INTERMOUNTAIN SNOWMOBILE RACING ASSOCIATION

General Rules and Regulations

2020

Racers and Parents,

The purpose for this handbook is to help the parents better understand what is expected for proper safety gear for the child and proper safety for the snowmobile in all classes.

This is Racing 101 for the kids, and like all legitimate racing – there are rules! We need to keep it fun, but more importantly, we need to keep it safe for all. There are rules and guidelines in place – even for the little 120's. We run off of ISR rules with some additional requirements or changes at local race level. But when it comes to the safety of the young racer (or any racer) and the machines they ride, we will error on the cautious side and the rules must be followed.

Unfortunately in the past, we have had several sleds show up without clutch covers and a few show up without working tethers. And several kids did not have the proper protection equipment such as chest protectors, full face helmets, mouth guards, etc., unfortunately, some parents want to debate these items. Please be aware that if you show up at an event without these items on the sled or your child – you will not be allowed to race. That would be very disappointing for you and your child and it's not fun for the officials to have to turn away a kid and the opportunity to race.

Please review the basic protective gear requirements below:

1. Helmet, full face and goggles or shield
2. Upper body protection: tech vest or other ISR approved and as a last resort a motocross style chest protector
3. Shin guards/knee pads, above ankle boots (snow boots are OK), and gloves
4. Mouth guard is recommended
5. Race numbers on both sides of the snowmobile and on the front such as a number plate on the handlebars – white back ground and black numbers
6. Clutch cover, working tether, and brakes
7. The snowmobile must be in good and safe mechanical operating condition; hoods may not be falling off, sharp edges must be protect with foam and tape, and some ski loops must be protected with foam and tape if not ISR approved.
8. At least 50% of the helmet should have blaze or international orange. Orange on the upper body, front and back (orange duct tape is acceptable).

As for what class your little racer and machine are eligible for, it depends on what has been done to it. There are guidelines for this as well in the following rulebook and in the ISR rules, but if your machine has an aftermarket pipe on it – then the sled is NOT stock.

Thank you,

IMSR Board

IMSR Classes

120 Stock 4-12
120 Speed Limited 4-12
120 Pro (Champ and 206) 6-12
200 Limited
200 Stock 6-12
300 Transition 8-12
Transition 8-13

Junior Novice 10-13
Junior 13-17 Specialty
Sport
Pro Women
Pro Lite
Pro

SNO-CROSS 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.

REGISTRATION-ENTRY REGULATIONS:

1. WAIVER FORMS ARE MANDATORY FOR ALL PERSONNEL IN SECURED AREAS
2. Drivers must have signed a waiver before any runs are made (practice or racing). No one, except officially entered drivers may ride or practice on any race course on the day of the event.
3. All entry fees must be paid in full before driver can practice or race.
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, including stopped payments.
5. Any class event can be eliminated when there are less than two (2) official entries at the close of registration.
6. Entry fees will be regulated on a regional basis.
7. Payback in older classes will be regulated on a regional basis.
8. Drivers may be assessed a late registration fee.
9. 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.
3. There will be an automatic suspension for drivers who race under another driver's number
4. 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.
5. 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, ¾ inches wide and be displayed in contrasting colors. Numbers must also be displayed on both side of tunnel, minimum for (4) inches high. These numbers must be displayed on the snowmobile in a permanent manner before being allowed to race.

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.
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.

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 of one hundred fifty dollars ($150).

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. Protest 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.

TECHNICAL INFRACTIONS & ON TRACK INFRACTIONS:
Driver of 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:

1. Verbally warn driver or team.
2. Disqualify driver from event for the class specified.
3. Disqualify driver from all events entered in day's competition.
4. Fine driver, if affiliate has a fine process in place in the affiliates bylaws or published operational guide.
5. Suspend driver or team for season.

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 judgement in the selection of helmets and other apparel for protection and durability.

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

1. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2015 Snell Foundation Approval Code. This is also mandatory in the tune-up area. The helmet must be securely fastened at all times. Any snowmobile operator under the age of 18, must wear a helmet anytime a snowmobile is operated anywhere at the racing facility.
2. 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" x 3" placed anywhere on the helmet must contact orange color except on a 4" x 6" spot on the left and right hand side of the helmet. On a typical Sno-Cross helmet there should be at least 144 square inches (12 x 12 inches) of orange.
3. At least 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.
4. Gloves and clothing, along with at least above ankle leather boots are mandatory (snow boots are alright).
5. Eye protection mandatory: facemasks may be required at the starting line at the discretion of the Race Director. If corrective lenses are required to drive a motor vehicle, the driver will also be required to wear them when racing.
6. Hearing protection is mandatory in all non-stock classes in all types of competition. Recommended for all stock class competition.
7. The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas. 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.
8. Shoulder pads must be added to upper body protection.
9. Shin and kneed 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.
10. Upper arm pads and elbow pads are highly recommended.
11. Neck bracing is recommended.

GENERAL COMPETITION

FLAG RULES:
Any competitor who does not obey the following rules will be subject to disqualification and/or fine.

1. GREEN FLAG: Start of race or signifies course is clear and race is in progress.
2. YELLOW FLAG: A yellow flag indicates an accident or other incident, which may include obstruction or the racetrack.
    a. Yellows flag zone is that portion of the track from the first yellows flag to a point past the entire incident.
    b. Drivers must slow down and observe caution while in the yellow flag zone.
    c. No passing allowed in a yellow flag zone.
    d. Racing may be resumed after leaving the yellow flag zone.
3. 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. The red flag will be used if a racer jumps the line at the start line and the race will be restarted. Snowmobiles must not leave the track unless directed to do so by the Race Director. Upon seeing the red flag, drivers are to stop and then proceed with caution to the starting area.
4. WHITE FLAG: When displayed, drivers have started their last lap
5. CHECKERED FLAG: When the checkered flag is displayed, it means the race is complete.
6. BLUE FLAG WITH YELLOW DIAGONAL: For passing-flag will be displayed to snowmobiles being lapped.

SIGNAL LIGHT RULES:

1. Sanctioning bodies, which employ signal lights, must inform competitors of their signal light protocol before the start of the event. When light signals are used instead of flags all competitors must be made aware of signal light procedures prior to the race.
2. Competitors must obey signal lights.

RACE STARTING PROCEDURES:

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race.
2. Snowmobiles may be pushed to the starting line.
3. All participants (including crewmembers) entering the start line area, are required to wear eye protection or safety glasses and a chest protector.
4. Snowmobiles must be placed on an approved stand for warm-up and/or for clearing the track in the hot pit area ONLY. No jack stands or lifting the sleds off the ground at the starting line. NO EXCEPTIONS!!
5. All snowmobiles on the starting line must have the track and both skis flat on the course surface, before starter begins the race.
6. All snowmobiles will be started from a standing position, in a line abreast.
7. The driver's feet must be on the running boards or stirrups. The Race Director may disqualify a driver if the driver's method of start interferes with other contestants.

START:

1. On a false start a racer will be penalized by the Chief Starter, Race Director, or Flagman. Race will be red flagged and all racers will be brought back to the start line. The racer that had the false start will be placed in the back row behind another racer.
2. There shall be no change of drivers at any time without notification to the Race Director.
3. Events that take place under natural lighting will be terminated thirty (30) minutes after published sunset.
4. Any conditions that reduce visibility (prior to 30 minutes after sunset) must be considered before continuing to race. Other conditions include (but not limited to) snow dust, ice dust, fog, haze, clouds, mist, falling snow, falling rain, and smoke.
5. It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.
6. An injured or otherwise incapacitated driver or damaged snowmobile shall be prohibited from racing with exception that if in the Race Director's judgement the driver or snowmobile is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.

RACE RESTART PROCEDURE:

1. The Race Director may have a restart at his discretion. Race Director's decision is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobiles mechanically unsafe to participate in the restart. These snowmobiles must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.
3. All snowmobiles will be stopped under the red flag. The flagman will notify drivers when to move snowmobiles and he will have them proceed slowly to the point of restart. If only one (1) lap, or less, has been raced, the order of snowmobiles for the restart will be the same as the beginning of the race (with the following exceptions):
4. Any snowmobile causing the stop of a race and a subsequent restart will be place to the rear of the restart sequence.
5. Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
6. Any snowmobile unable to immediately return to the starting line will be place to the rear of the restart sequence.
7. After more than one (1) lap has been raced, the restart position of the snowmobiles reverts t the last officially counted lap.
8. With the Race Director's permission, only one (1) crewmember per snowmobile will be allowed on the track in the event the competitor cannot start his/her snowmobile alone. No mechanical work can be performed by the crew member. He may assist the driver in starting the sled, by pulling the recoil device/rope, controlling throttle, applying choke/enrichener, or alternate fuel delivery squirt bottle, removing the hood, securing hood, and tether switch, handling safety and personal equipment to driver.
9. Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.

LEAVING THE COURSE:

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

CONTROL OF SNOWMOBILE DURING RACE:

1. It is expressly forbidden to drive or push a snowmobile in a direction other than that of normal race traffic. A driver who has spun out is permitted to turn snowmobile around to continue the event provided such action is taken only when the course is clear.

BLOCKING AND FOOLISH DRIVING:

1. The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the Race Director. Any dangerous or foolish driving, bumping, crowding, shopping, 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.
3. If for any reason a drier 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 tack so as not to endanger or obstruct other drivers.

RACE FINISH:

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

SIGNALS:

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

RADIOS:

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

CLEAN OUT/SAFETY STANDS:

1. Snowmobile safety stand that catch and retain track, track lugs, traction components, and other items that are thrown by a track are mandatory.
2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. See ISR rules for exact material to be used and measurements.
3. No full throttle operation while snowmobile is on warm up stand.

