RULES & REGULATIONS

2025 - 2026

Ontario Snowmobile Oval Racers – **OSOR** is a not-for-profit organization regenerating the sport of snowmobile racing and bringing it to communities throughout Ontario. As a group of racers, sponsors, fans and family members devoted to this sport, our collective experience in snowmobile racing spans seven decades.

Join us for the fun, speed and comradery – See you at the Track!

Our Mission Statement

The Ontario Snowmobile Oval Racers (OSOR) is a not-for-profit organization established to support ice oval racing in Ontario. OSOR brings racers, sponsors and fans together to promote ice oval racing in Ontario and produce the finest and fastest vintage oval racing anywhere.

No expressed 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.

Rule Supplements, Additions or Corrections

Rule supplements, additions or corrections shall be announced on our official website. Upon such an announcement the rule changes become effective and enforceable.

Class Divisions

Any qualified member may participate in the approved classes offered in any OSOR event pertaining to their age group. Snowmobiles are allowed to race in their prospective displacement, or designated performance class, and any larger displacement or performance class, except as noted in specific sections.

Age Divisions

4 to 10 years old	Junior 120
6 to 12 years old	Junior 200
6 to 14 years old	Junior Mod 206/120
10 to 13 years old	Junior Semi-Pro F340
14 to 17 years old	Junior Pro F340
14 to 17 years old	Junior F500
18+	Adult classes except Masters and Super Senior Open*
45+	Adult classes plus Masters Single Fan & Masters F500
50+	Adults classes plus Masters Super Mod 340
60+	Adult Classes plus Super Senior Open

Advancement Procedure

Parents/guardians of children in any age division may request their children be allowed to race in a higher-level class/age group. The request will only be granted by the Race Committee after they are presented a filled out Junior Upgrade Form. These forms can be found in the Raceday library. The decision will be based on observations of the minor's race experience and ability. The junior racer will be on probation for the current season. Any Junior racer having a birthday within the race season may choose to remain in their classes for the entirety of the season. Any exceptions must be cleared by the Race Director.

In order for a minor to race in an adult class, the Junior racer must be at least 16 years old and have a signed and approved Junior Upgrade Form. Once a Junior racer is approved to race within adult classes they may no longer race in Junior classes.

Registration and Entry

1. Completion of online waiver is mandatory for all personnel in areas such as the pits, staging area and the track.
2. All drivers must check in with registration and sign insurance waivers online before being allowed to register and participate in events. No one, except officially entered drivers may ride or practice on any race course on the day of the event.
3. OSOR reserves the right, with reasonable cause, to refuse entry to any person or remove any person from the race venue, not to include reasons of sex, race, disability, gender, sexual orientation, religion or belief.
4. Gate admission fees for driver and crew members will vary from venue to venue.
5. Any OSOR-related fees or merchandise being purchased by anyone will be subject to all NSF related fees, collection fees and/or non-payment fees should payment be declined.
6. All registrations after online registration is closed will be charged a late fee of $25 CAD.
7. If there are less than ten (10) entries in the Canadian, Ontario or Cup Championships and mechanical issues keeps a racer from the Qualifying round:
    a) You must notify the Staging Marshal, Technical or Race Director prior to your heat. It is the Race Director's discretion whether to allow these sleds in the finals.
    b) If allowed in the finals, you will be placed in the second row of the starting line.
8. If there are ten (10) or more entries registered in the Canadian, Ontario or Cup Championships, only the top ten make the finals unless otherwise notified during the Driver's Meeting.
9. For all other races, if there are less than ten (10) entries in a class, all racers will make it to the finals regardless of making the qualifying round. If there are more than ten (10) entries, those that did not make the qualifying round will be placed in the second row along with those that qualified lower than tenth (10th) in the qualifying round.
10. Drivers who fail to complete payment for entry fees are subject to discipline prescribed by OSOR.
    a. If the participant stops payment on check or credit card, participant gives up the right to protest or appeal until full payment is made.
    b. Participants who pass NSF checks must pay entry and prescribed fees in full before the next race or within 30 days, whichever is sooner.

Season Points

Season points are calculated at each OSOR race event for all OSOR Season Membership holders. The total at the end of the season determines the season point's winner for each class. Any event awarded double points must be announced with the release of the schedule at the beginning of the season and will only be for the Saturday.

Qualifying: All qualifying heats will be awarded ten (10) points for first place, nine (9) points for second, down to one (1) point for tenth position and all positions below. DNF will be awarded points

for their final position. DNS will receive zero (0) points.

Finals: All final heats will be awarded twenty (20) points for first place, eighteen (18) points for second and so on to the last contender. DNF will be awarded points for their final position. DNS will receive zero (0) points.

Refund Policy

1. No refunds of entry or other fees will be made after registration is closed, unless the event is cancelled or rescheduled by a ruling of the Race Director.
2. If the event is canceled and/or rescheduled by a ruling of OSOR prior to the Friday before the event, OSOR fees collected for registration, insurance and ambulance will be returned to all registered racers.
3. If the event is canceled or rescheduled by a ruling of OSOR on the day of the event, OSOR fees collected for class registration will be returned to all registered racers. The fees collected for ambulance and insurance will be applied to these charges.
4. Any cancellations by drivers completed before midnight on the Wednesday before the event will be refunded all class and registration fees less the admin fee.
5. Any cancellations by drivers completed before 8:30am on the day of the race will be refunded class fees for that day only.

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. When pre-race safety inspection is complete each participant will be given a sticker or tag to indicate they passed. All snowmobiles must have tag clearly visible to be allowed on the race track.
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 Teardowns

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. The Technical Director may 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 Technical Director or a designated member of the technical staff.

4. Driver and/or driver's mechanic will perform teardown to the point required by the Technical Director.
5. Any driver not reporting to tech or refusing a 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.

Protests

1. Properly filed protests must be addressed by OSOR before finalizing class results.
2. All formal protests must be made in writing, by a driver, in competition at the event, from the class in question, on the correct formal protest form, accompanied by a cash protest fee of two hundred and fifty dollars ($250.00) CAD. There will not be any action taken until it is deemed a legitimate protest by the Race Director, the proper appeals forms are filled out and handed in along with the protest fee. If the protest is found to be valid, the protest fee will be returned to the protester. If the protest is proven invalid, the protest fee will go to the protested snowmobile owner.
3. There is no need for protest fees in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, accompanied by a properly and completely filled out Track Appeals Form. The Race Director, in turn will request a report from the flagman or assigned official on the course. This form can be found in the Raceday library.
4. The 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 judgment or decision.
6. It shall not be possible to protest or appeal technical inspection equipment, manual/electronic scoring or manual/electronic timing equipment.
7. Protests must be filed within 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

Appeals Process

The following appeals process shall be applicable for OSOR.

OSOR Appeal Forms

There will be OSOR Appeal Forms Available online at www.osorracing.com and in the Raceday Library
Technical/Equipment Appeal Form
Track Appeals Form

Technical Infractions

1. Driver or team are found in noncompliance 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.

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

- **a.** Verbally warn the driver or team.
- **b.** Disqualify driver from event for the class specified.
- **c.** Disqualify drivers from all events entered in the day's competition.
- **d.** Suspend driver or team for season.

On Track Infractions

1. The Race Director determines infraction and makes the appropriate decision considering the gravity of the offense. The Director may:
   - **a.** Verbally warn the driver or team.
   - **b.** Disqualify driver from event for the class specified.
   - **c.** Disqualify drivers from all events entered in the day's competition.
   - **d.** Suspend driver or team for season.

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

a. The appeal must be presented to the Race Director within 30 minutes of the announcement of the disqualification or penalty.

b. OSOR must render a decision within a reasonable time. If the appeal is found valid, all points, money, prizes, etc. are returned/ awarded to the driver/team.

GENERAL COMPETITION

Flag Rules

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

Green Flag

1. Used to start the race and/or signifies the course is clear and race is in progress.

Yellow Flag

1. Used by Corner marshals to signify there is an additional safety hazard on the track.
2. Yellow flag zone is that portion of the track from the first yellow flag to a point past the entire incident.
   - **a.** Drivers must slow down and observe caution while in the yellow flag zone.
   - **b.** No passing allowed in a yellow flag zone.

c. Racing may be resumed after leaving the yellow flag zone.

Red Flag

1. The red flag will be used if, in the opinion of the Race Director or Starting Flagman, the track is unsafe to continue the race.
2. The red flag means the race will stop immediately regardless of the position of snowmobiles on the track.
3. Racers will slow down and come to a complete and safe stop. Once stopped, each racer will raise their arm to indicate to the Race Director that they are aware of the inherent dangers.
4. When the route is clear and safe, each racer will drive slowly to corner four and await instructions from the Starting Flagman. All the time, following the corner marshals instructions.
5. Snowmobiles must not leave the track unless directed by the Race Director.

