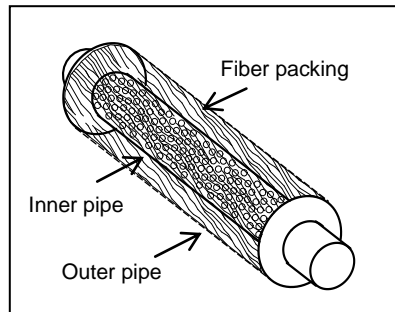
MATERIAL SUBSTITUTION/UPGRADE

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

ENGINE

- ISR and/or the Race Rules Committees will approve the validity of all engine intake systems.
- In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced snowmobile.
- In Stock classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional.
- In modified drag racing and some other types of racing, the following minimum standards for straight-thru silencers are required:
 - 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.
- Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
- Outer pipe must be at least 3/4 in. larger than inner pipe.
- Minimum silencer length 3 in.



- 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.
- 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.
- No pressure charging allowed unless specified.
- All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.
- 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

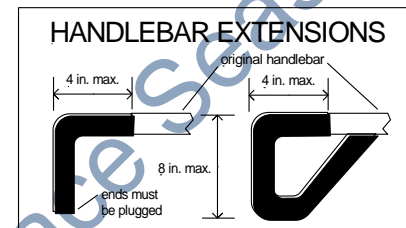
- Brakes shall be operative at all times. Brake lever must remain on the left, front side of handlebar.
- The master cylinder, caliper and disk assembly must be commercially available.
- Additional brake assemblies may be added. If the secondary brake is on the track drive shaft, the disk may be smaller 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.
- 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.
- The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
- 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.

- Unless otherwise specified, stock class belt guards are acceptable in Stock classes only.
- 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

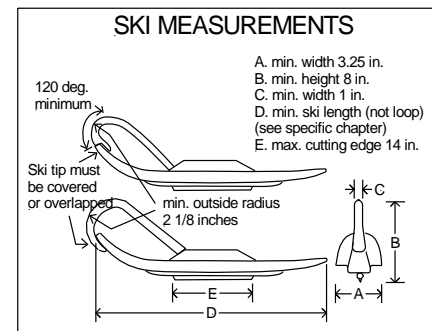
- Handlebar extensions are allowed in some classes in some forms of racing. They must conform to the illustration below.



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

SKIS & SKI RUNNERS

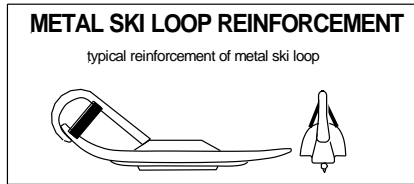
- Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over 1/2 inch turndown constitutes a cutting edge. **Hillclimb only: Ski's with over 1/2 inch turn down on any edge will be allowed. Multiple turn downs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



- The ski loop must overlap the end of the ski and secure to the under side or it must cover the leading edge of the ski entirely. (See Hillclimb specific rules for Hillclimb exemption.)
- Metal ski loops must be affixed with steel bolts and not welded (Oval-minimum two

fasteners).

- Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.



- Beam breaker surface for electronic timing must be confined within the ski loop (unpolished, flat black).
- (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).
- No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.

TRACK SUSPENSION

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

TRACK & TRACTION

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

remain completely visible and unmodified. No traction device or other item may be installed over the identification numbers on the track. Identification numbers include model number, serial number and/or any other information applied to the track by the molder.

- Tracks may not be reversed.

FRAME & BODY

- 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.
- The snow flap must overlap the widest part of the rear tunnel opening by at least one inch on each side.
- 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.
- 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.
- 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.
- Material used in/as wheelie bars will not be considered a snow flap.
- The maximum overall snowmobile width is 45 inches unless otherwise stated.
- Except for Speed Runs and Hillclimb Modified and some Modified classes in drag racing, maximum snowmobile length is 120 inches.
- Where specifically allowed, foot stirrups/foot pegs may be installed. Must be constructed of rigid materials.
- 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.
- 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 manufacturer's legal design criteria it is legal for any class, stock or modified.
- 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.
- 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.

- 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

- 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.
- Quick release arm restraints are mandatory.
- Under no circumstances are bolts to be inserted through belt webbing for mounting.
- It is recommended that all belts and harnesses be covered with fireproof material.
- 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.
- 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.
- Fuel tanks must have a pressure cap and be vented to the outside of the body or have built in check valve.
- 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 driver's 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 firesuit.