GENERAL SNOWMOBILE RULES

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

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

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

CLASS ELIGIBILITY & SNOWMOBILE ID:

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

ENGINE:

1. ISR and/or the Race Rules Committees will approve the validity of all engine intake systems.
2. In stock classes, the engine must have originated from a stock qualified, OEM produced snowmobile.
3. In stock classes, coolant thermostats, regardless of location in the cooling system, may be ran as produced, changed to alternate temperature settings, or completely removed, If removed a control plate/washer to control volume of flow may be installed in its place. This plate shall serve no other function than restricting the flow of coolant.
4. In stock classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional.
5. OEM carburetor slide valves and replacement jet components without modification will be allowed in all stock classes. NO modification to carburetor body will be allowed.
6. An adequate return spring on the throttle is required. The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the snowmobile) of the right-hand handlebar. Throttle must be thumb operated. Twist grip throttles not allowed.
7. No pressure charging allowed unless specified.
8. All stock classes – choke control devised may be disconnected; however, they may not be removed from their mounting location.

DRIVE:

1. Brakes will be operative at all times. Brake lever must remain on the left, front side of the handlebar.
2. The master cylinder, caliper and disk assembly must be commercially available.
3. Additional brake assemblies may be added. If the secondary brake is on the track drive shaft, the disk may be smaller than 7". Brake disk in any other location must be a minimum of seven (7) inches in diameter. Track drive shaft may be lengthened to accommodate additional brakes.
4. In Modified and Open classes, anytime the brake assembly has been modified or relocated, the brake disk must be covered with a shield capable of retaining an accidental explosion.
5. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
6. Chains, pulleys and exposed moving parts will be isolated from the driver and other competitors by shields capable of retaining all accidental explosions and component impacts. Integrity of protective shields shall be at the Race and/or Tech Director's discretion. No holes may be drilled in protective shields.
7. Unless otherwise specified, stock class belt guards are acceptable in stock classes only.
8. Secondary clutch windage plates may be removed in all classes. Windage plates may not be added in stock classes unless OEM for the model.

SKI SUSPENSION AND STEERING:

1. Handlebar extensions are allowed in some classes in some forms of racing. They must conform to the illustration on the ISR rule guidebook.
2. All handlebar ends must be plugged.
3. Only steel suspension springs allowed unless otherwise specified.
4. At safety inspection, ski suspension travel will be measured vertically at the front bumper.

SKIS & SKI RUNNERS:

1. Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over ½ inch turndown constitutes a cutting edge.
2. A maximum of fourteen (14) inches total length of carbide per ski is allowed (unless otherwise specified in specific chapters)
3. All ski loops must be at least one (1) inch wide and 5/8 inch thick or 1 inch diameter round material. The arc of the leading edge of the ski loop must have an outside radius of at least 2 1/8 inches and extend at least 120 degrees upward. Plastic ski loops must be affixed with steel bolts.
4. The ski loop must overlap the end of the ski and secure to the underside or it must cover the leading edge of the ski entirely.
5. Metal ski loops must be affixed with steel bolts and not welded.
6. Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.
7. Beam breaker surface for electronic timing must be confined within the ski loop.
8. Ski tip (not including the loop) must be turned up 1.5 inch from the bottom of the ski (not including the keel or ski runner).
9. No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.

TRACK SUSPENSION:

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

TRACK & TRACTION:

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

FRAME & BODY:

1. A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down (restrained from rearward movement) so as to restrain traction components, snow, mud, rocks, and other material thrown from the track at all speeds. Recommended materials are 3/16 inch fiber reinforced rubber belting or 3/16 inch semi-rigid plastic such as HD polyethylene or UHMW polyethylene.
2. The snow flap must overlap the widest part of the rear tunnel opening by at least one (1) inch on each side.
3. The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile. The use of springs and/or elastic material for holding down and restraining snow flaps is not acceptable.
4. The snow flap must be in contact with the course surface when the rider is on the snowmobile. Violation of this rule results in mandatory expulsion from the class.
5. The maximum overall snowmobile width is 45 inches unless otherwise stated.
6. Where specifically allowed, foot stirrups/foot pegs may be installed. Must be constructed of rigid materials.
7. 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.
8. Unless otherwise stated, seats in stock class must be OEM for the model. OEM seats have no requirements for fabric, padding, dimension, or coverage. If the seat meets manufacturers legal design criteria it is legal for any class, stock or modified.
9. 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.
10. Snowmobiles may be painted in color except the color orange. Orange may not be used.

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 slips allowed.
4. The tether switch will be securely mounted in a location on the snowmobile other than on the handlebars or steering column.
5. All snowmobiles must have a handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch).
6. Wet cell must be enclosed in a nonconductive battery box. Positive terminal must be shielded. Battery box must be securely held in place.
7. 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:

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 moto fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce power in excess of that produced by standard pump gasoline and petroleum base oil shall not be permitted. The list of unacceptable additives includes, but is not limited to, alcohol, nitrates, and other oxygen bearing compounds.
    c. No competitor or driver's pit personnel shall possess power boosting additives or agents upon the race premises of the sanctioned event. Violations of this rule shall subject the violator to severe disciplinary procedure.
    d. Aerosol cans of ether are allowed at sanctioned races for starting purposes. No driver will be allowed to carry such cans on their person or their snowmobiles during the race.
    e. Driver statements as to their fuel components will be binding and may be verified by various fuel tests. Drivers must allow officials to test their fuel at any time.
    f. In all youth racing classes, commercially available gasoline that is reformulated with up to 10% ethanol is allowed.
3. If any of these field tests are failed by a participant he will be DQ'ed from all classes that he participated in for that day.

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 the 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, 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 participates 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 and participant. Anyone showing evidence of having used an intoxicating beverage must leave the premises (specifically pit, 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 those 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 IMSR Advisory Board, shall be suspended from all forms of participation at any IMSR 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 IMSR 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 with in 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 IMSR 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 IMSR activities. Failure to notify will subject the participant to penalties as prescribed above.
10. A participant is any person taking part in any event sanctioned by or affiliated with ISR or IMSR, 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 disqualifications 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 just 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 vest interest.
13. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
14. Decisions of the Race/Tech Director may be reviewed by the board of the sanctioning body.
15. Decisions made at an event shall not be overturned without a formal appeal. Notice of the appeal process shall be given and a suitable time period for all parties to prepare must be allowed.

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

SNO-CROSS 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. Competitors must be eighteen (18) years of age to compete in senior classes. (For Junior information, see Junior Competition section.)

PRO DIVISION CLASSES

SS 600	Stock up to 600cc liquid 2-stroke
SS 600 Womens	Stock up to 600cc liquid 2-stroke
SS 600 Masters	Stock up to 600cc liquid 2-stroke
Pro	Up to 600cc liquid 2-stroke or approved 4-stroke

PRO LITE DIVISION CLASSES

Pro Lite SS 600	Stock up to 600cc liquid 2-stroke or approved 4-stroke

FOUR STROKE DIVISION CLASSES

Class	CC	EFI/Carb	EXH
1200	1200	OEM	OEM

SPORT DIVISION CLASSES

Sport SS 600	Stock up to 600cc liquid 2-stroke or approved 4-stroke
Women's	Stock up to 600cc liquid 2-strok or approved 4-stroke
Masters 600	Minimum age is at the discretion of the circuit

ENTRY LIMITATIONS:

1. Drivers may enter in more than one division. Driver movement between the following driver divisions during the event is allowed: Sport, Pro Lite and Pro. Drivers may enter two consecutive divisions.
2. Points for all events will be regulated by the regional competition or sanction committee.
3. Points will be tabulated in the region that they are awarded. Points are non-transferable between regions. Driver must be a member of the region to receive high point awards.

GENEARL COMPETITION & SAFETY REGULATIONS:

1. Race Director will determine the number of competitors that can be safely on the course at one time.
2. PASSING – A driver must always be prepared for another snowmobile to pass and must therefore be on the lookout for other snowmobiles approaching from behind. Drivers will not hinder or obstruct an overtaking vehicle. A slower driver is to move over for the passing snowmobile.
3. A yellows flag indicates an accident or other incident that may include obstruction of the race track.
    a. Yellows flag zone is that portion of the track from the first yellow flag to a point past the entire incident.
    b. Drivers must slow down and observe caution while in the yellow flag zone.
    c. No passing allowed in a yellow flag zone.
    d. No jumping or leaving the ground in a yellow controlled area is allowed.
    e. Racing may be resumed after leaving the yellow flag zone.
4. DRIVERS RESPNSIBILITY – It is the driver's responsibility to inform the nearest race official or any injured drivers on the race course.
5. All animals at the race site must be leashed.
6. Drivers and crews are required to conform to sponsorship agreements if driver's number system is not compromised. Recommended size for any sponsor's emblem should not exceed sixteen (16) square inches on the front or twenty-four (24) square inches on the back of the driver's uniform.
7. It is highly recommended that trackside officials, press and observers wear upper body protection and helmets.
8. It is highly recommended that the red flag be displayed and the race stopped when the medical staff is on the track or in unsafe proximity of the track.
9. Radio communication between crew and driver not allowed. Individual circuits may allow radio communication to Pro drivers only. Race-ceiver and similar one way communication may be utilized at the discretion of the affiliate.

REGISTRATION-ENTRY REGULATIONS:

1. All entry fees must be paid in full before driver can practice or race.
2. Any class event can be eliminated when there are less than two (2) official entries at the close of registration.
3. Entry fees will be regulated on a regional basis.
4. Payback in all classes will be regulated on a regional basis.
5. Drivers may be assessed a late registration fee.
6. The driver's number shall be displayed on both sides of the snowmobile in 6 to 8 inch high, black numbers on a white background. (suggested on the front portion of hood or windshield)

SNO-CROSS VIOLATIONS:

1. Driver infractions/disqualifications in a Sno-Cross event will be forwarded to ISR.
2. DRIVER MAY BE DISQUALIFIED FOR:
    a. Running without a hood or shroud in position.
    b. Running with altered numbers.
    c. Running with bibs not in position.
    d. Receiving unauthorized assistance.
    e. The driver or a group of drivers attempt to harass race officials, in any manner.
    f. Course cutting.
    g. Dangerous driving tactics.

h. Failure to stop for post-race technical inspection.
i. Failure to use proper safety equipment.
j. Unsafe operation in the pit area.
k. Allowing non-registered drivers to operate driver's snowmobile on track during a practice lap or during the race.

