

## GENERAL RULES AND REGULATIONS

- snowmobile is raised to clean out the engine or track.
- (Drag Racing) Clean out will only be allowed at specified backboards. The snowmobile must be placed on a safety stand and the safety stand must be against the clean-out backboard. Backboard minimum requirements are eight (8) feet tall, four (4) feet horizontal space for each snowmobile. Backboards must be sheeted with 3/4 inch plywood (no chipboard). Additional clean out boards may be placed in the paddock area.
  - No full throttle operation while snowmobile is on warm up stand (recommendation).

### MISUSE OF PIT PASSES

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

### FIRE EXTINGUISHER

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

# GENERAL SNOWMOBILE RULES

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

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

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

### CLASS ELIGIBILITY & SNOWMOBILE ID

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

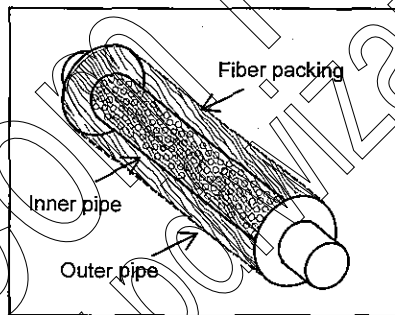
number must be removed from the replaced part and affixed to the new part.

### MATERIAL SUBSTITUTION/UPGRADE

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

### ENGINE

- ISR and/or the Race Rules Committees will approve the validity of all engine intake systems.
- In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced snowmobile.
- In Stock classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional.
- In modified drag racing and some other types of racing, the following minimum standards for straight-thru silencers are required:
  - Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
  - Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
  - Outer pipe must be at least 3/4 in. larger than inner pipe.
  - Minimum silencer length 3 in.



- OEM carburetor slide valves and replacement jet components without modification will be allowed in all Stock classes. No modification to carburetor body will be allowed.
- An adequate return spring on the throttle is required.
- The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the snowmobile) of the right-hand handlebar. Throttle must be thumb operated. Twist grip throttles not allowed.
- No pressure charging allowed unless specified.
- All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.
- When superchargers are allowed, a supercharger restraint system, including a flexible blanket shield, is required to prevent superchargers from being blown

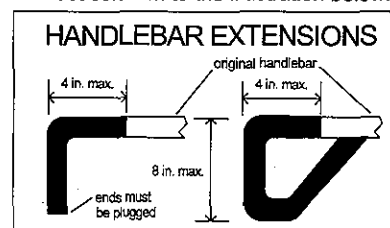
free of the engine.

### DRIVE

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

### SKI SUSPENSION AND STEERING

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

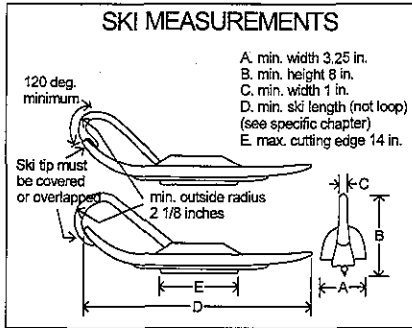


- All handlebar ends must be plugged.
- Only steel suspension springs allowed unless otherwise specified.
- At safety inspection, ski suspension travel will be measured vertically at the front bumper.

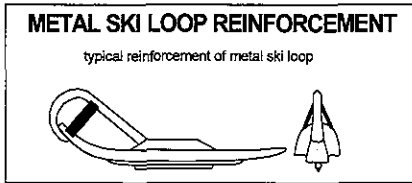
### SKIS & SKI RUNNERS

- Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over 1/2 inch turn-down constitutes a cutting edge.
- A maximum of fourteen (14) inches total length of carbide per ski is allowed (unless otherwise specified in specific chapters).

- All ski loops must be at least one (1) inch wide and 5/8 inch thick or 1 inch diameter round material. The arc of the leading edge of the ski loop must have an outside radius of at least 2 1/8 inches and extend at least 120 degrees upward (see illustration). Plastic ski loops must be affixed with steel bolts.