OUTLAW 600

1. **OUTLAW 600 is not considered a 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, Sno-cross) All snowmobiles must have a handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch).
6. Wet cell must be enclosed in a non-conductive battery box. Positive terminal must be shielded. Battery box must be

securely held in place.

7. On snowmobiles with enclosed cockpits it is mandatory to have a functional kill switch that will terminate ignition if the snowmobile rolls over, this is in addition to the tether switch.
8. Unless otherwise specified, electric start parts including motor, solenoid, battery, battery bracket, wiring, and ring gear may be removed. No machining, cutting or grinding allowed for removal.

FUEL REGULATIONS

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

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

FUEL TESTS

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

Any or all of these tests may be employed.

Test results may be confirmed from time to time using an infrared spectrometer.

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

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, 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.

HILLCLIMB COMPETITION

The intent of these classes is to establish races in which all can compete at their level of personal and equipment ability. The class structure is organized in such a way as to enable as many snowmobiles as possible a place to successfully compete. If class rules are not followed, the class name shall not be used and the class shall be run as a specialty class with ISR's prior approval.

DIVISIONS AND CLASSES

DRIVER DIVISIONS

Pro

Semi Pro

STOCK CLASSES

Stock 600 (600cc maximum)
 Stock 700 (700cc maximum)
 Stock 800 (800cc maximum)
 Stock 900 (900cc maximum)

Women's Stock 800 (800cc maximum)

Stock 1000 (1000cc maximum)

Pro Masters Stock 1000 (min. driver age is 40)

IMPROVED STOCK CLASSES

Improved Stock 600 (600cc maximum)
 Improved Stock 700 (700cc maximum)
 Improved Stock 800 (800cc maximum)

Women's Improved Stock 800 (800cc maximum)

Improved Stock 1000 (1000cc maximum)
 Pro Masters Improved Stock 1000 (minimum age 40)

MODIFIED CLASSES

Mod 600 (600cc maximum)
 Mod 700 (700cc maximum)
 Mod 800 (800cc maximum)

Women's Mod 800 (800cc maximum)

Mod 1500 (1500cc maximum)

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

Pro Masters Mod 1500 (min. driver age is 40)

FOUR STROKE ENGINES

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

SPECIALTY CLASSES

1. SEMI PRO DIVISION 800 cc Max no turbos/superchargers
2. AMATEUR DIVISION 800 cc Max no turbos/superchargers
- 3.
4. Modified 500
5. Any specialty classes that meet specified safety standards can be raced in Amateur or Masters Hillclimb events (affiliate has option of classes offered).

6. Women's' classes: specific classes for women are not required but may be offered at the discretion of the affiliate. Affiliates may add additional engine size women's classes as a regional option.
7. A special sanction can be any snowmobile Hillclimb event that does not fall under any of the specific circuits or classes, but meets the established safety standards.
8. All special sanctions and specialty classes must be approved in writing by ISR and the rules committee before competition.
9. Affiliates may impose entry rules for any class, to improve the show. Manufacturers are allowed to set limits on minimum entries, to maintain integrity of contingency programs.

HILLCLIMB FORMATS

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

STANDARD HILLCLIMB FORMAT

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

METHOD OF MEASUREMENT

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

ORDER OF CLASS

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

RECOMMENDED ENTRY FEES

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

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

REGISTRATION AND PAYBACK

1. The promoter payback at Hillclimb Races will be eighty (80%) percent of the entry

fees collected or the guaranteed purse, whichever is greater. Said entry fees to be based on the number of machines registered in the class.

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

DRIVER POINT SYSTEM

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

FINISHER	POINTS PER ENTRY	EXAMPLE (based upon 30 entries)
1 st	5	5 X 30 = 150
2 nd	4	4 X 30 = 120
3 rd	3	3 X 30 = 90
4 th	2	2 X 30 = 60
5 th	1	1 X 30 = 30

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

GENERAL COMPETITION AND SAFETY RULES

PADDOCK/STAGING & STARTING LINE

1. It is highly recommended that full coverage helmets, safety glasses and upper body protection be used in the paddock, staging and starting line areas. All drivers will wear full coverage helmets and have tethers firmly attached whenever they start or move their snowmobiles in these areas.
2. Hill Climb only: Jack stand/track stand may be constructed of .090 aluminum.