3. DRIVER MAY BE PENALIZED AT START OF RACE FOR THE FOLLOWING:
   a. Jumping the start.
   b. Causing a restart.

GENERAL SNOWMOBILE REQUIREMENTS:

SKI SUSPENSION & STEERING:

1. Maximum ski stance is 43.5 inches measured under the spindle. Carbide runner must be centered on the ski board.

SKIS & SKI RUNNERS:

1. Aftermarket skis allowed. Skis must be commercially available.
2. Minimum ski width is 3 ½ inch. Main keel and ski runner (cutting edge) must be centered on ski board. Main keel maximum depth is 1 ½ inch (without ski runner). Other keel(s) maximum depth is 5/8 inch. No sharp edges allowed on ski.
3. Skis may be reinforced on the topside only.
4. Skis and ski loops must conform to the ski rules in GENERAL RULES AND REGULATIONS section. Skis and ski loops must be intact at the start of each race. In the interest of safety, a driver may be black-flagged if a ski or ski loop is damaged in such a way as to cause a hazard. Ski loop leading edges not one (1) inch in width or not meeting the minimum radius rule must be padded.
5. Ski skins allowed.
6. Ski runner must be commercially available.
7. Only one cutting edge allowed. Minimum cutting angle is 60°. No grinding or modification of host bar or cutting edge allowed.
8. Host bar may be any shape that conforms to rules. Except for cutting edge and groove for affixing cutting material, all edges must have a minimum radius or 45° chamfer of 1/16 inch.
9. Shape of host bar and cutting edge must limit penetration to 3/16 inch. Shoulder required adjacent to cutting edge if host bar is not round or oval. Minimum radius of round or oval host bar adjacent to cutting edge is 7/32 inch.
10. Maximum height and width is 5/8 inch. Minimum width adjacent to cutting edge is 3/8 inch for host bar, which is not oval or round. Ski runner must fit within 5/8 inch square.
11. Ski turning plates may be used but must fit inside the following guidelines.
    a. Plate can be no longer than 18".
    b. Plate can be no higher than 4".
    c. Plate may not extend past side of ski.
    d. Only UHMW material may be used.
    e. Must be commercially available.
    f. All exposed edges must be relieved and have no sharp exposed edges.
12. Maximum ski trimming (for the rear of the ski): From rear of ski, both sides can be trimmed to a maximum of 9 inches forward. The rear of ski can be trimmed to a minimum of 1 inch in width. Rear tip corners should have a rounded radius. Ski material can be removed if it doesn't affect the overall length and width of the ski. Ski keel material can be removed to except ski runner.

TRACK & TRACTION:

1. Maximum track lug height in all classes in 1.75 inches.
2. Regardless of track length or width, snowmobile is limited to ninety-six (96) sixty (60) degree unsharpened, unmodified single point picks/studs. Studs must conform to the following rules:
   a. Must be single point stud.
   b. No sharpening allowed.
   c. No modification allowed.
   d. No machining allowed.
   e. Must be commercially available.
   f. Maximum 3/8 inch above nearest leading lug.
   g. Shoulder required.
   h. Minimum angle 60 degrees.
3. Studs must be steel, with a carbide insert.
4. All components of the traction devices must be in the center of the track between the inside edges of the two slide runners (hyfax) and a minimum of 3.75 inches from the edge of the track (4.25 inches from the outside of the stud itself).
5. Stud backing plate maximum size: 2 inches wide x 2 ¾ inches long x 1 ¼ inches high and not to exceed the height of the lug. Backing plates must be commercially available and must not be modified.
6. Stud backing plates may be horizontally, vertically, or obliquely shaped within the 2 ¼ x 2 x 1 ¼ dimensions.
7. Backing plates must be fastened to the track with a stud or a stud/nut assembly. No sharpening (vertically or horizontally, or obliquely) of the backing plate.
8. All studs must be directly aligned with a "leading" rubber lug and no more than 1 ¼ inches behind the leading lug. The 3/8 inch maximum penetration measurement will be taken off the top of the leading lug. The two measurements are taken parallel to the edge of the track and parallel to the flat of the track.
9. The stud must be a minimum of 4.25 inches from the edge of the track measured parallel to the surface of the track and from the track edge to the outside edge of the stud shaft.

FRAME & BODY:

1. Dulled foot traction devices allowed on the running boards
   a. ON THE FLAT OF THE RUNNING BOARD – traction devices must be dulled and be no higher than ½ inch above the flat of the base of the traction device.

b. ON TOP OF THE ROLLED EDGE – traction devices must be dulled and be no higher than ¼ inch above the top of the rolled edge of the running board.
c. The traction device may extend a maximum of ¼ inch beyond the side of the rolled edge for mounting. There shall be no sharp edges to the side of the rolled edge.
d. Foot stirrups and side tunnel traction pads may be added.

2. Running board extensions are not allowed.
3. The rear snow flap must be in contact with the course surface when driver is seated.
4. The rear snow flap must be constructed of a semi-rigid material such as HD polyethylene or UHMW polyethylene.
5. Extra hood tie down straps can be added and existing hardware can be changed to accept new straps.
6. Orange is not allowed on snowmobiles in Sno-Cross racing.

IGNITION & ELECTRICAL:

1. Lighting: Taillight must be operational at all times. Headlights not operational at the start of the event will be allowed to compete but must be repaired before the next heat/final is entered. Light failure during a race is not grounds for disqualifications.
2. Data acquisition systems and data acquisition allowed.

SAFETY SWITCH:

1. A functional and operational secondary safety shutoff switch (kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handlebar. The switch may be either the "click-on, click-off" type or the spring-loaded, push and hold type.

TETHER SWITCH:

1. Tether switch must be worn by operator any time the snowmobile is moving, whether on the race course or in the pit/paddock/parking area.
2. In the event of a driver/operator becoming dislodged from his snowmobile or a crash and the engine continues to run or the tether (safety disconnect) switch fails to function or is not properly fastened/attached to the driver/operator while the engine is running, the driver will be disqualified from the heat in which the infraction occurred.

SNO-CROSS - ADULT
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 RULES:

1. The snowmobile must have original OEM engine, hood, intake, exhaust, frame, suspension, hood, and drive. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts.
2. Super Stock 600 engine limitations for 2-stroke powered models.

Maximum displacement	600 cc
Number of cylinders	2
Maximum effective compression ratio	6.8:1 +/-0.2
Maximum carb size	40 mm
Maximum EFI size	See sub a. below

a. Maximum carburetor bore: 40 mm. Maximum EFI throttle body bore: 48 mm.

3. Super Stock 66 engine limitations for 4-strock powered models.

Engine Layout:	In-line 3 cylinder without drive clutch gear reduction.
Minimum Stroke:	66 mm
Maximum Displacement:	1050 cc
Maximum Carburetor Bore	40 mm
Maximum FI throttle body bore	44 mm
Maximum compression ratio	11.8 to 1

FOUR STROKE ENGINES:

1. To be eligible for competition, a four-stroke powered snowmobile must be classified through the ISR four-stroke classification procedure for competition in a two-stroke class.

ENGINE:

1. All engines will have an OEM tag and/or serial numbers affixed to the engine.
2. No component of the engine may be altered changed or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. Blueprinting is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.
3. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch.
4. Stock OEM for the model pistons only are allowed for replacements.
5. There will be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
6. Rotary valve timing/duration must remain as filed by the manufacturer.
7. OEM carburetor slide valves and replacement jet options are allowed without modification.

8. The throttle lever and throttle lever assembly may be modified or replaced. The OEM position on the right-hand handlebar must be maintained and the throttle lever must be thumb operated with a direct mechanical mechanism to the engine.
9. An adequate return spring on the throttle is required.
10. Choke mounting location may be moved for driver comfort. Choke system may be disconnected.
11. No pressure charging allowed.
12. The engine air intake system is to include any: cowl vents, air-box noise reducing foam (cowl vents & air-box), carb boots, carburetors, clamps, rotary valves, reed valves, carburetor flanges, and oil injection nozzles that are original OEM equipment for that make and model. No changes or modifications are allowed to any part of the engine air intake system or mounting locations.
13. Deep snow cover/foam must remain in place.
14. Engine must remain in OEM for the model mounting location. Engine mounts must be OEM for the model. No additional engine torque limiters (including torque stops, torque bumpers) allowed.
15. No pressurization of fuel tanks or lines allowed.
16. Fuel lines must be routed and protected to prevent damage from other components.
17. No additional engine cooling systems allowed.
18. If oil injection is OEM standard, oil injection system and all associated components must be installed in their OEM configuration, but may be disconnected. Oil injection nozzles may be removed or plugged. Premixed oil and fuel may be used.
19. Spark plugs do not have to be OEM.
20. The exhaust system is to include any, header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler, and tail pipe that are original OEM equipment for that make and model. All Pro Lite sleds may use a commercially available aftermarket can/silencer. The main exhaust system must remain stock and unaltered. This includes Y pipe, expansion chamber, pulse charger. No alterations to these components are allowed to utilize an aftermarket can/silencer. Carbon fiber or titanium materials are not allowed in the construction of these components.