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



- Beam breaker surface for electronic timing must be confined within the ski loop (unpolished, flat black).
- (Oval, Enduro, Ice Lemans, Sno-Cross, Drag) Ski tip (not including the loop) must be turned up 1.5 inch from the bottom of the ski (not including the keel(s) or ski runner).
- No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.

**TRACK SUSPENSION**

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

**TRACK & TRACTION**

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

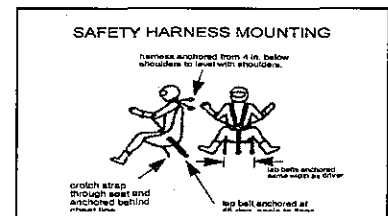
**FRAME & BODY**

- A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down (restrained from rearward movement) so as to restrain traction components, snow, mud, rocks and other material thrown from the track at all speeds. Recommended materials are 3/16 inch fiber reinforced rubber belting or 3/16 inch semi-rigid plastic such as HD polyethylene or UHMWV polyethylene.
- The snow flap must overlap the widest part of the rear tunnel opening by at least one inch on each side.
- The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile. The use of springs and/or elastic material for holding down and restraining snow flaps is not acceptable.
- The snow flap must be in contact with the course surface when the rider is on the snowmobile. Violation of this rule results in mandatory expulsion from the class.
- The snow flap on the twin track snowmobile must be reinforced to keep it in proper placement at racing speeds. Two (2) separate flaps may be used on twin track snowmobiles.
- Material used in/as wheelie bars will not be considered a snow flap.
- The maximum overall snowmobile width is 45 inches unless otherwise stated.
- Except for Speed Runs and Hillclimb Modified and some Modified classes in drag racing, maximum snowmobile length is 120 inches.

- Where specifically allowed, foot stirrups/foot pegs may be installed. Must be constructed of rigid materials.
- All snowmobiles will be equipped with an upholstered, padded seat minimum thickness one (1) inch, minimum length twenty four (24) inches and width of the tunnel.
- Unless otherwise stated, seats in Stock class must be OEM for the model.
- Unless otherwise specified, tunnel protective strips may be added to underside of tunnel to protect the tunnel and cooling system from being damaged by traction products.
- If a braking parachute is required, it must have been produced by a recognized manufacturer. Tech inspectors may observe the operation of the parachute and inspect for worn or frayed lines, ripped or dirty canopies and worn or ragged pilot chutes. Parachute cable housings must be mounted solidly to the frame or other suitable member; the use of quick pins for parachute mounting is prohibited. The parachute must be mounted in a manner that does not render it inoperative if the snowmobile should lose a track or part of the snowmobile (specifically, mounted above the snow flap and rear of the tunnel). The parachute controls will be mounted so they are accessible to the participant in a normal driving position and be tethered to the participant with a 1/8" thick nylon cord, a maximum of five (5) feet long. The cord may not hang in a manner that allows it to be caught in any rotating component.
- Snowmobiles used in competition may be painted any color with the following exception: In Sno-cross, Cross Country, Ice Lemans, Enduro and Oval racing, the color orange may not be used.

**ENCLOSED COCKPIT FRAME & BODY**

- On enclosed/confined cockpit snowmobiles, full firewalls shall separate the driver from the engine and fuel tank. Material must be eighteen (18) gauge steel minimum or its equivalent.
- A quick release shoulder harness (aircraft-type) is mandatory on all enclosed cockpit snowmobiles. All safety belts/shoulder harness installations must be mutually compatible (originally designed to be used with each other). Installations not allowed where the harness is sewn, fastened or where the safety belt is fed through the loops in the harness. For harness installations see illustration. Only those units that release all four (or five) attach points in one motion are allowed. Shoulder harnesses must be securely mounted to the frame, cross member, or suitable reinforced mounting, and installed