Black Flag

1. Used to notify a racer if a vital snowmobile component such as clutch guards, hoods, mud flaps or ski become dislodged or discarded, the starter will display the black flag to the involved driver immediately. A rolled black flag is a warning to a driver that he/she may have an equipment failure or that he/she may have committed a driving infraction.
2. If flag is directed at you, leave the course safely and report to the Race Director and/or Tech. This does not necessarily mean disqualification; however, failure to obey the black flag could result in disqualification, suspension or fine.

White Flag

1. Used to notify drivers that they have started the final lap.

Checkered Flag

1. Used to notify participants that the race is completed.

Race Starting Procedures

1. All drivers must assemble on the starting line, ready to race within two (2) minutes of notification of their race. Race will begin at the Starting Flagman's discretion after the waiting period.
2. All participants (including crew members entering the start line area, are required to wear eye protection or safety glasses.)

Race Restart Procedure

1. The Race Director may have a restart at his discretion. The Race Director's decision is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Technical Director

may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart. These snowmobile(s) must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.

3. 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); All snowmobiles will be started from a standing start, in a line abreast (unless instructed otherwise by the Flagman).
4. 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 may be penalized by the Race Director or Flagman.
2. There shall be no change of drivers at any time without notification to the Race Director/Registration.
3. Events that take place under natural lighting will be terminated by dusk. If visibility is reduced by any factor, the Race Director will determine if racing must be halted.
4. It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.
5. The Tech Director may inspect any snowmobile that has been involved in an incident and have the responsibility to approve/disapprove it continuing to race.
6. Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.
7. Any snowmobile unable to immediately return to the starting line will be placed to the rear of the restart sequence.
8. After more than one (1) lap has been raced, the restart position of the snowmobiles reverts to the last officially counted lap as determined by scoring.
9. Snowmobiles will be restarted in a staggered line.
10. With the Race Director's permission, only one (1) crew member (per snowmobile) will be allowed on the track in the event the competitor cannot start his/her snowmobile alone. No mechanical work can be performed by the crewmember.
11. Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.

Injured Drivers and Damaged Sleds

1. An injured or otherwise incapacitated driver cannot race unless cleared by the Race Director. If a snowmobile is damaged, it shall have to be cleared by Tech and/or the Race Director once it has been determined not to be a danger. The Race Director may consult with the Technical Director following the snowmobile's inspection. The Race Director's decision is final.

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 racecourse. If mechanical problems or other factors require stopping, drivers will comply with rules for the specific event as prescribed by the officials before the event.

Control of Snowmobile During the 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 a 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, chopping, cross jumping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestants to disqualification at the discretion of the Race Director.

Obstruction

1. If for any reason a driver is forced to stop on the course during an event, it would be the driver's responsibility to safely remove the snowmobile from the track, or pull to the side of the track so as not to endanger or obstruct other drivers.

Race Finish

1. The finish line will be clearly marked.
2. A competitor is said to have finished the race when the 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 (1st) place snowmobile to declare a finish. All competitors will be given a finish position per number of laps completed. Any drivers that do not complete the checkered flag lap will be scored in order of finish and laps completed unless DNF. Appropriate points and prize money will be awarded based upon the published formula.

Signals

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

Driver's Briefing

1. The **mandatory** meeting (or meetings) will be held at an announced time and place. It will be conducted by the Race Director and Race Promoter. Descriptions of the course, flags, etc. will be made.

Race Director

1. The Race Director and Technical Director will be certified by OSOR.
2. The Race Director shall be responsible for the conduct of the race. He/she shall have the right to make the final determination concerning all aspects of the race and the race facility. (these rules and regulations notwithstanding)
3. He/she shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event.
4. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
5. Race Director may not have vested interest in the outcome of an event over which he/she officiates. He/she may not officiate over a class in which he/she has a vested interest.
6. Race Directors may compete in events other than those in which they officiate.
7. The Race Director may cancel any race for reasons of safety regarding competitors or spectators.
8. The Race Director may shorten the race for any reasons of safety but must give drivers adequate notice in advance.
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 ensure the safety of the event.
11. The Race/Tech director shall have the authority to determine structural integrity of snowmobiles.
12. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' snowmobiles. The Technical Director may not officiate over a class in which he has a vested interest.
13. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
14. Decisions of the Race/Tech Director may be reviewed by the board of the sanctioning body.
15. Decisions made at an event shall not be overturned without a formal appeal. Notice of the appeal process shall be given and a suitable time period for all parties to prepare must be allowed.

GENERAL SNOWMOBILE RULES

These rules apply to all snowmobiles in competition. All participants, racers and crew members are required to be fully aware of these rules 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.

Fire Extinguishers

Fire extinguishers must be available in the pit, paddock/staging, starting line areas, and on all four corners and will be placed before the start of the race.

All trailers, haulers, and enclosed truck bodies used for the transportation of racing sleds and their support equipment must have fire extinguishers on board and accessible at all times.

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 and complete engines may be replaced during the event.

Driver Protective Equipment

1. It is the responsibility of the racer to select protective equipment that will conform to OSOR guidelines and provide adequate protection. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.
2. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections. Helmets will provide full protective coverage and meet the **2025 Snell Foundation's certification standards. Helmets with the 2020 Snell certification will be permitted for this season to accommodate availability during the transition period. Helmets certified under the European ECE 22.06 standard are also approved.** This is also mandatory in the tune-up area. The helmet must be securely fastened at all times.
3. Starting in the 2026 season all drivers must have an orange LED light affixed to the back of their helmet. The light shall be on constant display, no flashing or strobe effects allowed. Recommended fastening will be attaching to the goggle strap. Helmets manufactured with a rear facing light will also be allowed. (Only displaying an orange solid LED display). Methods of installation that compromise the helmets structural integrity are not recommended. *Helmet lights are mandatory for all classes except Junior 120, Junior 200, and Junior Mod 206/120 in which they are recommended.*
4. Enclosed cockpit sled drivers must use an automotive certified helmet meeting Snell SA

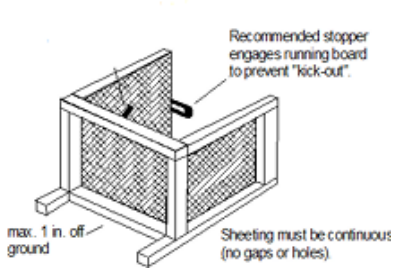
specifications.

5. It is strongly suggested that the driver's helmet be a minimum of seventy-five percent international or blaze orange.
6. Gloves and above the ankle leather boots are mandatory.
7. Eye protection is 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.
8. Hearing protection is recommended in all classes.
9. The use of upper body protection equipment is mandatory, except for enclosed cockpits. The upper body protection must cover all body areas shown in the illustration. These include chest protection, back protection, shoulder pads, and kidney protection. Arm pads and elbow pads are optional but highly recommended. 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. (***Upper Body Protection That Meets OSOR Guidelines: Evs, Tek Vest, Saf-Jak, Leatt and the HMK Protective Vest***)
10. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
11. Neck bracing is strongly recommended for all racers.

Clean Outs/Safety Stands

1. Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory.
2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory and they must extend at least to the center of the rear axle. Vertical coverage must be no more than one (1) inch off the ground/ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes). Safety stands must maintain sufficient height to prevent track coming into contact with ground/ice surface. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.

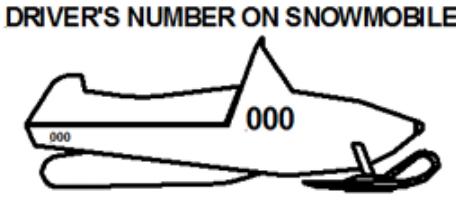
WARM-UP STAND (not a design drawing)



3. No full throttle operation while snowmobile is on warm up stand (recommendation).
4. You or your mechanic must be attached to the tether whenever your snowmobile is running.

Snowmobile and Racer Identification

The driver's assigned competitive number must be displayed on both sides of the snowmobile hood. The number must be a minimum of 15.24 cm (6") high, 10.16 cm (4") wide and be displayed in contrasting colours to the sled.



The Driver's number will be added to the back of his/her jacket and is mandatory for all drivers. Numbers must be 8" tall by 1" wide. Your name also can be added to the upper portion of your back in 2" high letters. Driver's number must match the number on the snowmobile.