It's framework may be modified and lightened for ease of use on in remote locations, hillsides, etc. The technical inspector has the right to determine the structural integrity of the track stand, and may restrict drivers from using ones that are considered unsafe. There is no appeal process on this decision. The back plate/shield must cover from the centerline of rear axle to centerline of axle on opposite side. The full rear opening of the snowmobile tunnel must be shielded when the jack stand is in use.

(INSERT PICTURE)

GENERAL REGULATIONS

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

GENERAL SNOWMOBILE RULES

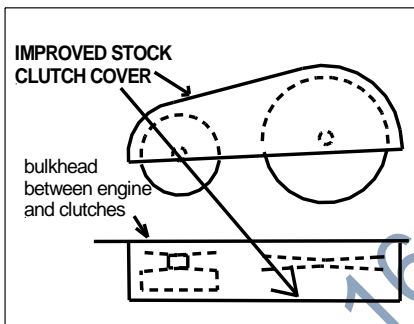
GENERAL

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

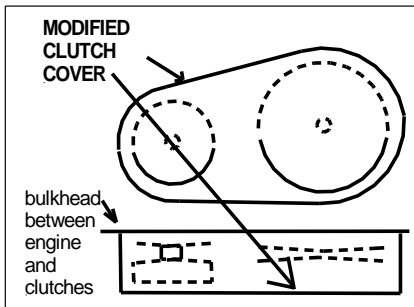
DRIVE

1. The machine must be propelled with a variable ratio belt transmission.
2. Aluminum brake disks not allowed.

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



4. Clutch covers on "old style" Modifieds or any sled that does not enclose the clutch area with body structure, must fully enclose the clutch system (see illustration). This rule will be applied to any sled that has no belly pan or minimal hood "body" panels. Clutch cover must be made of .090 inch 6061T6 aluminum or equivalent steel material and be covered with six (6) inch belting around the elliptical circumference. Venting of Modified clutch cover is restricted to a maximum of 32 square inches on the face of the clutch cover. No venting allowed on the elliptical circumference of the clutch cover. Two (2) venting areas allowed with no single venting area to exceed sixteen (16) square inches.
 - a. Maximum 1/4 inch holes no closer than 1/4 inch apart vertically and 1/2 inch apart horizontally.
 - b. Louver openings may not exceed 1/4 inch.



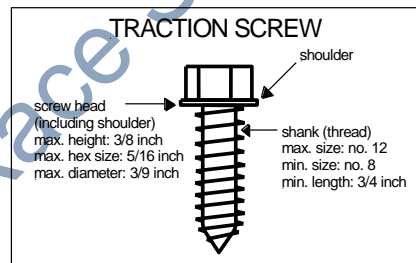
SKIS & SKI RUNNERS

1. Ski-skin changes allowed.
2. Any ski edge with over 1/2 inch turndown is a legal cutting edge.

3. Maximum ten (10) inch carbide cutting material per ski. Carbide cutting material must be continuous.
4. Turning material may be altered to an angle of not less than sixty (60) degrees inside included angle.
5. Wear bars including carbide insert must not exceed 5/8 inch width and 5/8 inch depth from the lowest point of the ski.
6. 3/8 inch is wear bar minimum width.
7. Hillclimb is exempt from meeting the ski loop overlap rule. In Hillclimb events skis must meet radius and loop specifications, but may secure to the top or underside of the ski or both.

TRACK & TRACTION

1. The track may not be reversed.
2. Drilling or cutting of holes through the



track is not allowed except to mount traction devices. Maximum hole size for mounting traction devices is 5/16 inch.

3. No traction picks allowed.
4. A snowmobile entered in a class must be qualified and raced, in that class, with the same length track throughout the running of that class at that event.
5. In all Divisions and Classes, Any quantity of traction screws may be used in the track lugs (see illustration). Must be installed parallel to track lug. Must not compromise structural integrity of the track. Must be screwed completely into track lug. Shoulder must contact track lug.