DRIVE:

1. Must have original OEM variable speed converters supplied by the manufacturer for that make and model. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts.
2. No machining or grinding of any kind allowed on clutches unless specifically stated.
3. Any springs, weights or ramps may be used. No clutch engagement RPM limit.
4. No matching on clutches to accommodate springs and weights.
5. In the primary clutch, metal may be removed but not added to ramps or flyweights.
6. Secondary clutch cams may be cut to any angle. Billet helixes allowed.
7. No overdrive machining.
8. Drive belts do not have to be OEM.
9. Chain case must be original OEM for the model equipment. Must remain in original mounting location. Chain tensioner may be changed to any OEM equipment.
10. Any drive chain and sprockets may be used.
11. Track drive axle and sprockets must be OEM for the model. Sprocket diameter may be trued round.
12. Brakes systems may be changed or altered, but must be operational at all times. Brake components must be commercially available. Brake disc may not be relocated and must remain in stock as produced location. Liquid cooled systems allowed. Brake disk may not be modified in the pad contact areas. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained. (Clarification) Larger/thicker are acceptable, but not smaller/thinner. The brake disk material may not be substituted with any other material. Aluminum and/or carbon brake disks are not allowed.
13. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
14. Brake control handle must remain in OEM location on the left, front side of the handlebar.
15. Existing vents may be used to direct cooling air to the brake components. Brake disk shall not extend outside of the bodywork. Venting for brake cooling is allowed.
16. An auxiliary brake cooling fan of up to 4” diameter is allowed. Properly constructed ducting, hose routing, and electrical wiring, to facilitate this installation will be determined by the technical inspector. Inspector’s decision is final. All venting for brake cooling purposes must contain and direct airflow to the brake caliper and disc assembly only. Any specialized vents that allow outside cooling air beyond the brake system, or derive cooling air from the vent before it travels to the brake system is not allowed.

SKI SUSPENSION & STEERING:

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

SKIS & SKIS RUNNERS:

1. Aftermarket skis allowed. Skis must be commercially available. Ski, ski hoop, and ski runner must conform to General Rules and Regulations.
2. Skis may not be interchanged between brands.

3. May reinforce skis on the topside only.
4. Maximum ten (10) inch turning material per ski. Turning material must be continuous.
5. Ski skins allowed.

TRACK SUSPENSION:

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

TRACK & TRACTION:

1. The track must be OEM for the model.
2. Track must remain as manufactured by the molder of the track. No trimming or shaving of the track grouser bars, rubber studs/snow lugs will be allowed.
3. No cleats or partial cleats may be added.
4. Any commercially available guide/track clips may be used. No traction devices may be added to track clips.
5. Tracks may not be reversed.

FRAME & BODY:

1. All chassis will have OEM tags and/or serial numbers affixed to the frame.
2. Reinforcing by welding and/or bracing is allowed.
3. Removal of any material from total snowmobile by means of heat, acid, drilling, grinding, sandblasting, peening, substitution, or total elimination is not allowed.
4. Access openings may be added for component removal or service but must be closed when on the course. Closures must be made of original type materials.
5. External vents/scoops must be OEM for the model. Vents may be covered or closed. No additional vents or scoops may be added.
6. Internal crankcase cooling ducts must remain within the confines of the snowmobile and only use exiting external vents.
7. Hood may not be removed.
8. Any windshield may be used. Windshield must have safety edging, and be installed in stock location.
9. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safely. Seat must remain in OEM for the model location. Must be upholstered.
10. Insulation may not be removed.
11. Skid plates may be added for protection of snowmobile bottoms. Skid plates must be securely fastened.
12. A cushion may be added directly under the engine. Must be affixed to the frame. No change in engine location allowed.
13. Additional plate material may be added to the tunnel at the suspension mounting holes.
14. It is highly recommended that the sides of the rear tunnel opening be enclosed with comparable tunnel material. The tunnel covering is required to keep a ski or driver's extremities from entering the tunnel area.
15. Tunnel protective wear strips may be added, removed or altered. Liquid spray coating allowed.
16. Front and rear bumpers may be added, removed or relocated. Bumpers must not be a safety hazard.
17. Fuel tank must be OEM as supplied with the snowmobile or opaque (translucent) as supplied by the OEM manufacturer. The translucent tank must be of equal dimensions and capacity to that supplied by the original OEM manufacturer. OEM fuel tank is the only tank that can be used to supply fuel to the engine.
18. Fuel lines must be routed and protected to prevent damage from other components.
19. Reinforcement of chassis, skid frame, (slide rail) tunnel, front suspension, rear suspension, must only be done with like material to original component. Only exception is aluminum can be reinforced with steel. No carbon fiber or titanium reinforcement allowed.
20. Body panels may be changed to alternate colors provided by the manufacture that are direct fit replacements for the OEM production panel.

IGNITION & ELECTRICAL:

1. Ignition must be OEM for the year and model. CDI/ECU module may be reprogrammed. Fixed ignitions may be advanced or retarded a maximum of 4".
2. No aftermarket device allowed which interrupts ignition or controls the brake system for the purpose of launch control or traction control unless OEM for the model.
3. Wiring may be removed.
4. Instrumentation may be added but must not provide a safety hazard. May be disconnected but not removed.
5. Head, tail and brake lights must be original OEM equipment. Must remain in original location, unless permitted by request to ISR from OEM.

PRO 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 RULES:

1. The snowmobile must have original OEM engine, hood, intake, exhaust, frame, suspension, hood, and drive. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts.
2. Super Stock 600 engine limitations for 2-stroke powered models.

Maximum displacement	600 cc
Number of cylinders	2
Maximum effective compression ratio	6.8:1 +/-0.2
Maximum carb size	40 mm
Maximum EFI size	See sub a. below

   a. Maximum carburetor bore: 40 mm. Maximum EFI throttle body bore: 48 mm

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3. Super Stock 600 engine limitations for 4-stroke powered models.

Engine Layout:	In-line 3 cylinder without drive clutch gear reduction.
Minimum Stroke:	66 mm
Maximum displacement:	1050 cc
Maximum carburetor bore	40 mm
Maximum FI throttle boy bore	44 mm
Maximum compression ratio	11.8 to 1

FOUR STROKE CLASSES:

Naturally aspirated only

Class	CC	Carb/EFI	Exh
Stock	1200 cc	OEM	OEM

FOUR STROKE ENGINES:

1. To be eligible for competition, a four-stroke powered snowmobile must be classified through the ISR four-stroke classification procedure for competition in a two-stroke class.

ENGINE:

1. All engines will have an OEM tag and/or serial numbers affixed to the engine.
2. No component of the engine may be altered changed or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. Blueprinting is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.
3. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch.
4. Stock OEM for the model pistons only are allowed for replacement.
5. There will be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
6. Rotary valve timing/duration must remain as filed by the manufacturer.
7. OEM carburetor slide valves and replacement jet options are allowed without modification.
8. The throttle lever and throttle lever assembly may be modified or replaced. The OEM position on the right-hand handlebar must be maintained and the throttle lever must be thumb operated with a direct mechanical mechanism to the engine.
9. An adequate return spring on the throttle is required.
10. Choke mount in location may be moved for driver comfort. Choke system may be disconnected.
11. No pressure charging allowed.
12. The engine air intake system is to include any: cowl vents, air-box, noise reducing foam (cowl vents & air-box), carb boots, carburetors, clamps, rotary valves, reed valves, carburetor flanges, and oil injection nozzles that are original OEM equipment for that make and model. No changes or modifications are allowed to any part of the engine air intake system or mounting locations.
13. Deep snow cover/foam must remain in place.
14. Engine must remain in OEM for the model mounting location. Engine mounts must be OEM for the model. No additional engine torque limiters (including torque stops, torque bumpers) allowed.
15. No pressurization of fuel tanks or lines allowed.
16. Fuel lines must be routed and protected to prevent damage from other components.
17. No additional engine cooling systems allowed.
18. If oil injection is OEM standard, oil injection system and all associated components must be installed in their OEM configuration, but may be disconnected. Oil injection nozzles may be removed or plugged. Premixed oil and fuel may be used.
19. Spark plugs do not have to be OEM.
20. The exhaust system is to include any, header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler, and tail pipe that are original OEM equipment for that make and model. All Pro sleds may use a commercially available aftermarket can/silencer. The silencer used may not be constructed of titanium or carbon fiber. The main exhaust system must remain stock and unaltered. This includes Y pipe, expansion chamber, pulse charger. No alterations to these components are allowed, to utilize an aftermarket can/silencer. Carbon fiber or titanium materials are not allowed in construction of these components.

DRIVE:

1. Must have original OEM variable speed converters supplied by the manufacturer for that make and model. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts.
2. No machining or grinding of any kind allowed on clutches unless specifically stated.
3. Any springs, weights or ramps may be used. No clutch engagement RPM limit.
4. No machining on clutches to accommodate springs and weights.
5. In the primary clutch, metal may be removed but not added to ramps or flyweights.
6. Secondary clutch cams may be cut to any angle. Billet helixes allowed.
7. No overdrive machining.

8. Drive belts do not have to OEM.
9. Chain case must be original OEM for the model equipment. Must remain in original mounting location. Chain tensioner may be charged to any OEM equipment.
10. Any drive chain and sprockets may be used.
11. Track drive axle and sprockets must be OEM for the model. Sprocket diameter may be trued round.
12. Brakes systems may be changed or altered, but must be operational at all times. Brake components must be commercially available. Brake disk may not be relocated and must remain in stock as produced location. Liquid cooled systems allowed. Brake disk may not be modified in the pad contact areas. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained, (Clarification) Larger/thicker are acceptable, but not smaller/thinner. The brake disk material may not be substituted with any other material. Aluminum and/or carton brake disks are not allowed.
13. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
14. Brake control handle must remain in OEM location on the left, front side of the handlebar.
15. Existing vents may be used to direct cooling air to the brake components. Brake disk shall not extend outside of the bodywork. Venting for brake cooling is allowed.
16. An auxiliary brake cooling fan of up to 4" diameter is allowed. Properly constructed ducting, hose routing, and electrical wiring, to facilitate this installation will be determined by the technical inspector. Inspector's decision is final. All venting for brake cooling purposes must contain and direct airflow to the brake caliper and disc assembly only. Any specialized vents that allow outside cooling air beyond the brake system, or device cooling air from the vent before it travels to the brake system is not allowed.