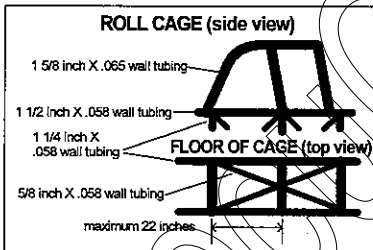
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- to limit driver's body travel both upward and forward.
- Quick release arm restraints are mandatory.
  - Under no circumstances are bolts to be inserted through belt webbing for mounting.
  - It is recommended that all belts and harnesses be covered with fireproof material.
  - An abrasion plate is mandatory on seat belts where they are wrapped around the frame and would be exposed to rubbing on the track or by a rotating component.
  - All enclosed cockpit snowmobiles must be equipped with a regulation on board fire extinguisher and must be manually controlled. The system must be halon 1301 or 1211 and mounted per manufacturer's specifications with the primary nozzle(s) directed to protect the participant while in the driving position. Minimum extinguisher size is 5 pounds.

REQUIRED LABEL FOR OPERATING HANDLE OF ON-BOARD FIRE SYSTEM



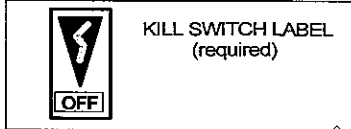
- Fuel tanks must have a pressure cap and be vented to the outside of the body or have built in check valve.
- All roll cage structure must be designed to protect the participants from any angle, three hundred sixty (360) degrees. All welding must be done by approved heliarc process. Flush grinding welds not permitted. It is recommended that all cage welds be gusseted. Must have a roll bar six (6) inches above drivers head (see illustration).



### IGNITION & ELECTRICAL

- 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.
- Maximum tether cord length will be 5 feet except where noted otherwise. Verification of tether cord length will be determined at tether cord's fully extended length.
- The tether cord will be securely fastened to the driver. No alligator clips allowed.
- The tether switch will be securely mounted in a location on the snowmobile other than

- on the handlebars or steering column.
- Battery operated electric fuel pumps must be connected to the tether switch. This includes electrically controlled fuel injection systems.
- (Drags, Speed Run, Sno-cross) All snowmobiles must have a handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch).
- Wet cell must be enclosed in a non-conductive battery box. Positive terminal must be shielded. Battery box must be securely held in place.
- On snowmobiles with enclosed cockpits it is mandatory to have a functional kill switch that will terminate ignition if the snowmobile rolls over, this is in addition to the tether switch.



- Unless otherwise specified, electric start parts including motor, solenoid, battery, battery bracket, wiring, and ring gear may be removed. No machining, cutting or grinding allowed for removal.

### FUEL REGULATIONS

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

- A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
- Allowed gasoline and lubricants:
  - 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 gasoline), and additives that provide power-boosting characteristics are strictly forbidden.
  - Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce power in excess of that produced by standard pump gasoline and petroleum base oil shall not be permitted. The list of unacceptable additives includes, but is not limited to, alcohol, nitrates, and other oxygen bearing compounds.
  - 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.
  - 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.
  - Driver statements as to their fuel components will be binding and may be

- verified by various fuel tests. Drivers must allow officials to test their fuel at anytime.
- In Stock Drag Racing and all Youth Racing classes, commercially available gasoline that is reformulated with up to 10% ethanol is allowed.

### FUEL TESTS

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

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

- ELECTRICAL CONDUCTIVITY
- CERIC NITRATE REAGENT TESTING
- REAGENT D TEST FOR DIOXANE
- WATER SOLUBILITY TESTING
- ANY OTHER TEST APPROVED BY RACE RULES COMMITTEES

## ENFORCEMENT, DISCIPLINE AND VIOLATIONS

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

### EJECTION FROM RACE SITE

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

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

- Participants are solely responsible for the condition of their snowmobiles and their competence to operate them.
- 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.
- Vulgarity, derogatory or offensive language will result in disciplinary action, ejection from race site and be subject to fines and penalties.
- 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.
- Clothing displaying vulgar language is not allowed.