FRAME AND BODY

1. Sandpaper may be applied to the running board. 1/2 inch dulled traction aid allowed (measured from the flat of the running board and installed only on the flat of the running board) in all classes.
2. All classes may also add dulled traction aids on top of the rolled edge of the running board and are limited to 1/4 inch in height.
3. All snowmobiles in Stock and Improved Stock classes must have a full hood.

IGNITION AND ELECTRICAL

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

STOCK CLASS RULES

In stock and stock based classes, no change or modification is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or modification,

then it must be assumed that the change or modification is not allowed.

GENERAL

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

ENGINE

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

DRIVE

1. Any combination of springs, weights, and ramps may be used. These components may be interchanged between any brand, providing there is no modification to the clutch to make these components fit.
2. No machining, grinding or welding allowed on clutches unless specifically stated.
3. Metal may be removed but not added to the primary clutch ramps or flyweights.
4. Helixes may be machined for angle change. No material may be added. No welding will be allowed (billet helixes allowed).
5. Roller secondary clutches not allowed unless OEM for the model.
6. Powdered metal or aluminum OEM gears may be replaced with aftermarket gears of

the same design criteria. Steel cut gears/ or specialty aluminum gears may be used to replace powdered metal gears. Appropriate steel chains to fit these gears may be used. Clarification: (No changes beyond OEM filed components will be allowed in cog "Gilmer" belt drive cases.) These changes only apply to sprocket and chain drive systems.

7. Drive belts do not have to be OEM.
8. Complete brake system must remain OEM stock for the make and model.
9. Brake control handle must remain in the OEM location (left, front side).
10. Track drive sprockets may be replaced with any OEM sprockets from any stock qualified sled within the brand. Sprocket must maintain OEM for the model drive concept (i.e. involute or external). Unless otherwise specified, no modification allowed to frame, drive or suspension to install sprockets.

SKI SUSPENSION & STEERING

1. Must remain in original mounting location or optional location pre-drilled or indicated by the manufacturer.
2. Suspension kits not allowed.
3. Any spring allowed. May be shortened or heated. Springs may be removed and replaced with another type of cushion device. No chassis or suspension modifications to facilitate spring installation allowed.
4. **Shock absorber must remain stock for the model.**
5. Limiter strap allowed, but must maintain two (2) inches of travel.
6. Swaybar may not be relocated. Swaybars must be OEM for the model, or other swaybar from another stock qualified model within the brand. Sway bar may be disconnected or removed. If disconnected and not removed, all remaining components must be secured so as not to endanger driver.
7. OEM handle bar grips may be changed as long as stock handle bar length is not compromised. **Handlebars are allowed to be changed.** Handlebar end hooks, mountain (side hill) bars and mountain (side hill) straps are allowed. Brake control handle must remain in the OEM location (left side).
8. OEM handlebars, padding and throttle assembly may be interchanged within the brand. (OEM brake handle assembly for the model must be maintained.)
9. OEM handlebar risers may be used within the brand. Commercially available, aftermarket handlebar risers, vibration dampers and **handlebar relocation** mounts may be used (not to exceed maximum height of OEM risers). Handlebar risers must be installed using all provided hardware.
10. No modification to steering post allowed.

SKIS & SKI RUNNERS

1. Skis must be OEM for the model.

TRACK SUSPENSION

1. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-drilled

plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.

2. Track suspension kits are not allowed.
3. **Shock absorber for rear suspension must remain stock for the model.**
4. At the discretion of the region, marginal snow wheels along with brackets may be added or removed on all suspensions in all classes. Structural supporting components must remain.
5. **Rear axles may be replaced and additional rear idler wheels added for safety considerations. Axles, spacers, shims, bushings, and other components may be changed to allow installation of additional wheels. The only wheels allowed to be added will be OEM wheels of the same external dimension as the original wheel. Color code suffix or prefix does not apply. Rear axle shafts may be material substituted aluminum for steel, and steel for aluminum only. No titanium shafts unless OEM for the model.**
6. Any suspension springs allowed. Spring concept must remain OEM for the model. No chassis or suspension modifications to facilitate spring installation allowed.

TRACK & TRACTION

1. Track must be OEM for the model.
2. Track and track suspension kits are not allowed.
3. Unless otherwise specified, the track must be used as produced by the molder of the track. No other trimming or cutting allowed.
4. If traction screws are installed, any or all track lugs may be trimmed to a minimum height of 1.0 inch to allow installation of screws. The structural integrity of the track must not be compromised.