Radios

1. There will be no independent radio transmission on the sanctioning body's radio frequency.
2. Unless otherwise stated, radio communication between crew and driver is not allowed while the driver is on the course.
3. **Drivers will always use an operational Raceceiver during competition.** Raceceiver communication from the race control official has the same authority as the race director and shall not be challenged. *Raceivers are mandatory for all classes except Junior 120, where they are strongly recommended.*

Ignition and Electrical

1. In all classes red LED tail-lights must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. Tail-light must be a minimum of 8 sq. inches of continuous illuminated LED surface, or a production LED taillight.
2. Starting in the 2026 race season, all sleds must have an illuminated LED strip running across the left side of the tunnel, from the rear corner of the tunnel towards the front of the sled a minimum of 8 inches in length. *Tunnel lights are mandatory for all classes except Junior 120, Junior 200, and Junior Mod 206/120 where they are recommended.*
3. Tail-light failure during the race is not subject to disqualification.
4. Tail-lights must be taped over with clear tape.

Tether Switch

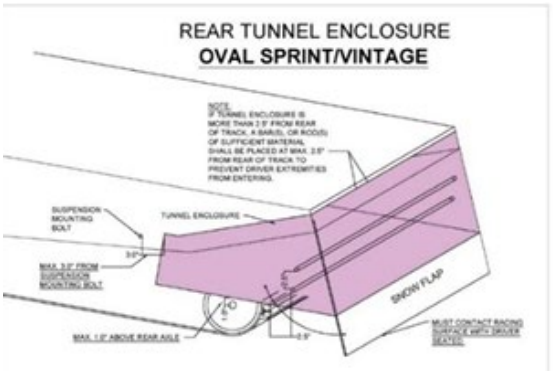
All snowmobiles must be equipped with a tether switch that must always be secured to the operator and be operable. The switch must "kill" the engine by disconnecting from the ignition system when the operator and the snowmobile become separated.

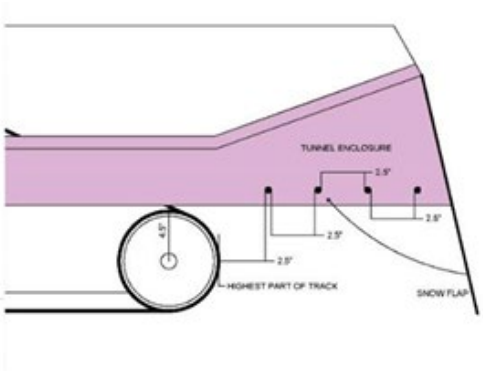
1. The tether must be attached to anyone who operates the snowmobile.

2. The tether switch must be securely mounted in a location on the snowmobile other than the handlebars or steering column.

Tunnel Enclosures

The rear of the tunnel must be enclosed with steel or aluminum comparable in strength to the tunnel material. The tunnel enclosure is required to reduce the possibility of skis and driver's extremities entering the tunnel area. The shaded area (see illustration) must be enclosed. The enclosure shall cover the rear and both sides and extend forward to the rear suspension mounting bolt. The bottom of the enclosure shall be no higher than one (1) inch above the centre of the rear axle (with driver in place). The rear of the enclosure shall be no further than 2.5 inches from the rear of the track. The tunnel enclosure must be securely welded, bolted, or riveted to the tunnel.





Snow Flaps

A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down to restrain traction components, snow, mud, rocks, and other materials thrown from the track at all speeds. Recommended materials are 3/16 inch fiber reinforced rubber belting or semi-rigid plastic.

1) Snow flap must overlap the widest part of the rear tunnel opening by at least 2.54cm (1") on each side.
2) The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile.
3) 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.

Class Eligibility

2. Unless otherwise specified in the OSOR 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.
3. In Stock, Super Stock and Mod 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. Any exceptions in the Super Stock and Mod Stock classes must be approved by the Tech Director.
4. In Stock and Super Stock classes, the exhaust system must be OEM, fully functional and remain as produced by the manufacturer.
5. All Modified snowmobiles must have a commercially built exhaust silencer. Stock, Super Stock or Mod Stock snowmobiles racing in Modified Classes using full stock exhaust, are exempt.
6. Stock and Super Stock class belt guards are acceptable in Stock and Super Stock classes; steel belt guards are strongly recommended. Super Stock snowmobiles may race in Mod Stock without upgrading the original belt guard.
7. All metal ski loops must be padded.
8. Any Class can be eliminated or moved to create a Combo Class at the close of registration.
9. Any Combo Class can be broken into separate classes if numbers and time support it.
10. All participants in events must be fully familiar with the rules and regulations, plus such rules by host communities for the event.

STOCK AND SUPER STOCK CLASSES

Any stock, leaf spring model snowmobile, 1985 or older qualifies for Stock Classes. Limited production or race snowmobiles do not qualify for these classes. For further clarification, please contact OSOR.

Class	Eligible Sleds
Stock Single Fan	Single Cylinder Fans
Masters Single Fan	Single Cylinder Fans, drivers 45+
Super Stock Fan 340	Any fan up to 340cc
Super Stock Fan 440	Any fan up to 440cc
Super Stock FA/Liq 340	Any fan, free air, or liquid up to 340 cc
Super Stock FA/Liq 440	Any fan, free air, or liquid up to 440 cc
Super Stock Open	Any super stock fan, FA, or liquid

Stock and Super Stock Rules

There will be no changes or modifications made to any Stock or Super Stock Class snowmobiles unless specified in the following rules. The following rules are provided to ensure an even playing field for all competitors and most importantly, guidelines to confirm the safety of all racers, support staff and spectators.

Engine - Super Stock

1. The engine and exhaust must be OEM for the brand and model. Liquid engines and exhaust must be OEM for the brand, model and year.
2. No heat wrap, heat tape or other method of insulation is allowed.
3. Engine, engine mounts and exhaust must remain in original OEM locations.
4. Any internal modifications are allowed to the engine.
5. No external modifications allowed. Engine must maintain OEM appearance.
6. Engine bore size may be increased to a maximum of .060.
7. Aftermarket pistons are allowed.
8. The intake concept for the engine must be maintained.
9. Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors are not allowed. Air intake silencers and air boxes may be removed.
10. All Stock Single Fan Sleds can convert to a Mikuni carb up to a maximum size of 40mm (2.36”). All sleds originally equipped with a Mikuni carb may be upgraded to a max size of 40mm (2.36”).
11. The intake concept for the Stock Single Fan Class must be piston port, no reed valve motors.

12. Cooling system concept for the engine must be maintained and fully functioning. (i.e. free-air, liquid and fan)
13. The engine must be naturally aspirated.
14. The only legal ignitions will be OEM 1985 and older. All ignitions must be derived from a stock qualified model 1985 and older, or a designated aftermarket replacement of the original component.
15. Programmable ignitions are not allowed.

Drive - Super Stock

1. Any brand OEM primary clutch is allowed.
2. Any brand OEM secondary clutch is allowed, except roller secondary clutches.
3. Chain case must be OEM for the model and year.
4. Chain case may be moved up to 5.08 cm (2”).
5. Any track drive shaft and track drive sprockets may be used.
6. Track drive shaft may be relocated a maximum distance of 5.08 cm (2”).
7. For sleds originally without jackshaft, a jackshaft may not be added.
8. Jackshaft model sleds must not be modified.
9. Brake components may be replaced by commercially available components and must not be modified. Brakes shall be operational at all times.
10. Brake lever must remain on the left, rear side of handlebar
11. The master cylinder, caliper and disk assembly must be commercially available.
12. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
13. 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. Holes may not be drilled in protective shields.

Ski Suspension and Steering - Super Stock

1. Skis must be OEM stock steel skis from any brand for the Stock Single Fan and Masters Single Fan Classes. All Super Stock Classes may use OEM stock steel skis or any aftermarket aluminum skis with minimum 50.8 cm (20”) springs. (Derby, Northstar or similar)
2. Leaf springs must be steel and functional as originally designed.
3. Ski spreaders allowed a maximum increase of 7.62 cm (3”) for each ski.
4. The carbides must be a maximum 1.5875 cm (5/8”) height and maintain no less than a 60 degree angle.
5. Maximum length of carbides shall be 25.4 cm (10”) for Stock Single Fan and up to 35.56 cm (14”) for the Super Stock Classes.
6. Only oil filled shocks can be used on the skis. Shocks must mount in their original position. No Gas Shocks.
7. Spindles and cross members must be enclosed within the pan and cowl.
8. Steering column must be original. The handlebars and/or handlebar mounting bracket may be

replaced.

9. Any commercially available handlebars are allowed.
10. No offset ski stance.
11. One cutting edge is allowed per ski.
12. Metal ski loops must be secure and padded.
13. Skis may not contact the body or suspension through the ski's normal range of travel and/or movement.
14. No Cobra anti darting devices allowed.

Track Suspension - Super Stock

1. Any suspension from a super stock qualified, 1985 or older snowmobile is allowed. Suspension must be used without any modifications. Bogie wheels can be added or deleted except in the Stock Single Fan class.
2. Remote Adjusters are not allowed.
3. Any OEM type slide rail hyfax may be used as a replacement.
4. Slide rail hyfax can be drilled in all classes.
5. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.