SKI SUSPENSION & STEERING:

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

SKIS & SKI RUNNERS:

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

TRACK SUSPENSION:

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

TRACK & TRACTION:

1. The track must be OEM for the model.
2. Track must remain as manufactured by the molder of the track. No trimming or shaving of the track grouser bars, rubber studs/snow lugs will be allowed.
3. No cleats or partial cleats may be added.
4. Any commercially available guide/track clips may be used. No traction devices may be added to track clips.
5. Tracks may not be reversed.

FRAME & BODY:

1. All chassis will have OEM tags and/or serial numbers affixed to the frame.
2. Reinforcing by welding and/or bracing is allowed
3. Removal of any material from total snowmobile by means of heat, acid, drilling, grinding, sandblasting, peening, substitution, or total elimination is not allowed.
4. Access openings may be added for component removal or service but must be closed when on the course. Closures must be made of original type materials.

5. External vents/scoops must be OEM for the model. Vents may be covered or closed. No additional vents or coops may be added.
6. Internal crankcase cooling ducts must remain within the confines of the snowmobile and only use existing external vents.
7. Hood may not be removed.
8. Any windshield may be used. Windshield must have safety edging, and be installed in stock location.
9. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety. Seat must remain in OEM for the model location. Must be upholstered.
10. Insulation may not be removed.
11. Skid plates may be added for protection of snowmobile bottoms. Skid plates must be securely fastened.
12. A cushion may be added directly under the engine. Must be affixed to the frame. No change in engine location allowed.
13. Additional plate material may be added to the tunnel at the suspension mounting holes.
14. It is highly recommended that the sides of the rear tunnel opening be enclosed with comparable tunnel material. The tunnel covering is required to keep a ski or driver's extremities from entering the tunnel area.
15. Tunnel protective wear strips may be added, removed, or altered. Liquid spray coating allowed.
16. Front and rear bumpers may be added, removed, or relocated. Bumpers must not be a safety hazard.
17. Fuel tank must be OEM as supplied with the snowmobile or opaque (translucent) as supplied by the OEM manufacturer. The translucent tank must be of equal dimensions and capacity to that supplied by the original OEM manufacturer. OEM fuel tank is the only tank that can be used to supply fuel to the engine.
18. Fuel lines must be routed and protected to prevent damage from other components.
19. Reinforcement of chassis, skid frame, (slide rail) tunnel, front suspension, rear suspension, or other areas must only be done with like material to original component. Only exceptions is aluminum can be replaced with steel. No carbon fiber or titanium reinforcement allowed.

IGNITION & ELECTRICAL:

1. Ignition must be OEM for the year and model. CDI/ECU module may be reprogrammed. Fixed ignitions may be advanced or retarded a maximum of 4".
2. No aftermarket device allowed which interrupts ignition or controls the brake system for the purpose of launch control or traction control unless OEM for the model.
3. Writing may be removed.
4. Instrumentation may be added but must not provide a safety hazard. May be disconnected but not removed.
5. Head, tail and brake lights must be original OEM equipment. Must remain in original location. Headlight lens may be covered. Headlight bulb must remain functional.

SNO-CROSS - JUNIOR CLASSES

300 TRANSITION 8-12

The following parameters must be adhered to:

1. This class is to be run as the only class on the racetrack. Designated sleds may be ran together.
2. The class is for drivers that are 8 years old and not yet 13 years old. (It is not open to younger or older drivers.)
3. The snowmobile models eligible must be designated by ISR and the Rules Committee.

Stock legal production of Ski-Doo freestyle snowmobile will be the format for the 300 Transition class. These sleds will be developed with specific manufacturer based modifications and restrictions. The snowmobiles will be raced as produced with only the following changes:

1. This class will follow all the rules for the stock-based Sno-Cross class.
2. Any ski runners that comply with Sno-Cross rules are allowed.
3. Any commercially available handlebars and handle bar risers maybe allowed.
4. Chain case sprockets and chain maybe changed
5. Designated optional ski suspension and track suspension springs maybe allowed. Springs must be designated by the rules committee. Designated optional ski suspension and track suspension shock absorber may be allowed.
6. Rider, running board blocks and reinforcement may be allowed
7. Optional hood retainers (rubber retainers) attachment can be added

Designated sleds – 2006-2008 Freestyle 300 and 2006-2008 Tundra 300

TRANSITION 8-13

SPECIAL NOTICE: ALL SLEDS UTILIZED IN THIS CLASS MUST BE NON-CURRENT, OR A MINIMUM OF (1) ONE MODEL YEAR OLD.

The rules committee may at any time during the racing season, review the restrictions of the designated models if a brand is dominating the class.

The following parameters must be adhered to:

1. This class is to be run as the only class on the racetrack. Designated sleds may be ran together.
2. The class is for drivers that are 8 years old and not yet 13 years old. (It is not open to younger or older drivers.)
3. The snowmobile models eligible must be designated by ISR and the Rules Committee.

Stock legal production 600 cc Super Stock race snowmobiles will be the format for Transition classes. These sleds will be developed with specific manufacturer based modifications and restrictions. The snowmobiles will be raced as produced with only the following changes.

1. This class will follow all the rules for the stock-based Sno-Cross class.
2. Electronic control unit ECU will be reprogrammed with rev limit restrictions (rev limited to maximum 6000 RPM).

3. Restricted throttle kit not to allow more than 50% throttle opening must be installed designated throttle kit part numbers will be supplied by brand.
4. The exhaust valves will be blocked in the shut position.
5. Primary clutch engagement will be 3500 Maximum RPM. (measured with secondary sheave movement)
6. Rider, running board blocks can be used.
7. No studs are allowed in this class.
8. 1 ¾" tracks are legal for all sleds.
9. The sleds listed below are also approved to continue to run in the class following the stock-based Sno-Cross class rules and the limitations listed below.
10. Pre-heat "hole shot" function must be disabled.

2010-2014 Arctic Cat 500 Sno Pro with approved performance rev limiting kit. Primary clutch engagement will be 4500 Maximum RPM. (measured with secondary sheave movement)

2014-2017 4000 Series with approved performance rev limiting kit. Primary clutch engagement will be 4500 Maximum RPM. (measured with secondary sheave movement)

Ski-Doo MXZ 600 – Limited Division

Ski-Doo MXZ TNT – Limited Division

2010-2014 MXZ 600 (Non HO) Sport and 2010-2012 MXZ (Non HO) TNT with approved performance limiting kit.

JUNIOR NOVICE 10-13 & GIRLS ONLY JR NOVICE 9-13

SPECIAL NOTICE: ALL SLEDS UTILIZED IN THIS CLASS MUST BE NON-CURRENT, OR A MINIMUM OF (1) ONE MODEL YEAR OLD.

The rules committee may at any time during the racing season review the restrictions of the designated models if a brand is dominating the class.

Stock legal production 600 cc Super Stock race snowmobiles will be the format for Junior Novice classes. These sleds will be developed with specific manufacturer based modifications and restrictions. The snowmobiles will be raced as produced with only the following changes:

1. This class will follow all the rules for the stock-based Sno-Cross class.
2. Electronic control unit ECU will be reprogrammed with rev limit restrictions (rev limited to maximum 6500 RPM)
3. Restricted throttle kit not to allow more than 50% throttle opening must be installed designated throttle kit part numbers will be supplied by brand.
4. The exhaust valves will be blocked in the shut position.
5. Primary clutch engagement will be 4000 Maximum RPM. (measured will secondary sheave movement)
6. Rider, running board blocks can be used.
7. Studs are allowed in this class.
8. 1 ¾" tracks are legal for all sleds.
9. The sleds listed below are also approved to continue to run in the class following the stock-based sno-cross class rules and the limitations listed below.
10. Pre-Heat "hole shot" function must be disabled.

2010-2014 Arctic Cat 500 Sno Pro with 50% throttle opening installed. Primary clutch engagement will be 5000 Maximum RPM. (measurement with secondary sheave movement)

2014-2018 4000 Series with 50% throttle opening installed. Primary clutch engagement will be 5000 Maximum RPM. (measurement with secondary sheave movement)

Ski-Doo MXZ 600 – Limited Division

Ski-Doo MXZ TNT – Limited Division

2010-2014 MXZ 600 (Non HO) Sport and 2010-2012 MXZ (Non HO) TNT with approved performance limiting kit.

PERFORMANCE KITS FOR 2009-2017 ARCTIC CAT ZR 6000 R SX

Junior 14-15 & Junior 16-17:
Part #1705-359 50% throttle block kit including calibration tool

Junior Novice 10-13:
Part #1705-359 50% throttle block kit including calibration tool
Part #0708-664 Power valve stop kit
CDI box must be re-programmed to limit Maximum engine RPM to 6500 RPM's along with disabling the "Hot start" function.
Please ship CDI box to Arctic Cat Race Dept. 17442 US Hwy 59 NE, Thief River Falls, MN 56701. Please include prepaid return postage along with proper shipping address.

Class rules: 50% throttle block, 4000 Maximum clutch engagement RPM (no clutch calibration parts included) "Hot Start" function must be disabled; power valves must be positively locked in the closed position with a Maximum of 6500 engine RPM's.

Transition 8-13:
Part #1705-359 50% throttle block kit including calibration tool
Part #0708-664 Power valve stop kit
CDI box must be re-programmed to limit Maximum engine RPM to 6500 RPM's along with disabling the "Hot start" function.
Please ship CDI box to Arctic Cat Race Dept. 17442 US Hwy 59 NE, Thief River Falls, MN 56701. Please include prepaid return postage along with proper shipping address.