FRAME & BODY

1. Material may be added to chassis and suspension parts for reinforcement. The OEM for the model parts must be maintained. No material substitution allowed.
2. OEM skid plate may be added for protection of sled bottoms and may not change the aerodynamics of the sled. Skid plate must be securely fastened.
3. A rod may be placed in the roll on the edge of the running board.
4. Windshield and windshield molding may be removed. (Clarification: If windshield is used, it must have safety edging in place at start of event.)
5. Protective taping or screening will be restricted to the external openings of the hood only. OEM vent covers and screens, which are intended for removal by the consumer, may be removed. No additional venting allowed.
6. The OEM fuel tank is the only tank that can be used for fuel supply. Lubricating tank may not be used as fuel tank.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model. CDI/ECU module may be reprogrammed. Fixed ignitions may be moved (+ or -) four (4) degrees.
2. Lighting coils must remain in place.
3. Electrical wiring must remain in place.
4. Headlight and taillight must be original OEM equipment. Glass lenses must be taped over with transparent tape. Must remain in original mounting location. Must be operational at the start of the race. Taillight cannot be battery operated.
5. Tachometers, speedometers and/or heat gauges may be installed. OEM gauges must remain in place. Gauges may be disconnected.
6. Cylinder must remain within OEM shell dimensions to include crevices, bulges, etc. No visible external changes.
7. The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 1/2 inch (0.50 inch) in thickness.
8. Engine displacement may be increased by cylinder boring to the maximum displacement for any Improved Stock class. If so done, the snowmobile is no longer eligible for smaller displacement classes.
9. Engine components allowable for modification or replacement.
 - a. Bearings
 - b. Rods - rod center to center must remain the same
 - c. Pistons
 - d. Piston pins
 - e. Rings
 - f. Gaskets
 - g. Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change the outside dimensions of the cylinder or crankcase. No external modifications allowed to crankcase or cylinder to accommodate reed block change.
10. Airbox may be removed. Air filters may be used. Internal and external modifications may be made to the airbox.
11. Carburetors, flanges and intake manifold must be OEM for the model, and OEM appearing, internal modifications are allowed.
12. On snowmobiles with OEM for the model Electronic Fuel Injection the throttle body including the exterior may be modified for increased fuel flow. No welding of the throttle body allowed-not even for repairs. Systems that allow increased fuel delivery may be used. The stock control module must be used. No changes for increased airflow allowed. Increasing the size of throttle body throat not allowed. OEM for the model throttle plate (butterfly) must be used.
13. Any or all of the oil injection system may be removed. Clarification: (This is to include lines, tank, cables, electronic controls, injectors. Oil injector nozzles may be plugged or removed.) Four stroke snowmobiles may relocate the OEM oil tank/sump to prevent cavitation during competition.
14. On carbureted models, one additional OEM for the model type fuel pump may be added. No other type of additional fuel delivery system allowed unless specified.
15. No superchargers, turbochargers or nitrous systems allowed.
16. Cooling system must be fully operational and retain complete stock appearance, but may contain disconnects for cool down.
17. Harmonic balancer may not be removed.
18. One additional torque arm allowed, any style.
19. A torque plate is not allowed under engine or under motor mounting plate.
20. Any functionally silenced exhaust allowed. It is recommended that the dB level (measure seventy five (75) feet down the track, fifty (50) feet from the track at full

throttle measured on the exhaust side of the sled, be 108 dB for winter (snow/ice). Contact sanctioning body for local sound level requirements.

DRIVE

1. Any primary and secondary clutch may be used.
2. Jackshafts, of like material, may be changed to accommodate a clutch change. No welding allowed on a jackshaft.
3. Track drive axle and chain case must be intact and remain OEM for the model. Jackshaft, track drive axle and chain case must remain in OEM for the model location.
4. Any OEM for the brand track drive sprocket allowed. Unless otherwise specified, no modification allowed to frame, drive or suspension to install sprockets.
5. Complete brake system must remain OEM stock for the make and model.
6. On snowmobiles that comply, in all respects, with the Improved Stock class rules, the modified class safety shield around the brake mechanism is not required when advancing to the modified division.