Track and Traction - Super Stock

1. Any commercially available one-piece molded rubber track allowed with a maximum of 2.54 cm (1") lugs. Track must fit within the confines of the tunnel without modification to track or tunnel.
2. No cutting, trimming, notching or other modifications allowed.
3. A maximum .9525 cm (3/8") stud height above track lugs.
4. Cleated tracks not allowed**.**
5. The track must remain in its stock location.
6. Track clips and guide clips must be replaced when missing.
7. Tracks may not be reversed.

Frame and Body - Super Stock

1. Frame must be OEM for the year and brand
2. Modifications are not allowed to the frame.
3. Hood must be OEM.
4. Windshield may be modified, replaced or removed.
5. Headlight must be taped or removed and blocked with like material.
6. Any seat must have a minimum thickness of 7.62 cm (3 ").
7. Maximum overall width of any snowmobile is 115 cm (45")
8. Any fuel tank is allowed.

MOD STOCK CLASSES

Any stock or limited production leaf spring snowmobile, 1985 and older qualifies. FA engines must be OEM for the brand. Liquid engines must be OEM for the brand and model**.**

Class	Eligible Sleds
Mod Stock 340	Super Stock Fan 340, Super Stock FA/Liq 340, Mod l, Mod ll (up to 340cc), Mod Stock 340 *358cc maximum*
Mod Stock 440	Any Super Stock fan, free-air, or liquid 440, Mod ll, Mod Stock 340 & 440 *464cc maximum*

Engine - Mod Stock

1. Engine and mounts must remain in the OEM location for the chassis.
2. Any internal modifications allowed to the engine.
3. Engine bore size may be increased to a maximum of .060.
4. Intake concept must be original. (Piston port, reed valve etc.)
5. Any carburetor allowed including flat slide carburetors. No fuel injection.
6. Air intake silencers/air boxes may be removed.
7. Any exhaust must have a commercially available silencer.
8. No heat wrap, heat tape or other method of insulation is allowed.
9. Must be naturally aspirated.
10. All rotary valve liquid motors must be steel bore.

Fuel - Mod Stock

1) No oxygenated fuel or any power additives.

Drive - Mod Stock

1. Any OEM primary clutch allowed.
2. Any OEM secondary clutch allowed including roller secondary clutches.
3. Snowmobile chain cases may be moved up to 5.08cm (2”) but must be 1985 or older.
4. Any OEM 1985 or older track drive shaft and track drive sprockets are allowed.
5. Track drive shaft may be relocated up to 5.08cm (2”).
6. Brake components may be replaced. Replacement brakes must be commercially available and not modified.
7. If brakes are relocated to the front drive shaft any external components must be properly shielded to avoid driver contact.
8. The clutch cover must be separate from the cowl configuration. The clutch cover will protect down to the center of the clutch bolt or below. It must be .1524 cm (.060”), 6061T6 aluminum or equivalent steel material and be covered with 15.24 cm (6”) wide belting.

Ski Suspension and Steering - Mod Stock

1. Skis may be OEM stock steel skis or any aftermarket aluminum skis with a minimum 50.8 cm (20”) springs. (Derby, Northstar or similar)
2. Leaf springs must be steel 50.8cm (20”) and functional as originally designed with no modifications.
3. Ski spreaders allowed up to 7.62 cm (3”) for each ski.
4. No Cobra anti darting devices allowed.
5. Any commercially available handlebar or steering column allowed.
6. A maximum length of 35.56 cm (14”) carbides can be used. Carbides must be a maximum 1.5875 cm (5/8”) height and maintain no less than a 60 degree angle.
7. Stock spindle width and no off-set.
8. Spindles must be enclosed within the pan and cowl.
9. All ski loops must be at least one 2.5 cm (1 “) wide and 1.6 cm (5/8”) thick or 2.5 cm (1”) diameter round material. Plastic ski loops must be affixed with steel bolts. 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.

Track and Suspension Mod Stock

1. Any commercially available one-piece molded rubber track allowed with a maximum of 2.54 cm (1”) lugs. Track must fit within the confines of the tunnel without modification to track or tunnel.
2. No cutting, trimming, notching or other modifications to the track are allowed.
3. A maximum .9525 cm (3/8”) stud height above track lugs.
4. Cleated tracks not allowed.
5. The track must remain in its stock location, centered on the centerline of the tunnel.
6. Track clips and guide clips must be replaced when missing.
7. Tracks may not be reversed.
8. Only OEM 1985 suspension or earlier allowed. No Wahl or aftermarket suspensions allowed.
9. Remote adjusters are not allowed.
10. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.

Frame and Body Mod Stock

1. Frame must be 1985 and match the brand.
2. Frame reinforcement allowed.
3. Hood must be OEM for the brand.
4. Windshield may be modified, replaced or removed.
5. Headlight may be removed.
6. Any seat allowed but must be minimum thickness of 7.62 cm (3”), minimum length of 38 cm (15”).
7. Any fuel tank allowed.

VINTAGE MOD CLASSES

Any stock or race qualified leaf spring sled allowed from 1985 or earlier. The engine and chassis must match. Motors can be fan, free air or liquid cooled. Motors can be single or twins and up to 250cc with a maximum overbore of .060.

Class	**Eligible Sleds**
Mod 250	Any super stock up to 250cc, Mod 250
Super Senior 250	Any super stock up to 250cc, Mod 250, drivers 60+

Engine – Mod 250

1. Engine and mounts may be relocated.
2. Any internal and external modifications allowed to the engine.
3. Engine bore size may be increased to a maximum of .060.
4. Intake concept includes reed valve motors and reed valve conversions.
5. Any round, flat slide, or D-slide snowmobile carburetor allowed. Fuel injection is not allowed
6. Air intake silencers/air boxes may be removed.
7. Motors must be built from 1985 and older cylinders, using either Fan, FA or liquid type cylinders.
8. Any exhaust must have a commercially available silencer.
9. Must be naturally aspirated.

Fuel – Mod 250

1. No oxygenated fuel or any power additives.

Drive – Mod 250

1. Any primary or secondary clutches allowed.
2. Drive shaft may be relocated.
3. Any track drive shaft and track drive sprockets allowed.
4. Brake components may be replaced, must be commercially available and not be modified.
5. The clutch cover must be separate from the cowl configuration. The clutch cover will protect down to the center of the clutch bolt or below. It must be .1524 cm (.060”), 6061T6 aluminum or equivalent steel material and be covered with 15.24 cm (6”) wide belting.

Ski Suspension and Steering – Mod 250

1. Skis may be OEM stock steel skis or any aftermarket aluminum skis. (Derby, Northstar or similar)
2. Leaf springs must be steel and functional as originally designed.
3. Ski spreaders allowed up to 7.62 cm (3”) for each ski.
4. No Cobra anti darting devices allowed.
5. Any commercially available handlebar or steering column allowed.

6. A maximum length of 35.56 cm (14”) carbides can be used.
7. Carbides must be a maximum 1.5875 cm (5/8”) height and maintain no less than a 60 degree angle.
8. No off-set ski stance.
9. Frame may be widened up to a 101.6 cm (40”) center to center carbide width.
10. Spindles and cross members must be enclosed within the pan and cowl.
11. All ski loops must be at least one 2.5 cm (1 “) wide and 1.6 cm (5/8”) thick or 2.5 cm (1”) diameter round material. Plastic ski loops must be affixed with steel bolts. 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.

Tracks – Mod 250

1. Any commercially available one-piece molded rubber track allowed with a maximum of 2.54 cm (1”) lugs. Track must fit within the confines of the tunnel without modification to track or tunnel.
2. No cutting, trimming, notching or other modifications allowed.
3. A maximum .9525 cm (3/8”) stud height above track lugs.
4. Cleated tracks not allowed.
5. The track must remain in its stock location.
6. Track clips and guide clips must be replaced when missing.
7. Tracks may not be reversed.

Track Suspension – Mod 250

1. Any snowmobile suspension allowed.
2. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.

Frame and Body – Mod 250

1. Frame must be OEM-for-the-model.
2. Frame reinforcement allowed.
3. Frame may be shortened or lengthened to accommodate for track length.
4. Hood can be OEM for the make.
5. Windshield may be modified, replaced or removed.
6. Headlights may be removed.
7. Any Fuel tank.

SUPER MOD CLASSES

Any 1985 or older leaf spring model and 1972 and 1973 Chaparrals qualify. Chaparrals must maintain OEM front-end dimensions and use designated oil only shocks. Motors can be fan, liquid or free-air. Liquid motors must be OEM for the model.