Class rules: 50% throttle block, 4000 Maximum clutch engagement RPM (no clutch calibration parts included) "Hot Start" function must be disabled; power valves must be positively locked in the closed position with a Maximum of 6500 engine RPM's.

PERFORMANCE KITS FOR 2010-2014 500 ARCTIC CAT SNO PRO & 2015-2017 ZR 4000 RR

Transition 8-13: 50% throttle and 6500 Maximum engine Rev limit
Part #0709-094 Includes calibration tool
ECU must be Re-programmed for a 6500 Maximum engine RPM.
Please ship CDI box to Arctic Cat Race Dept, 17442 US Hwy 59 NE, Thief River Falls, MN 56701
Please include prepaid return postage along with proper shipping address

Junior Novice 10-13: 50% throttle kit
Part #0709-094 Includes calibration tool

PERFORMANCE KITS FOR 2008-2017 SKI-DOO MXZx 600 R

Junior 14-15 & Junior 16-17:
Order throttle block and calibration tool
Part #486010017 Calibration tool, 2013 and older MXZx 600 RS
Part #486014022 Calibration tool, 2014 and newer MXZx 600 RS
Part #486900170 50% throttle block

Junior Novice 10-13:
Part #486016023 2013 and older MXZx 600 RS
Part #486016024 2014-2015 MXZx 600 RS
Part #486016025 2017 MXZx 600 RS
Kit contains: 6500 Maximum RPM ECM, preheat "hole shot" function disabled
50% throttle block RAVE block cap, calibration tool, clutch calibration parts
4000 Maximum clutch engagement RPM

Transition 8-13:
Part #486016020 2013 and older MXZx 600 RS
Part #486016021 2014-2015 MXZx 600 RS
Part #486016022 2017 MXZx 600 RS
Kit contains: 6000 Maximum RPM ECM, preheat "hole shot" function disabled
50% throttle block, RAVE block cap, calibration tool, clutch calibration parts
3500 Maximum clutch engagement RPM

PERFORMANCE KITS FOR 2010-2017 MXZ 600 SPORT & TNT (Non HO)

Transition 8-13:
Part #486014055
Kit contains: 6200 Maximum RPM ECM 50% throttle block, RAVE block cap, calibration tool

Junior Novice 10-13:
Kit contains: 50% throttle block, RAVE block cap, calibration tool

PERFORMANCE KITS FOR 2008-2016 POLARIS IQR 600

Junior 14-15 & Junior 16-17
Part #06162014 50% throttle block kit, 50% throttle asm and calibration tool

Junior Novice 10-13:
Part #06162016 Jr Novice restriction kit, 50% throttle asm and calibration tool.
Exhaust valve block cap, clutch weights/spring (4000 Maximum engagement)
CDI box reflash (6500 RPM limiter/no dragon), clutch weights/spring

Transition 8-13:
Part #06162017 Transition restriction kit, 50% throttle asm and calibration tool
Exhaust valve block cap, clutch weights/spring (3500 Maximum engagement)
CDI box reflash (6000 rpm limiter/no dragon)

JUNIOR 13-17 SPECIALTY

1. This class will follow all the rules for the stock-based Sno-Cross class.

2. Restricted throttle kit not to allow more than 50% throttle opening must be installed designated throttle kit part numbers will be supplied by brand.

JUNIOR ADVANCEMENT

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

AFFILIATE RESPONSIBILITIES:

1. Before an affiliated sanctioning body may advance Junior drivers, it must have a bona fide junior program.
2. The affiliate's board/driver classification committee is responsible for verifying a Junior's driving ability.
3. Junior competitors shall be required to perform practice laps/runs from time to time to allow race officials to observe their progress in learning the handling skills required to advance.
4. Junior advancement is at the discretion of the driver's classification committee and can be reviewed at any time. The committee has the authority to advance, demote or deny advancement to any driver. The decisions of the classification committee are final.
5. The affiliate board/driver classification committee will not advance drivers until all Driver/Parental Responsibilities have been fulfilled and all completed and signed documents are on file.

DRIVER & PARENTAL RESPONSIBILITIES:

1. A Junior competitor must compete in at least one entire event in a class before becoming eligible for advancement.
2. Before a Junior may advance to a senior class, he/she must meet the Junior advancement requirements established by the affiliates board/driver advancement committee.
3. He/she must petition the affiliate's board, in writing, requesting that he/she be allowed to advance.
4. The request for advancement must be accompanied by all new consent and release forms.
5. The request must be approved in writing by the affiliate board to advance.
6. Before advancing to a Pro Division class, the Junior must be at least 16 years of age.
7. Parents may request for their child to stay in a lower class if they feel the driver needs more experience to develop track and driving skills.

SNO-CROSS - YOUTH
FOUR STROKE/120 CLASSES

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

If class rules are not followed, the class name shall not be used and the class shall be run as a specialty class with ISR's approval. Once rules are abridged, the sanction is no longer in effect.

All 120/4 Stroke classes are 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.

ELIGIBLE DRIVERS:

Stock 120 – These are classes for 4 to 12 year old drivers
Champ 120, 200, 206, and Outlaw – These are classes for drivers aged 6 to 12 with at least one year of racing experience. Competitors will not be younger than 4 years of age. All other technical rules apply.

ELIGIBILE SNOWMOBILES:

Arctic Cat Z 120	Polaris XCR 120	Bombardier Mini Z
Z120 Sno Pro	Yamaha SRX 120	

GENERAL COMPETITION AND SAFETY:

1. If a driver is off his/her sled after an accident involving two or more sleds, the race will be red flagged.
2. Driver entry into an event is open to any qualified individual. The sanctioning body has the authority to evaluate all drivers to determine their qualifications.
3. A driver must compete for a full year in Stock 120/4 class and be six years of age before competing in any of the other 120/4 classes.
4. In Champ classes, drivers must have at least one year experience in 120/4 classes and be at least 7 years old through 14 years old. Drivers who attain the age of 15 during the scheduled season may complete the season.
5. Drivers must not reach the age of 15 prior to published scheduled race season for the affiliate.
6. Both the owner and driver are responsible to ensure that their snowmobile and driver safety equipment conform to all the rules for the class in which they have entered. The applicable rules are published in the chapter, in the GENERAL RULES AND REGULATIONS section and from time to time, in ISR bulletins. Any driver that does not meet the requirements listed will be subject to disqualification and forfeiture of any prized or awards, plus eligibility for the next two (2) races.
7. Two (2) laps are recommended in heats and five (5) laps in the final heats. Regional variations to lap counts allowed.
8. For restarts, the Snowmobiles will be arranged in a staggered line at a 45° angle to the track starting from left and going to the right.
9. Mandatory tech inspection of first place sleds.
10. The Race Director and/or Tech Director have the authority to determine structural integrity.
11. While driver is on course no radio communication between driver and crew is allowed.

MANDATORY DRIVER SAFETY EQUIPMENT:

1. Helmets, upper body protection, shin guards, and above the ankle boots are required in all classes.
2. Mouth guards are mandatory in Sno-Cross and any other race over uneven terrain. Mouth guards must remain in place for the duration of the race.
3. See GENERAL RULES AND REGULATIONS, DRIVER SAFETY EQUIPMENT for details.

GENERAL SNOWMOBILE RULES:

1. All classes – NO traction products allowed
2. Guide clips and/or track clips may be added to the track
3. Carbide ski runners allowed
4. Left side of handlebar may be straightened. Structural integrity must be maintained.
5. An extension may be added to the left handlebar. Maximum 3 inches wider, maximum 4 inches down. End must be capped.
6. Any separate front bumpers that extend away from the body must be padded.
7. Slide rail lubrication systems may be allowed, depending upon local, state, and/or federal laws and must utilize non-toxic and biodegradable lubricants.
8. Use of Heli-Coils are allowed in OEM location only.
9. Stock and Speed Limited snowmobile performance will be monitored and ISR rules committee may adopt rule changes to insure fair competition among the various models.
10. All metal ski hoops must be padded.
11. On board slide rail lubrication systems allowed in all classes, depending upon local, state, and/or federal laws, lubrication must be non-toxic and biodegradable. Pulse line may be added to engine for slide lube pump purposes.
12. A tachometer may be installed.
13. Data acquisition and data acquisition systems allowed.
14. Working taillight is REQUIRED

STOCK CLASS RULES

1. The snowmobile must have original OEM for the model engine, hood, track, frame, seat, cowl, gas tank, carburetion, air-box, suspension and clutch supplied by the manufacturer for the particular model. Named components must be OEM for the model and year. Or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.
2. Engine RPM and vehicle speed may be monitored at the discretion of the Race Director.

ENGINE:

1. Unless otherwise stipulated in this section, all governor linkage must be intact, in place and functional. Any governor spring may be used. Governor gear may be removed.
2. Replacing chain tensioner with commercially available aftermarket tensioner is allowed.
3. No component of the engine (included head, valves, and cam) may be altered, changed or enlarged from the engine manufacturer's original stock specifications nor may any additional components be added to the engine.
4. Maximum cylinder bore for wear or cylinder repair cannot exceed .020 inches (.50mm)
5. Stock OEM pistons up .020 (.50mm) only are allowed for replacement.
6. Blueprinting of engines is not allowed. No removal 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.
7. No changes in engine dimensions can be made by gasket adjustments.
8. Spark plugs do not necessarily have to be OEM stock. Sparkplugs may not be machined to seat deeper in the head, plug gaskets may not be altered, and plug indexing is not allowed.
9. No carburetor/air silencer changes allowed. Filter material may be added or removed.
10. Jetting changes are allowed.
11. Remote adjustable main jet system allowed.
12. Exhaust must be OEM as produced for the model. The OEM exhaust system must be used in its entirety. No internal or external modifications allowed. No welding allowed, even for repair. Muffler components and/or silencing material must be intact at all times.
13. To equalize performance between the manufacturer's models the following changes are allowed.
    a. Ski-Doo racers can change valve springs t Honda part #14751-ZE1-000
    b. Arctic Cat 120 racers can upgrade to the 120 Sno Pro kit consisting of valve springs and cam. (spring #129-21-90700). The kit must be used in its entirety.
    c. 2010 to current Arctic Cat with Yamaha engines and Yamaha SRX 120 models can upgrade to the Yamaha/Arctic Cat performance kit consisting of camshaft, and valve springs, in conjunction with ISR Bulletin 12/13-009.