IMPROVED STOCK RULES

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

GENERAL

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

ENGINE

1. Engine parts must be OEM for the model except where noted. The following OEM engine parts may be modified internally, but not replaced:
 - a. Crankcase
 - b. Cylinders. (No external fastening devices for mounting cylinders allowed.)
 - c. Heads
2. The entire external portion of the engine must be Stock Appearing.
3. OEM stroke must be maintained.
4. The OEM number of cylinders must be maintained.
5. Cylinder head(s) must be OEM for the model. The cylinder head may be modified internally including changing replaceable combustion chambers and machining out combustion chambers to use replaceable inserts. Replacement combustion chambers must be commercially available. The visible, outer portion of the cylinder head or cylinder head cover must remain stock appearing and the spark plug must maintain OEM location.
6. Cylinder must remain within OEM shell dimensions to include crevices, bulges, etc. No visible external changes.
7. The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 1/2 inch (0.50 inch) in thickness.
8. Engine displacement may be increased by cylinder boring to the maximum displacement for any Improved Stock class. If so done, the snowmobile is no longer eligible for smaller displacement classes.
9. Engine components allowable for modification or replacement.
 - a. Bearings
 - b. Rods - rod center to center must remain the same
 - c. Pistons
 - d. Piston pins
 - e. Rings
 - f. Gaskets
 - g. Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change the outside dimensions of the cylinder or crankcase. No external modifications allowed to crankcase or cylinder to accommodate reed block change.
10. Airbox may be removed. Air filters may be used. Internal and external modifications may be made to the airbox.
11. Carburetors, flanges and intake manifold must be OEM for the model, and OEM appearing, internal modifications are allowed.
12. On snowmobiles with OEM for the model Electronic Fuel Injection the throttle body including the exterior may be modified for increased fuel flow. No welding of the throttle body allowed-not even for repairs. Systems that allow increased fuel delivery may be used. The stock control module must be used. No changes for increased airflow allowed. Increasing the size of throttle body throat not allowed. OEM for the model throttle plate (butterfly) must be used.
13. Any or all of the oil injection system may be removed. Clarification: (This is to include lines, tank, cables, electronic controls, injectors. Oil injector nozzles may be plugged or removed.) Four stroke snowmobiles may relocate the OEM oil tank/sump to prevent cavitation during competition.
14. On carbureted models, one additional OEM for the model type fuel pump may be added. No other type of additional fuel delivery system allowed unless specified.
15. No superchargers, turbochargers or nitrous systems allowed.
16. Cooling system must be fully operational and retain complete stock appearance, but may contain disconnects for cool down.
17. Harmonic balancer may not be removed.
18. One additional torque arm allowed, any style.
19. A torque plate is not allowed under engine or under motor mounting plate.
20. Any functionally silenced exhaust allowed. It is recommended that the dB level (measure seventy five (75) feet down the track, fifty (50) feet from the track at full

SKI SUSPENSION & STEERING

1. Brake control handle must remain in the OEM location (left, front side of handlebar).
2. Any commercially available handlebar allowed. Mountain bars allowed.
3. No modification to steering post allowed.
4. Any spring may be used on the suspension. May be shortened or heated. Springs may be removed and replaced with another type of cushion device.
5. OEM kits may be used to increase or decrease ski stance. Entire kit must be used(kits are limited to radius rods, steering rods and "A" frames).
6. Any shock absorber allowed. No modification to suspension, frame or drive system allowed for shock installation.
7. No modification to steering post allowed.

SKIS & SKI RUNNERS

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

TRACK SUSPENSION

1. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.
2. Stock suspension may be limited by a strap or chain.

3. Slide rail extension plates are allowed. Structural integrity must be maintained. The Race/Tech Director shall have the authority to determine structural integrity.
4. Any suspension springs allowed. Spring concept must remain OEM for the model. No modifications to frame or suspension allowed when installing springs.
5. Any shock absorber allowed. No modification to suspension, frame or drive system allowed for shock installation.
5. Headlight and taillight must be original OEM equipment. Glass lenses must be taped over with transparent clear tape. Must remain in original mounting location. Must be operational at the start of the race. Taillight cannot be battery operated.
6. Improved Stock snowmobiles will be allowed to add tachometers, speedometers, or heat gauges. OEM gauges must remain in place and may be disconnected.