Class	Eligible Sleds
Super Mod 300	Any fan, FA, or liquid up to 300cc, any Mod 250 317cc maximum
Super Mod 340	Any fan, FA, or liquid up to 340cc, any Mod Stock 340, or Mod 250 358cc maximum
Masters Super Mod 340	Any fan, FA, or liquid up to 340cc, any Mod Stock 340, or Mod 250, driver's 50+ 358cc maximum
Super Mod 440	Any fan, FA, liquid, or Super Mod up to 440cc 464cc maximum
Super Mod Open	Any fan or FA up to 800cc, any liquid up to 550cc

Engine - Super Mod

1. The engine and engine parts must be OEM for the brand and designed from 1985 production or earlier.
2. Any internal or external modifications allowed to the engine.
3. Engine bore size may be increased up to class limit (see above).
4. Any round, flat slide, or D-slide snowmobile carburetor allowed. Fuel injection is not allowed.
5. Any exhaust allowed. A commercially available silencer is required.
6. Must be naturally aspirated.
7. Free Air engines must be built from brand correct 1985 and older air or fan cooled cylinders.
8. Liquid cooled Super Mod engines must be built from 1985 and older brand correct cylinders.
9. Intake concept includes rotary valve, reed valve motors and reed valve conversions.
10. All rotary valve liquid motors must be steel bore.

Fuel- Super Mod

1. No oxygenated fuel or any power additives.

Drive Super Mod

1. Any primary clutch allowed.
2. Any secondary clutch allowed including roller secondary clutches.
3. Any snowmobile chain case can be used.

4. Jackshaft installation is allowed.
5. Any track drive shaft and track drive sprockets are allowed.
6. Track drive shaft may be relocated.
7. Brake components may be replaced. Replacement brakes must be commercially available and not modified.
8. If brakes are relocated to the front drive shaft any external components must be properly shielded to avoid driver contact.
9. The clutch cover must be separate from the cowl configuration. The clutch cover will protect down to the center of the clutch bolt or below. It must be .1524 cm (.060”), 6061T6 aluminum or equivalent steel material and be covered with 15.24 cm (6”) wide belting.

Ski Suspension and Steering Super Mod

1. Skis may be OEM stock steel skis or any aftermarket aluminum skis. (Derby, Northstar or similar)
2. Leaf springs must be steel and functional as originally designed, with minimum 2.54 cm (1”) travel.
3. Ski spreaders allowed up to 7.62 cm (3”) for each ski.
4. No Cobra skis, Cobra type skis or anti darting devices allowed.
5. Any commercially available handlebar or steering column allowed.
6. A maximum length of 35.56 cm (14”) carbides can be used. Carbides must be a maximum 1.5875 cm (5/8”) height and maintain no less than a 60 degree angle.
7. No off-set ski stance.
8. It is recommended that the spindles be enclosed within the pan and cowl.
9. Frame may be widened up to a 101.6 cm (40”) center to center carbide width.

Track and Suspension Super Mod

1. Any commercially available one-piece molded rubber track allowed with a maximum of 2.54 cm (1”) lugs. Track must fit within the confines of the tunnel without modification to track or tunnel.
2. No cutting, trimming, notching or other modifications to the track are allowed.
3. A maximum .9525 cm (3/8”) stud height above track lugs.
4. No titanium studs or carbon fiber backer plates.
5. Cleated tracks not allowed.
6. The track must remain in its stock location, centered on the centerline of the tunnel.
7. Track clips and guide clips must be replaced when missing.
8. Tracks may not be reversed.
9. Any track suspension allowed.
10. Remote adjusters are not allowed.
11. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended

Frame and Body Super Mod

1. Reproduction chassis are allowed but must be built using exact measurements of the bulkhead of the original production snowmobile.
2. Frame must 1985 and older or a 1985 or older reproduction.
3. Frame reinforcement allowed.
4. Frame may be widened up to a 101.6cm (40”) center to center carbide width.
5. Hood must be OEM for the brand.
6. Windshield may be modified, replaced or removed.
7. Headlight may be removed.
8. Any seat allowed, however, will have a minimum thickness of 7.62 cm (3”) inch, minimum length of 38 cm (15”).

SNO PRO CLASSES

Only 1982 or older IFS single track limited production OEM racing snowmobiles are allowed.

Class	Eligible Sleds
Sno Pro 340	Any Sno Pro up to 340cc 358cc maximum
Sno Pro 440	Any Sno Pro up to 440cc 464xx maximum

Engine Sno Pro

1. The engine brand need not match the chassis brand.
2. Any 1982 and older snowmobile engine is allowed
3. No variable timing exhaust valves allowed.
4. All internal and external modifications allowed to the engine.

Fuel -Sno Pro

1. No oxygenated fuel or any additives. No fuel injection.

Drive Sno Pro

1. Any primary clutch allowed.
2. Any secondary clutch including roller secondary clutches.
3. Any Snowmobile chain case can be used.
4. Any track drive shaft and track drive sprockets are allowed.
5. Brake components may be replaced. Replacement brakes must be commercially available and not modified.
6. The clutch cover may be separate from the cowl configuration. The clutch cover will protect down to the center of the clutch bolt or below. It must be .1524 cm (.060”), 6061T6 aluminum or equivalent steel material and be covered with 15.24 cm (6”) wide belting.

Ski Suspension and Steering Sno Pro

1. Ski must be steel or aluminum.
2. No Cobra anti darting devices allowed.
3. Any commercially available handlebar or steering column allowed.
4. A maximum length of 35.56 cm (14”) carbides can be used. Carbides must be a maximum 1.5875 cm (⅝”) height and maintain no less than a 60 degree angle.
5. All ski loops must be at least one 2.5 cm (1”) wide and 1.6 cm (⅝:) thick or 2.5 cm (1”) diameter round material. Plastic ski loops must be affixed with steel bolts. 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.

6. Turn up of the ski must be a minimum of 3.175 cm (1 ¼") where it mounts the loop.

Track and Traction Sno Pro

1. Any commercially available one-piece molded rubber track allowed with a maximum of 2.54 cm (1") lugs. Track must fit within the confines of the tunnel without modification to the track or tunnel.
2. No cutting, trimming, notching or other modifications to the track are allowed.
3. A maximum .9525 cm (⅜") stud height above track lugs.
4. Cleated tracks are not allowed.
5. The track must remain in its stock location, centered on the centerline of the tunnel.
6. Track clips and guide clips must be replaced when missing.
7. A slide rail lubrication system may be added. Lubrication medium must be non toxic. Pink plumbing antifreeze is recommended.
8. Tracks may not be reversed.

Frame and Body Sno Pro

1. Only 1982 or older IFS single track limited production OEM racing snowmobiles are allowed.
2. Champ or print chassis not allowed.
3. Reproduction chassis are allowed but must be built using exact measurements of the bulkhead of the original production snowmobile.

FORMULA CLASSES – JUNIOR

Class	Eligible Sleds
Junior 120	Kitty Kat, Arctic Cat Z 120, ZR 120, MXZ 120, Bombi Mini Z, Polaris XCR 120, Indy 120, Yamaha SRX 120 *Drivers 4-10 years old*
Junior 200	Any Junior 120, or Yamaha Sno Scoot, Arctic Cat ZR200, Ski Doo MXZ 200 *Drivers 6-12 years old*
Junior Mod 206/120	Any Junior 120, 200, or 206/120 *Drivers 6-14 years old*
Junior Semi-Pro F340	1993 to 1998 Polaris Indy Lite, 1999 Polaris Indy, 2000 to 2002 Polaris Indy Deluxe (only carbureted models), 340cc max *Drivers 10-13 years old*
Junior Pro F340	1993 to 1998 Polaris Indy Lite, 1999 Polaris Indy, 2000 to 2002 Polaris Indy Deluxe (only carbureted models), 340cc max *Drivers 14-17 years old*
Junior F500	Any IFS 340 or F500 sled, see rules on F500 sleds below *Drivers 14-17 years old*

Junior 120 Rules

This is a stock-based class and therefore, modifications and changes are not allowed unless in the following rules.

1. All Junior 120 snowmobiles must comply with the General Snowmobile Rules unless specified in this section.
2. Snowmobiles must be from original OEM parts and replacement parts supplied by the manufacturer for that model, unless covered in this section.
3. Engine kits are not allowed.
4. You may not remove any material from any portion of the snowmobile unless covered in this section.
5. Any deviation to these rules must be approved

Engine - Junior 120

1. All engines must remain within the original specifications of the manufacturer.
2. No Blueprinting of the engines or any internal changes or modifications.
3. Maximum overbore cannot exceed .5 mm (.020 inches).