Valve Spring Criteria
A. Valve Spring Dimensions

	Wire Diameter	Coil Ins Diameter	Maximum Free Light
Ski-Doo	.078+.002	.650+.002	35.00 mm
Arctic Cat 2009<	.090+.002	.628+.002	35.50 mm
Arctic Cat 2010	.078+.002	.630+.002	26.60 mm
Polaris	.090+.002	.652+.002	30.50 mm

B. Valve Spring Dimensions

	Sealed Height	Open Height	Sealed Pressure	Open Pressure
Ski-Doo	0.875	0.613	20 lbs	25 lbs
Arctic Cat	0.955	0.735	26 lbs	35 lbs

Arctic Cat 2009<	0.574	0.574	20 lbs	24 lbs
Arctic Cate 2010	0.678	0.678	15 lbs	21 lbs
Polaris	0.850	0.625	27 lbs	38 lbs

Accuracy of this test will be based on the tester used and the measuring tool used for checking heights.

14. Polaris part #0681-545 valve guide may be used on Arctic Cat 120 models. Valve guide may be shortened to the valve guide specifications for the Suzuki engine only.

DRIVE:

1. Brake must be functional and operational at all times.
2. Clutch may be replaced with aftermarket clutch of the same basic centrifugal design.
3. Stock drive clutch engagement must be maintained.
4. No belt drives allowed.
5. Chain guard must be in place.
6. Sprocket ratio changes may be required by circuits in order to equalize performance between the various models.
7. 120 Sno X class Polaris gearing 420 ratio which is Stock for the sled. All Arctic Cat, Yamaha, and Ski-Doo allowed to run 410 gear ratio. This can be achieved with #35 chain or #40/420 chain, tooth count on sprockets must equal ratio required.
8. Chain tensioner may be replaced with commercially available aftermarket tensioner.
9. Number 40/420 drive chains allowed.

ISR stock class gearing info for #35 chain and sprockets

a. 4.10 ratio for Arctic Cat, Yamaha and Ski-Doo 120 and 4.20 ratio on Polaris 20 cannot be achieved with #35 chain sprocket combinations.
b. Listed are the only legal #35 chain sprockets combinations: 4.10 ratio will be 12-50, 13-54, 14-58 and 4.20 ratio will be 12-51, 13-55, or go to OEM chain.

SKI SUSPENSION & STEERING:

1. Front suspension must be OEM for the model.
2. Front suspension must remain in the stock location.
3. Ski widening devices are not allowed in Stock classes unless furnished as OEM and properly filed.
4. Suspension travel may be limited by means of the down only. Suspension travel must be maintained. No rigid suspensions allowed.
5. Ski-Doo Mini Z can modify the rubber front suspension puck's.
6. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. May be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips may be modified or replaced.

SKIS & SKI RUNNERS:

1. Ski must be OEM for the model and year or a commercially available aftermarket ski with a minimum overall length of 20 inches.
2. Ski suspension components must be OEM.
3. Ski loops must be added. Minimum 1 inch wide, minimum 5/16 inch thick material must be used. Loop must have minimum diameter of 3 inches. (Nonmetallic loops only) Non-metallic is defined as: UHMW, Nylon, Acetal/Delrin type polymer materials only. If metallic loops are used refer to GENERAL SNOWMOBILE RULES sections for description and clarification.

TRACK SUSPENSION:

1. The complete suspension must be used as furnished and filed by the manufacturer. No options allowed. Shocks must be OEM for the model. OEM for the model suspension mounting points must be used.
2. Seals may be removed from bearings in bogie wheels, rear idler wheels, and/or rear idler sprockets.
3. Commercially available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model.)
4. Suspension travel may be limited by means of limit straps only. Suspension travel must be maintained. No rigid suspensions allowed.
5. Sno-Cross and other rough terrain races – stock 120/4 stroke rules apply with the exception that commercially available OEM or aftermarket shocks and springs allowed.
6. If the unit did not come with a rear shock you are allowed a shock upgrade it for the rear suspension.

TRACK & TRACTION:

1. Any commercially available molded rubber track maybe used. Track must fit within frame and suspension without modification to frame, or suspension. Track drivers matching the pitch of the track may be used. Track must be used as produced by the molder. Any hyfax allowed.
2. The OEM fixed upper carrier idlers may be reduced in dimension by 3/8 inch from the original for the model filed spec.
3. Track clips (guide clips) may be added.

IGNITION & ELECTRICAL:

1. An ignition tether switch must be installed and functional.
2. Headlight and taillights must be OEM for the model.
3. OEM taillight must be operational illuminated in its stock configuration.
4. An additional taillight must be illuminated at all times while on the racing surface.
5. Ignition and lighting systems must be OEM for the model. No modifications allowed.

FRAME & BODY:

1. OEM hood must be maintained without modification. Hood may be pained any color except orange. Orange is not allowed on snowmobiles in Sno-Cross racing.

2. Windshield may be removed, modified or replaced. Windshield must have safety trim.
3. All sharp edges must be padded.
4. Welding for repair will be allowed on the chassis. The repair must not alter the general design concept of the component or chassis.

IMPROVED STOCK CLASS RULES

GENERAL:

1. Snowmobile must conform to stock class rules unless stated otherwise in this section.

DRIVE:

1. Gear ratio may be changed.
2. #35 chain may be used.
3. Clutch may be replaced with aftermarket clutch of the same basic centrifugal design. (No variable ration systems allowed.) Brake band may be changed to fit clutch.

SPEED LIMITED CLASS RULES

GENERAL:

1. This is an alternative means of conducting 120/4 stroke races that required that all competitor govern the speed of their snowmobiles according to the class rules.
2. A test course should be provided which will allow competitors to check the maximum speed of their sled before the event. (It is recommended that the speed be displayed on a large visual display.)
3. A radar gun or other device will be used at the fastest portion of the track during the races. (It is recommended that the speed be displayed on a large visual display.)
4. Recommended age limit 4-12 years old.
5. There must be no class speed more than 18 mph.
6. To insure safe competition, the Race Director must evaluate the course and the class speed limits and make changes as necessary.
7. Violators of the class speed limit will be reclassified to last place finishing position.
8. Driver safety equipment, sled equipment and course requirements from the 120/4 stroke racing section apply.
9. A snowmobile and driver safety inspection will be conducted before racing. Post-race technical inspection will be conducted in the event of a protest only.

SNOWMOBILE REQUIREMENTS:

1. Snowmobile must conform to the rules of the Improved Stock class for 120/4 stroke racing.

CHAMP CLASS RULES

GENERAL:

1. Modifications allowed in other 120/4 stroke classes are allowed in Champ.

ENGINE:

1. Any OEM 120 engine allowed. Modification and/or replacement of parts is limited to items listed in this section.
2. Engine components allowed for modification or change from OEM.
    a. Cam shaft – maximum .290 inch valve lift
    b. Valves and seats, and guides.
    c. Maximum intake valve diameter 25.2 mm.
    d. Maximum exhaust valve diameter 24.2 mm.
    e. Minimum valve stem diameter 5.5 mm (+/-.15 mm).
    f. Valve springs and retainers.
    g. Tappets and push rods.
    h. Governors may be removed.
    i. Connecting rod.
    j. Carburetor insulator block may be modified, but must maintain stock thickness dimension.
    k. Rocker Arm Pivot Studs and pivots.
    l. Engine overbore may not exceed .020” (0.50 mm) of standard bore size for the model.
3. Engine stroke must be stock as manufacturers filed specifications.
4. Engine components allowed to be modified but must begin as OEM for engine model.
    a. Bearings
    b. Crankshaft
    c. Piston and Rings
    d. Gaskets
    e. Cylinder head and intake manifold
    f. Cylinder
    g. Crankcase
    h. Rocker arms
    i. Intake Manifold
    j. Fan Shroud
    k. Carburetor insulator block may be modified, but must maintain stock thickness dimension.
    l. Rocker arm stud

5. Carburetor may be bored and modified, but must begin as OEM supplied for the engine's model. A velocity stack may be added to the intake side of carburetor.
6. A snowmobile type diaphragm fuel pup may be added. A pulse fitting may be added to the intake tract to be used to operate the diaphragm fuel pump.
7. The exhaust system may be modified or replaced. The exhaust system must be functionally silenced. The following minimum standards for straight-thru silencers are required:
    a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/6 inch (minimum 3/8 inch sound absorbing material around the entire circumference of inner pipe).
    b. Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
    c. Outer pipe must be at least ¾ inch larger than inner pipe.
    d. Minimum silencer length 3 inches.
8. Outlet pipe must point downward and cannot protrude beyond machine width.
9. Removal or recoil mechanism and starter cup to use 12-volt remote electric starter is allowed. The recoil cover must be maintained. A 1.5 inch hole may be drilled in recoil cover to insert starter drive.
10. Valve cover may be modified to stabilize rocker arm stud. Stud girdles may be added. Breather fitting may also be added.

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

SKI SUSPENSION AND STEERING:
1. Ski suspension and steering may be changed or modified. Materials and components must meet or exceed OEM strength and structural integrity. Must maintain suspension travel with driver sealed. No rigid suspensions.
2. The structural integrity of the steering and suspension systems must be maintained.
3. Maximum ski stance is 34 inches (measured between ski runner cutting edges).