TRACK & TRACTION

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

FRAME & BODY

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

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model. CDI/ECU may be replaced with a unit from any stock qualified model within the brand. Flywheel and stator may be modified.
2. Fixed ignition may be moved (+ or -) four (4) degrees.
3. Lighting coils must remain in place.
4. Electrical wiring must remain in place.

IMPROVED STOCK 1000 RULES

ENGINE

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

DRIVE

1. Any primary and secondary clutch may be used.

IGNITION & ELECTRICAL

1. Any ignition may be used.

MODIFIED CLASS RULES

GENERAL

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

4. Chassis serial number must be permanently affixed to the side of the tunnel near the right side footrest.

ENGINE

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

DRIVE

1. Carbon fiber brake disk allowed.

SKI SUSPENSION & STEERING

1. Brake control handle must remain in the OEM location (left side).
2. Sled width open.
3. Any commercially available handlebar allowed. Mountain bars allowed.

SKIS & SKI RUNNERS

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

TRACK & TRACTION

NOTICE: THESE RULES ARE OPEN FOR REVIEW BY THE RACE RULES COMMITTEE ON A YEARLY BASIS.

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

FRAME & BODY

1. Tunnel material in all machines in all classes must maintain its structural integrity and be free of wear from traction devices. If the tunnel is being worn by traction devices, tunnel protection devices must be installed to prevent damage to the tunnel by the traction devices.
2. The hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches. (To receive any contingencies, hood must be

identifiable as an OEM style hood and engine and hood must be identified with the same brand.)

- Overall length of snowmobile is open.

COURSE REQUIREMENTS

COURSE DESCRIPTION

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

COURSE DIMENSIONS

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

MOUNTAIN CROSS COMPETITION

Mountain Cross competition is conducted on a hillclimb slope with two snowmobiles racing to the finish line at the top on two separate but parallel courses. The two courses are marked with "gates". Drivers must pass through all of the "gates" on their course.

DIVISIONS, CLASSES AND FORMAT

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.

DRIVER DIVISIONS

Pro
Semi Pro
Amateur
Juniors
Women's
Masters

STOCK CLASSES

Stock 600 (600cc maximum)
Stock 700 (700cc maximum)

Stock 800 (800cc maximum)
Stock 900 (900cc maximum)
Stock 1000 (1000cc maximum)
Pro Masters Stock 800 (min. driver age is 40)

IMPROVED STOCK CLASSES

Improved Stock 600 (600cc maximum)
Improved Stock 700 (700cc maximum)
Improved Stock 800 (800cc maximum)
Improved Stock 1000 (1000cc maximum)
Pro Masters Improved Stock 1000 (min. age is 40)

MODIFIED CLASSES

Mod 600 (600cc maximum)
Mod 700 (700cc maximum)
Mod 800 (800cc maximum)
Mod 1500 (1500cc maximum)
NOTE: In order to run the Mod 1500 class, the top of the hill must be at least 4000 feet in elevation.
Pro Masters Mod 1500 (min. driver age is 40)

SPECIALTY CLASSES

- SEMI PRO DIVISION
Semi Pro Stock 800 (800cc maximum)
Semi Pro Open 800 (800cc maximum)
- WOMENS DIVISION
Women's Stock 700 (700cc maximum)
Women's Open 800 (800cc maximum)
- Any specialty classes that meet specified safety standards can be raced in Amateur or Masters Mountain-cross events.
- A special sanction can be any snowmobile Mountain Cross event that does not fall under any of the specific circuits or classes, but meets the established safety standards.
- All special sanctions and specialty classes must be approved in writing by ISR and the rules committee before competition.

FORMAT

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

STANDARD MOUNTAIN-CROSS FORMAT

- A Mountain Cross event shall be conducted on a snow-covered slope. The event area shall be set-up according to ISR guidelines. (See the Recommended Hillclimb Course Layout in the Appendix.)
- Two side-by-side courses shall be marked off with "gates". Each "gate" shall consist of two flexible marker poles adjacent to each other through which the snowmobile must pass. The two courses shall be near each other but not so close as to promote contact between the two snowmobiles.
- The event shall consist of a number of races in which two snowmobiles will compete side-by-side up the slope. The driver must go through each gate on

his/her course. Gate poles may be hit, but must not be knocked down or broken off.