4. Only stock OEM pistons for the model can be used.
5. Engine dimensions cannot be altered by the use of gaskets.
6. One venturi will be allowed per cylinder.
7. Only OEM carburetor slide valve carburetors and replacement jet components will be used.
8. The carb body may not be altered or modified.
9. Original engine cooling concept must be retained and remain in its original OEM location.
10. The oil injection pump must remain in place and functional but the lines may be removed and plugged.
11. Premix fuel may be used.
12. Modifications are not allowed to the original OEM exhaust system for the model, which must be completely intact.
13. Any spark plugs may be used.
14. Only one original fuel pump may be used.
15. Throttle must be a thumb operated mechanism.
16. Twist grip throttles may not be used.

Drive - Junior 120

1. Primary clutch –
   a) any springs, weights or ramps can be used.
   b) Modifications may not be made to the clutch.
   c) Metal may be removed but not added to ramps or flyweights.
2. Secondary clutch –
   a) any helix, including billet helixes, are allowed.
   b) Only an OEM roller secondary for the model is allowed.
   c) Helixes may be machined for angle change but material may not be added.
3. Clutches may not be machined to accommodate springs, weights or helixes.
4. Any drive belt can be used.
5. Drive chain sprockets may be changed if they are options of the manufacturer.
6. Brakes must have structural integrity and be well maintained.
7. Brake lever may be modified or changed to accommodate the driver, but must remain on the front side of the left handlebar. The brake lever must not extend beyond the end of the handlebar.

Ski Suspension and Steering Junior 120

1. Any commercially available handlebar or handlebar extensions may be used. All ends must be plugged.
2. Hydraulic shocks must be OEM for the model or the manufacturer's aftermarket replacement.
3. Only stock OEM shocks, no modifications allowed.
4. Any steel springs allowed that maintains the OEM suspension concept for the model.
5. OEM Sway (torsion) bars for the model and year or OEM designated replacement bars as a dealer installed option, may be used.

Ski and Ski Runners Junior 120

1. Aftermarket skis are allowed but must be commercially available.
2. Skis may be reinforced on the upper portion of the skis only, but must remain in the original configuration.
3. Only OEM ski widening and/or height adjustment devices are allowed

Track Suspension Junior 120

1. The complete original suspension must be used, no alterations.
2. Any OEM springs are allowed. Suspension springs cannot be cut.
3. Limiter devices are allowed but must maintain 5.08cm (2") of travel. The suspension must be fully operational.
4. Only "clicker" adjusters are allowed.
5. Bogie wheels may be added or removed from the slide rails.
6. The rear axle may have OEM rear idler wheels added.
7. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.
8. Impulse fitting may be added to the crankcase for the slide lube system.

Track and Traction Junior 120

1. Track may not be reversed.
2. OEM track guide clips may be added.

Frame and Body Junior 120

1. Only OEM windshields for the model or factory options are allowed and may be cut down to 12.7cm above the highest point of the sled and have safety edging.
2. Windshields must be fully operational at the beginning of the race.
3. All intake or exhaust air vents must remain stock and no additional venting can be made.
4. Seat and fuel tank must remain OEM for the model.
5. The OEM fuel tank must be the only fuel tank used for fuel
6. All glass and plastic lenses must be covered with clear tape.
7. Any gauges may be added or removed.
8. Any spark plug wires and connectors allowed.
9. Any electrical starting parts or mechanisms can be removed.
10. No data acquisition and data acquisition systems are allowed.

Junior 200 Rules

This is a stock-based class and therefore modifications and changes are not allowed unless specificied in the following rules.

1. All Junior 200 snowmobiles must comply with the General Snowmobile Rules unless specified in this section.
2. Snowmobiles must be from original OEM parts and replacement parts supplied by the manufacturer for that model, unless covered in this section.
3. Engine kits are not allowed except for the Improved 200 Class..
4. You may not remove any material from any portion of the snowmobile unless covered in this section.

Engine - Junior 200

1. All engines must remain within the original specifications of the manufacturer.
2. No Blueprinting of the engines or any internal changes or modifications.
3. Maximum overbore cannot exceed .5 mm (.020 inches).
4. Only stock OEM pistons for the model can be used.
5. Engine dimensions cannot be altered by the use of gaskets.
6. One venturi will be allowed per cylinder.
7. Only OEM carburetor slide valve carburetors and replacement jet components will be used.
8. The carb body may not be altered or modified.
9. Original engine cooling concept must be retained and remain in its original OEM location.
10. The oil injection pump must remain in place and functional but the lines may be removed and plugged.
11. Premix fuel may be used.
12. Modifications are not allowed to the original OEM exhaust system for the model, which must be completely intact.
13. Any spark plugs may be used.
14. Only one original fuel pump may be used.
15. Throttle must be a thumb operated mechanism.
16. Twist grip throttles may not be used.
17. Electric Starters may be removed.
18. **IMPROVED**: OEM 6000 rpm rev limiter must be used. Yamaha OEM engine upgrade kit (head and carb) will be allowed. The Performance Kit is the same for both Arctic and Yamaha models. All components supplied must be used.

Drive - Junior 200

1. Primary clutch –
   a) any springs, weights or ramps can be used.
   b) Modifications may not be made to the clutch.
   c) Metal may be removed but not added to ramps or flyweights.

2. Secondary clutch –
   a) any helix, including billet helixes, are allowed.
   b) Only an OEM roller secondary for the model is allowed.
   c) Helixes may be machined for angle change but material may not be added.
3. Clutches may not be machined to accommodate springs, weights or helixes.
4. Any drive belt can be used.
5. Drive chain sprockets may be changed if they are options of the manufacturer.
6. Brakes must have structural integrity and be well maintained.
7. Brake lever may be modified or changed to accommodate the driver, but must remain on the front side of the left handlebar. The brake lever must not extend beyond the end of the handlebar.
8. Must be stock gearing.

Ski Suspension and Steering Junior 200

1. Any commercially available handlebar or handlebar extensions may be used. All ends must be plugged.
2. Hydraulic shocks must be OEM for the model or the manufacturer's aftermarket replacement.
3. Only stock OEM shocks, no modifications allowed.
4. OEM Sway (torsion) bars for the model and year or OEM designated replacement bars as a dealer installed option, may be used.

Skis and Ski Runners Junior 200

1. Aftermarket skis are allowed but must be commercially available.
2. Skis may be reinforced on the upper portion of the skis only, but must remain in the original configuration.
3. Only OEM ski widening and/or height adjustment devices are allowed.

Track Suspension Junior 200

1. The complete original suspension must be used, no alterations.
2. Any OEM springs are allowed. Suspension springs cannot be cut.
3. Limiter devices are allowed but must maintain 5.08cm (2") of travel. The suspension must be fully operational.
4. Only "clicker" adjusters are allowed.
5. Bogie wheels may be added or removed from the slide rails.
6. The rear axle may have OEM rear idler wheels added.
7. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.
8. Impulse fitting may be added to the crankcase for the slide lube system.

Track and Traction Junior 200

1. Track may not be reversed.
2. OEM track guide clips may be added.

Frame and Body -Junior 200

1. Only OEM windshields for the model or factory options are allowed and may be cut down to 12.7cm above the highest point of the sled and have safety edging.
2. Windshields must be fully operational at the beginning of the race.
3. All intake or exhaust air vents must remain stock and no additional venting can be made.
4. Seat and fuel tank must remain OEM for the model.
5. The OEM fuel tank must be the only fuel tank used for fuel.
6. All glass and plastic lenses must be covered with clear tape.
7. Any gauges may be added or removed.
8. Any spark plug wires and connectors allowed.
9. Any electrical starting parts or mechanisms can be removed.
10. No data acquisition and data acquisition systems are allowed.

Junior Mod 206/120 Rules

This Class allows a step up from the 120cc powered stock sleds. The Mod 206/120 Class follows the same stock rules as the Junior 120 Class but powered with a Briggs & Stratton Lo206 engine. The engine may not be further modified. For a trial period, 200 cc snowmobiles will be able to register for this class.

1. All Junior Pro 206/120 snowmobiles must comply with the General Snowmobile Rules unless specified in this section.
2. Snowmobiles must be from original OEM parts and replacement parts supplied by the manufacturer for that model, unless covered in this section.
3. You may not remove any material from any portion of the snowmobile unless covered in this section.

Engine - Junior Mod 206/120

1. All Briggs & Stratton Lo206 engines must remain within the original specifications of the manufacturer.
2. No Blueprinting of the engines or any internal changes or modifications.
3. Maximum overbore cannot exceed .5 mm (.020 inches).
4. Only stock OEM pistons for the model can be used.
5. Engine dimensions cannot be altered by the use of gaskets.
6. One venturi will be allowed per cylinder.
7. Only OEM carburetor slide valve carburetors and replacement jet components will be used.
8. The carb body may not be altered or modified.
9. Original engine cooling concept must be retained and remain in its original OEM location.
10. The oil injection pump must remain in place and functional but the lines may be removed and plugged.
11. Premix fuel may be used.
12. Any commercial available exhaust.
13. Any spark plugs may be used.