SKI AND SKI RUNNER:
1. Skis may be changed to commercially available aftermarket skis.
    a. Minimum length for Sno-Cross is 20 inches.
2. Ski loop must conform to GENERAL RULES AND REGUALTIONS.
3. Ski runners must meet competition and safety requirements for the type of racing.

TRACK SUSPENSION:
1. Track suspension may be altered, relocated or replace. Structural integrity must be maintained.
2. Suspension must maintain a minimum of 2 inches of useable, vertical travel with the driver seated.
3. Track and track suspension must fit and be mounted within the confines of the tunnel.
4. Slide rail lubrication systems may be allowed, depending upon local, state, and/or federal and must utilize non-toxic and biodegradable lubricants.

TRACK & TRACTION:
1. Track must conform to stock class rules.
2. Track may not be reversed.
3. Traction control devices must conform to rules in stock class.

FRAME & BODY:
1. Snowmobile length must not exceed OEM for the model length by more than 2 inches (ski loop to rear of tunnel).
2. Overall body width must be within 2 inches of OEM for the model body width.
3. Bumpers must be padded (no sharp edges exposed).
4. Snow flap must be touching ice with driver aboard.
5. Belly pan and hood may be replaced. Belly pan and hood are required components.
6. Bulkhead may be modified or replaced: it must remain within 1 inch of the length and 1 inch of the width of the OEM bulkhead.
7. Tunnel may be modified or replaced using aluminum material only. Material must be a minimum of .062 inch thick.

IGNITION & ELECTRICAL:
1. Ignition coil must be OEM for model. Flywheel must be replaced with an aftermarket bilet aluminum flywheel designed for the application. Lighting coil may be removed.
2. Taillight must be illuminated at all times while on the racing surface, whether the engine is running or not.

SEMI PRO 206 CLASS RULES

GENERAL:
1. The 206 Local Option Semi Pro class combines the rules for stock chassis and drive with a specific engine rule. All chassis rules are the same as 120 stock class.
2. Snowmobile must be an ISR designated 120/4 stroke model that complies with the GENERAL RULES AND REGULATIONS section.
3. Unless otherwise specified, 120/4 stroke stock rules apply.
4. Externally adjustable main jet allowed.
5. Final drive track drivers can be replaced. OEM number of teeth must be maintained.

AGE LIMITS:

1. Competitors must be 6 years of age. Drivers must have one year's experience to enter this class.

ENGINE:
Refer to LO 206 Engine section

DRIVE:

1. Stock 120/4 stroke rules apply.
2. 10/32 gear sets will be allowed.
3. Final drive shaft may be changed but must be same material type (steel to steel) and bearing dimension as OEM.

SKI SUSPENSION & STEERING:

1. Stock 120/4 stroke rules apply with the exception that commercially available OEM or aftermarket shocks and springs allowed.
2. If the unit did not come with a rear shock you are allowed a shock upgrade kit for the rear suspension.

PRO 206 CLASS RULES

GENERAL:

1. The 206 local option pro class combines the rules for 120 racing with a spec engine rule. All chassis rules are the same as 120 stock class.
2. Snowmobile must be an ISR designated 120/4 stroke model that complies with the GENERAL RULES AND REGULATIONS section.
3. Unless otherwise specified, 120/4 stroke stock rules apply.
4. Externally adjustable main jets allowed.
5. Final drive track drivers can be replaced. OEM number of teeth and diameter must be maintained.

AGE LIMITS:

1. Competitors must be 7 years of age with one year of driving experience. Drivers reaching 14 years of age during the season may finish the season in that class.

ENGINE:
Refer to LO 206 engine section.

DRIVE:

1. Gear ratio may be changed.
2. #35 chain may be used
3. Clutch may be replaced with aftermarket clutch of the same basic centrifugal design. (No variable ration systems allowed.) Brake band may be changed to fit clutch.

SKI SUSPENSION & STEERING:

1. Stock 120/4 stroke rules apply with the exception that commercially available OEM or aftermarket shocks and springs allowed.
2. If the unit did not come with a rear shock you are allowed a shock upgrade kit for the rear suspension.

200 STOCK CLASS RULES

All 200 division classes are 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 he change or modification is not allowed.

1. The snowmobile must have original OEM for the model engine, hood, track, frame, seat cowl, gas tank, carburetion, air-box suspension and clutch supplied by the manufacturer for the model. Named components must be OEM for the model and year. Or properly filled OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.
2. Engine RPM and vehicle speed may be monitored at the discretion of the Race Director.

ELIGIBLE SNOWMOBILES:
Arctic Cat ZR 200 Yamaha Sno-Scoot

AGE LIMITS:
Stock 6-12 years old

ENGINE:

1. Unless otherwise stipulated in this section, all governor linkage must be intact, in place and functional. Factory 6000 RPM rev limiter must be intact and functional.
2. No component of the engine (included head, valves, and cam (may be altered, changed or enlarged from the engine manufacturer's original stock specifications nor may any additional components be added to the engine.
3. Maximum cylinder bore for wear or cylinder repair cannot exceed .020 inches.
4. Stock OEM pistons up .020 inches. Only are allowed for replacement.
5. Blueprinting of engines is not allowed. No removal material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for engine balancing or other reasons.
6. No changes in engine dimensions can be made by gasket adjustments.

7. Spark plugs do not necessarily have to be OEM stock. Spark plugs may not be machined to seat deeper in the head, plug gaskets may not be altered, and plug indexing is not allowed.
8. No carburetor/air silencer changes allowed. Filter material may be added or removed.
9. Jetting changes are allowed.
10. Remote adjustable main jet system allowed.
11. Exhaust must be OEM as produced for the model. The OEM exhaust system must be used in its entirety. No internal or external modifications allowed. No welding allowed, even for repair. Muffler components and/or silencing material must be intact always.

DRIVE:

1. Brake must be functional and operational at all times.
2. Stock drive clutch engagement must be maintained. OEM drive clutch rollers and spring must be stock, with no modifications. Driven clutch spring and helix must be OEM. Roller and spring specs will be placed here. No shimming of primary cover or spring allowed.
3. All guards and shields must be in place.
4. Final drive system must remain as produced. OEM 2.95:1 gear ratio must be maintained, no gear ratio changes allowed.

SKI SUSPENSION & STEERING:

1. Front suspension must be OEM for the model.
2. Front suspension must remain in its stock location.
3. Ski widening devices are not allowed in stock classes unless furnished as OEM and properly filed.
4. Suspension travel may not be altered.
5. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. May be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips may be modified or replaced.
6. Handlebar (itself) may be removed and replaced. Method of affixing handlebar to the steering column must be approved by the technical inspector during safety inspection. ISR has no responsibility or gives no advisement in the method or materials selected to replace the handlebars in this class. Balance of steering column must remain in place and mounting locations must remain unchanged.

SKIS & SKIS RUNNERS:

1. The only skis that may be used will be Arctic Part # and Yamaha Part #8ML-F3730-XX, Ski and handle (ski loop) Ski only part #8ML-F3710-XX.
2. Ski suspension components must be OEM.
3. All ski loops must be at least 1 inch wide and 5/8 inch thick or one inch diameter round material. Foam may be added to achieve the 1 inch dimension. Refer to GENERAL SNOWMOBILE RULES section for description and clarification.
4. Carbide wear bars may be added.

TRACK SUSPENSION:

1. The complete suspension must be used as furnished and filed by the manufacturer. Shocks must be OEM for the model. OEM for the model suspension mounting points must be used.
2. OEM available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model.)
3. Suspension travel may not be altered.

TRACK & TRACTION:

1. OEM track must be used as produced.
2. No carbon fiber backers or titanium traction products allowed.
3. Tunnel protectors may be added.
4. In oval applications slide lubers may be added.
5. Track clips may be added.

IGNITION & ELECTRICAL:

1. An ignition tether switch must be installed and functional.
2. Headlight and taillights must be OEM for the model.
3. OEM taillight must be operational/illuminated in its stock configuration.
4. Ignition and lighting systems must be OEM for the model. No modifications allowed.

FRAME & BODY:

1. OEM hood must be maintained without modification. Hood may be painted any color except orange. Orange on the snowmobile is not allowed.
2. Windshield may be removed, modified or replaced. Windshield must have safety trim.
3. All sharp edges must be padded.
4. Welding for repair will be allowed on the chassis. The repair must not alter the general design concept of the component or chassis.

200 LIMITED STOCK RULES

GENERAL:

1. Snowmobile must conform to stock class rules unless stated otherwise in this section.

ENGINE:

1. OEM 6000 RPM rev limiter must be used.
2. Adjustable main jet may be used.

SKIS & SKI RUNNERS:

1. Ski must be OEM for the model and year or a commercially available aftermarket ski with a minimum overall length of 20 inches.

SKI SUSPENSION & STEERING:

1. OEM front suspension shocks may be replaced with commercially available aftermarket.
2. Front suspension must remain in its stock location.
3. Commercially available ski widening devices will be allowed. (No one off setups allowed.)
4. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. May be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips may be modified or replaced.
5. Handlebar (Itself) may be removed and replaced. Method of affixing handlebar to the steering column must be approved by the technical inspector during safety inspection.
6. ISR has no responsibility or gives no advisement in the method or materials selected to replace the handlebars in this class. Balance of steering column must remain in place and mounting locations must remain unchanged.

TRACK SUSPENSION:

1. The complete suspension must be used as furnished and filed by the manufacturer. OEM suspension shocks may be replaced with commercially available aftermarket. Spring spacers may be used to suspension mounting points must be used.
2. Seals may be removed from bearings in bogie wheels, rear idler wheels and/or rear idler sprockets.
3. Commercially available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model.)

DRIVE:

1. OEM 2.95:1 gear ratio must be maintained, no gear ratio changes allowed.
2. OEM primary and secondary clutch and belt must be used. Primary rollers and spring along with secondary spring maybe changed using commercially available parts only. Secondary helix must remain stock from OEM with no modifications.