- The winner of each race shall be the driver who reaches the finish line first or, in the case that neither reaches the finish line, the driver and snowmobile (as a unit) attaining the highest mark shall be the winner.
- Each competitor shall compete on each course to determine results. At the discretion of the sanctioning body, the two runs may be added together or the best run scored.

ORDER OF CLASSES

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

GENERAL COMPETITION RULES

- Unless otherwise specified, Mountain-Cross rules are the same as Hillclimb rules.

STOCK CLASS RULES

DRIVE

- OEM for the model clutches must be used. OEM or aftermarket roller helix allowed in the secondary clutch.
- On snowmobiles that comply, in all respects, with the Stock class rules, the OEM belt guard may be used when moving up to Improved Stock or Modified classes.

SKI SUSPENSION AND STEERING

- Any sway bar allowed. No modification allowed to chassis or suspension to facilitate sway bar installation. Sway bar may be disconnected or removed. If disconnected and not removed, all remaining components must be secured so as not to endanger driver or other drivers.
- Any commercially available handlebars may be used. Handlebars must have OEM type padding. Throttle and brake controls must remain in OEM position. Only one throttle lever allowed.
- No modification to steering column allowed.

SKIS AND SKI RUNNERS

- Commercially available aftermarket or OEM skis allowed. Multi-keel skis allowed.
- Any sharp cutting edge (of any material) must be at least 1-1/4 inches from outside, bottom edge of ski board.
- Ski runners on outside edge of ski must be unsharpened, round section with no cutting edge.

TRACK SUSPENSION

- Any commercially available one-piece molded rubber track may be used. Maximum lug height is 2 inches. Unless otherwise specified, no modification to chassis, suspension or drive to facilitate track installation is allowed.
- Any track drive sprocket within the brand may be used.
- Metal rear axle idler wheels may be used.

TRACK AND TRACTION

4. Any commercially available one-piece molded rubber track may be used. Maximum lug height is 2 inches. Unless otherwise specified, no modification to chassis, suspension or drive to facilitate track installation is allowed.

FRAME AND BODY

1. Snow flap must conform to GENERAL RULES AND REGULATIONS.

IMPROVED STOCK RULES

GENERAL

1. Snowmobile must be an ISR Stock Qualified model. All sleds must comply with GENERAL RULES AND REGULATIONS section.
2. Any alterations allowed in Stock are allowed in Improved Stock.
3. The sled must have original OEM for the model or factory designated replacement engine, frame and fuel tank.
4. A full-bodied snowmobile that conforms to Improved Stock rules may advance to Modified with the Improved Stock clutch cover.

ENGINE

1. Crankcase, crankshaft and cylinders must be OEM for the model.
2. Modifications allowed in Improved Stock Hillclimb are allowed.
3. Aftermarket cylinder heads allowed.
4. Carburetors may be changed.

DRIVE

1. Clutch cover must conform to rules for Improved Stock clutch cover in Hillclimb.
2. Chaincase must be OEM for the model and remain in OEM location.

SKI SUSPENSION AND STEERING

1. Suspension parts may be replaced. Must retain OEM Stock Appearance.

TRACK SUSPENSION

1. Suspension parts may be replaced. Must retain OEM Stock Appearance.

TRACK AND TRACTION

1. Improved Stock Hillclimb rules apply except that maximum height of track lugs and traction device is 2 1/4 inches measured from the flat of the track.

FRAME AND BODY

1. OEM for the model bulkhead must be maintained. Aftermarket rear tunnel allowed. Tunnel must extend, uninterrupted, to the snow flap. Must be stock appearing.
2. Aftermarket hoods allowed. Must be Stock Appearing. Hood must have OEM for the model decals.
3. Aftermarket seats allowed. Must be Stock Appearing.
4. Fuel tank must be OEM for the model. The OEM fuel tank is the only tank that can be used for fuel supply. Lubricating tank may not be used as fuel tank.

IGNITION AND ELECTRICAL

1. Magneto and ignition system must be OEM for the model (except for spark plugs).

MODIFIED CLASS RULES

GENERAL

1. Modifications or alterations allowed in Stock and Improved Stock are allowed in modified.

ENGINE

1. Any functionally silenced exhaust system allowed.

DRIVE

1. Clutch cover must conform to rules for Modified class clutch cover in Hillclimb.

FRAME AND BODY

1. Modified class snowmobiles may run without a hood.