14. Only one original fuel pump may be used.
15. Throttle must be a thumb operated mechanism.
16. Twist grip throttles may not be used.

Drive - Junior Mod 206/120

1. Primary clutch –
   a) any springs, weights or ramps can be used.
   b) Modifications may not be made to the clutch.
   c) Metal may be removed but not added to ramps or flyweights.
2. Secondary clutch –
   a) any helix, including billet helixes, are allowed.
   b) Only an OEM roller secondary for the model is allowed.
   c) Helixes may be machined for angle change but material may not be added.
3. Clutches may not be machined to accommodate springs, weights or helixes.
4. Any drive belt can be used.
5. Drive chain sprockets may be changed if they are options of the manufacturer.
6. Brakes must have structural integrity and be well maintained.
7. Brake lever may be modified or changed to accommodate the driver, but must remain on the front side of the left handlebar. The brake lever must not extend beyond the end of the handlebar

Ski Suspension and Steering -Junior Mod 206/120

1. Any commercially available handlebar or handlebar extensions may be used. All ends must be plugged.
2. Hydraulic shocks must be OEM for the model or the manufacturer's aftermarket replacement.
3. Any Commercial OEM shocks, no modifications allowed.
4. Any steel springs allowed that maintains the OEM suspension concept for the model.
5. OEM Sway (torsion) bars for the model and year or OEM designated replacement bars as a dealer installed option, may be used.

Skis and Ski Runners -Junior Mod 206/120

1. Aftermarket skis are allowed but must be commercially available.
2. Skis may be reinforced on the upper portion of the skis only, but must remain in the original configuration.
3. Only OEM ski widening and/or height adjustment devices are allowed.

Track Suspension - Junior Mod 206/120

1. The complete original suspension must be used, no alterations.
2. Any commercially available OEM springs are allowed. Suspension springs cannot be cut.
3. Limiter devices are allowed but must maintain 5.08cm (2") of travel. The suspension must be fully operational.
4. Only "clicker" adjusters are allowed.

5. Bogie wheels may be added or removed from the slide rails.
6. The rear axle may have OEM rear idler wheels added.
7. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.
8. Impulse fitting may be added to the crankcase for the slide lube system.

Track and Traction -Junior Mod 206/120

1. Track may not be reversed.
2. OEM track guide clips may be added.

Frame and Body - Junior Mod 206/120

1. Any cowl may be added or modified.
2. Intake or exhaust air vents must remain stock but additional venting may be added.
3. Seat may be replaced.
4. The OEM fuel tank must be the only fuel tank used for fuel

Ignition and Electrical Junior Mod 206/120

3. All glass and plastic lenses must be covered with clear tape.
4. Any gauges may be added or removed.
5. Any spark plug wires and connectors allowed.
6. Any electrical starting parts or mechanisms can be removed.
7. Data acquisition and data acquisition systems are allowed.

Junior Semi-Pro and Pro F340

Sled must have a minimum weight of 340 pounds. Sled may not be wider than 114 cm (45”).

No titanium or exotic metals allowed anywhere on the sled. The brand of hood and logo don’t have to match the brand of sled.

Eligible Sleds

Direct Drive Models can be converted to chain case models using NOS original parts and using exact measurements.

All Junior IFS 340 snowmobiles must comply with the General Snowmobile Rules except where expressed in the following rules.

Engine – Junior F340

1. All engines must remain within the original specifications of the manufacturer. No engine kits allowed. No Blueprinting of the engines or any internal changes or modifications.
2. Maximum overbore cannot exceed .5 mm (.020 inches).
3. Engine dimensions cannot be altered by the use of gaskets. Gaskets may be trimmed but must remain OEM and OEM thickness. (Kimpex gasket set part # 09-71073)

4. When OEM for the model for the model pistons, piston rings and engine gaskets are not available, the following replacement pistons are allowed:

Kimpex standard (Indy Lite 1993)	09-709M
Kimpex .020 (Indy Lite 1993)	09-709-02M
Kimpex standard (Indy Lite, Indy 340, Indy Deluxe 1994-2002)	09-717M
Kimpex .020 (Indy Lite, Indy 340, Indy Deluxe 1994-2002)	09-717-02

5. Only OEM carburetor slide valve carburetors and replacement jet components will be used.
6. The carb body may not be altered or modified.
7. Additional fuel pumps may not be added.
8. Air box and oil injection system may be removed.
9. Any spark plugs, connectors and spark plug wires.
10. The exhaust system must be OEM for the model and be mounted in the OEM location for the model. Any size stinger can replace the welded-on after the muffler and internal stinger pipe. The exhaust system must be functionally silenced. The ball socket on the exhaust chamber may be repaired or replaced but MUST maintain original tuned length and inside diameter.
11. No changes or repairs are allowed to the "Y" pipe.
12. Engine must remain in its stock location and must use a stock engine plate and mount.
13. Torque limiters are allowed.

Drive - Junior F340

1. Drive clutch must be OEM for the model.
2. The driven clutch must be OEM for the model (P-90).
3. Any tuning components are allowed without modification to the clutch.
4. No modifications or lightening allowed to the original chain case, jackshaft, brake disc, track shaft and track drive sprocket. All must remain stock and in their stock location.
5. Belt drive system is not allowed.
6. Any OEM master cylinder that is commercially available can be used.
7. Any OEM Polaris caliper, which can bolt in at the OEM location without modification, is allowed.
8. Any commercially available steel disk brake, without modification, is allowed**.**
9. Any chain and sprocket ratio may be used. (Available gears: Top 15 to 23, Bottom 33 to 43).
10. A brake cooling duct may be added inside the hood**.**

Ski Suspension and Steering Junior F340

1. Ski suspension and steering must be OEM for the model unless otherwise specified.
2. Radius rods and tie rods may be replaced or modified.
3. For additional safety, the aluminum block at the front center of the tunnel, (where radius rods and/or tie rods are tied), may be modified and/or replaced for reinforcement of the structure and to allow bolts to bolt the tie rod. The suspension geometry may not be changed.
4. The maximum total offset allowed is 1 inch, measured from the center of the bulkhead. Example: 58.42cm (23”) from the center of bulkhead to the outside right ski and 55.88cm (22”) from center of bulkhead to the outside left ski = 114cm (45”) outside ski stance with 2.54cm

(1”) total offset.

5. The original suspension mounting points on chassis and struts must be used.
6. Any spring or spring adjusters may be used.
7. Polaris is the only OEM ski shock allowed on the 1993 model, part # 7041144. The models built between 1994 and 1999 can use part #7041284 and the 2000 to 2002 models must use part # 7041788. Kimpex supplies the only replacement shock, part # 08-157N7.
8. For additional safety, the shock attachment on the trailing arm may be relocated vertically, 2.54cm (1”) up. To keep the same shock angle, it is allowed to relocate the upper part of the shock attachment, 2.54 cm (1”) up vertically.
9. Sway bars may be installed and/or replaced.
10. Trailing arm may be modified or changed to accept the sway bar. OEM trailing arm dimensions must be used.
11. Limiter strap is allowed, but must maintain 6.35cm (2 ½”) of usable downward travel with the driver seated. Travel measured at the front bumper.
12. Without making any geometry changes, except camber, the suspension components may be reinforced.
13. The steering column and handlebars may be relocated and /or replaced, but at least one of the four bolts must be in one of the OEM mounting holes. Extensions may be added to suit the driver. The handlebar and column must be the same as OEM material with the same wall thickness (or greater) and tubing outside diameter as the OEM components. The use of a universal joint is not allowed. The steering column must be made of one piece.
14. Throttle lever may be replaced but must be thumb operated with a direct mechanical operated mechanism on rear side of right handlebar.

Ski and Ski Runners - Junior F340

1. Skis can be OEM for the brand or aftermarket allowed. Ski mount on the spindle may be narrowed to allow ski mounting.
2. Minimum flat length of the ski bottom is 36.56cm (14”). Minimum ski width is 8.455cm (3 ¼”).
3. Reinforcement is allowed on the top of the ski only**.**
4. Maximum carbide length is 6 inches per ski. No other cutting edge on skis.
5. Carbides must be a maximum 1.5875 cm (5/8”) height and maintain no less than a 60 degree angle.
6. Turn up of the ski must be a minimum of 3.175 cm (1 ¼”) where it mounts the loop.

Track Suspension - Junior F340

1. Any OEM stock for the model, complete track suspension and components may be used, from one of the eligible sleds**.**
2. Track suspension must maintain a minimum of 5.08cm (2”) of usable, vertical travel with the driver seated**.**
3. Holes may be drilled into the tunnel or rail in order to change mounting locations. Holes may not be drilled for lightening the tunnel**.**

4. Springs may be modified or replaced.

5. Shocks absorbers must be OEM for each model.

1993 - 1999 models	Front	POLARIS part # 7041142
	Rear	POLARIS part # 7041737
2000 - 2002 models.	Front	POLARIS part # 7041930
	Rear	POLARIS part # 7041331

Kimpex part # 04-271N7 is the only replacement front shock.
Kimpex part # 04-270-01N7 (or part # 04-270N7) is the only replacement rear shock.

6. The front shock may be removed.

7. The rear shock may be relocated.

8. The front and rear of track suspension limiters may be changed or added**.**

9. Remote limiter adjusters are not allowed.

10. The snow wheels and their mounts may be added or subtracted.

11. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.

12. Impulse fitting may be added to the crankcase for the slide lube system. May add a slide lubrication system**.**

Track and Traction - Junior F340

1. OEM stock track for the model 121 inches x 15 inches or Camoplast # 9812 R**.**

2. No cutting, trimming, notching or other modifications to the track are allowed

3. No weld on hooker's plates**.**

4. No studs allowed directly under rails**.**

5. The track must remain in its stock location, centered on the centerline of the tunnel**.**

6. A maximum .9525 cm (3/8”) stud height above track lugs.

7. Track clips and guide clips must be replaced when missing.

8. Tracks may not be reversed.

Frame and Body -Junior F340

1. Only eligible sled components can be used.

2. The chassis may be reinforced.

3. The hood, windshield, belly pan, seat, fuel tank and foot stirrups may be altered or replaced.

4. Bumpers, dash panels, oil tank, lights and wiring may be removed.

5. Sled may not be wider than 114 cm (45”).

Ignition and Electrical Junior F340

1. The ignition system must be OEM stock for this engine with no modification.

2. The flywheel May not be lightened.

3. The instruments, gauges and headlight may be removed.

4. Data acquisition, data acquisition systems or memory tach’s are allowed.

FORMULA CLASSES – ADULT

Class	Eligible Sleds
Sports F500	Any F500 sled
Semi-Pro F500	Any F500 sled
Pro F500	Any F500 sled
Masters F500	Any F500 sled, drivers 45+
Limited Fan 500	IFS fans up to 500cc
Outlaw 600	See Outlaw 600 Canada for full rules
Champ/Pro Lite	Champ, pro racers
Formula lll	Flll, pro racers

F500 Class Rules

1. Racing sleds must originate from the 1989-1992 Polaris Indy 500 or a 1989-1992 Polaris Indy 400, carburetor model snowmobile.
2. Racing sleds should resemble a Sprint or Champ brand of hood. Decals and logos need not match engine brand.
3. Removal of any material from the total snowmobile will not be allowed unless otherwise specified here. These sleds should line up at the starting line as equal as possible.
4. Minimum weight is 182 kg. (400 pounds)
5. Maximum overall width of sled is 115 cm (45")

All model variations of Deluxe, SKS, SP and Standard models allowed. No Indy trail models allowed.

Engine F500

1. Engine shall remain stock meeting the manufacturer's original stock specifications. No engine kits.
2. Blueprinting is not allowed. Removal of any material is not allowed.
3. No glass or sand blasting surfaces, deburring,polishing, port matching or engine balancing.
4. Gaskets cannot be used to change the engine dimensions. Gaskets may be trimmed but must remain OEM and OEM thickness.
5. Maximum cylinder overbore cannot exceed .0508 cm (.020")
6. Replacement pistons, rings and engine gaskets must be OEM, Kimpex or SPI for the model.
7. No modification to OEM carburetor slide valve and replacement jet components. No modification to the carburetor body.
8. No additional fuel pumps.
9. The oil injection system and air box may be removed.
10. The thermostat may be removed.
11. The cooling system must remain stock and in the stock OEM location.
13. No glass or sand blasting surfaces, deburring,polishing, port matching or engine balancing.

14. Gaskets cannot be used to change the engine dimensions. Gaskets may be trimmed but must remain OEM and OEM thickness.

15. Maximum cylinder overbore cannot exceed .0508 cm (.020")

16. Replacement pistons, rings and engine gaskets must be OEM, Kimpex or SPI for the model.

17. No modification to OEM carburetor slide valve and replacement jet components. No modification to the carburetor body.

18. No additional fuel pumps.

19. The oil injection system and air box may be removed.

20. The thermostat may be removed.

21. The cooling system must remain stock and in the stock OEM location.

22. Any spark plugs, spark plug wires and connectors.

23. The exhaust system must remain stock and in its original location. The muffler and internal stinger pipe can be removed and replaced with any size stinger. The exhaust system must be functionally silenced. The exhaust chamber ball socket may be repaired or replaced but has to maintain original length and inside diameter.

24. No heat wrap, heat tape or other method of insulation is allowed. A portion of heat wrap may be used to protect the hood, but it cannot circumvent the pipe.

25. No changes allowed to the "Y" pipe.

26. Engine must remain in stock location using a stock engine plate and mounts. Torque limiters are allowed.

Fuel -F500

1. No oxygenated fuel or any power additives.

Drive -F500

1. The Polaris P-85 drive clutch must be used. Quick Change clutches are allowed but must be based on the P-85.

2. Commercially available driven clutch and internal components may be used.

3. Clutches and components may be modified. Carbon Fiber primary clutch covers allowed.

4. Chain case, jackshaft, brake disc and track shaft must remain stock and in stock location. There will be no modifications allowed. The chain and sprockets may be changed. No belt drive system will not be allowed.

5. A brake cooling duct may be added under the hood.

6. A keyed jackshaft may be replaced with a splined jackshaft of the same model.

7. Any similar replacement steel jackshaft may be used.

8. Any spark plugs, spark plug wires and connectors.

9. Brake master cylinder can be replaced with one that is commercially available.

10. Any OEM direct fit Polaris brake caliper will be allowed but must attach to the existing chain case.

Ski Suspension and Steering -F500

1. Ski suspension and steering must be OEM for the model.
2. You may replace or modify radius rods and tie rods.
3. Maximum outside to outside width across the skis is 115 cm (45”)
4. You may have a 1 inch offset stance, measured from the center of the bulkhead.
5. Original suspension mounting location for the chassis and struts must be maintained.
6. Any spring or spring adjusters except Titanium.
7. Shock Absorbers must be OEM for the model or approved replacement.
8. Replacement of sway bars must fit in stock locations.
9. Limiter strap allowed, but must maintain 5.08 cm (2.0”) of usable downward travel with the driver seated.
10. The handlebars and steering column may be relocated and/or replaced but must be secured with a minimum of four (4)bolts at the base. One of these four bolts must be in one of the original four holes. The handlebar and column material must be the same or greater wall thickness than the OEM parts. Universal joints cannot be used.
11. Suspension components can be reinforced but must remain in original locations.
12. Throttle levers may be replaced but must remain in the original operating position.

Skis -F500

1. Original or aftermarket skis are allowed. The ski mount on the spindle may be modified to allow for ski mounting.
2. The minimum flat length on the ski bottom will be 35.56 cm (14”) and the minimum ski width is 8.255 cm (3 ¼”).
3. Any reinforcement permitted on the ski is restricted to the top.
4. Maximum carbide length is 15.24 cm (6”) per ski. The cutting edge must be continuous with no other sharp edges on the ski. Carbide must be a minimum of 1.27 cm (½”) wide, 1.5875 cm (5/8”) tall and must have a minimum of 60 degrees angle on its cutting surface.
5. Turn up of the ski must be a minimum of 3.175 cm (1 ¼”) where it mounts the loop.

Track and Suspension -F500

1. Track suspension and components must be stock for the model
2. With the driver seated, track suspension must maintain a minimum of 5.08 cm (2”) of usable, vertical travel.
3. Rail mounting locations may be changed by adding new holes to the tunnel. May not drill an excessive number of holes for lightening the weight of the tunnel.
4. Springs may be modified or replaced but not with titanium springs.

5. Shock absorbers must be OEM for the model.
6. The front shock may be removed.
7. The rear shock may be relocated.
8. Limiters to front and rear of the track suspension may be added or removed. Remote limiter adjusters are not allowed.
9. Marginal snow wheels and their mounts may be added or subtracted.
10. A slide lubrication system may be added.

Track and Traction F500

1. Any commercially available 307.34 cm x 38.1 cm (121" x 15") is allowed with a minimum track lug height of 1.27 cm (½").
2. No cutting or other modifications allowed.
3. No weld on hooker's plates allowed.
4. Studs must not be located directly under rails.
5. Studs must be no longer than .9525 cm (3/8") longer than track lugs.
6. Titanium studs are not allowed.
7. Backing plates must be steel, aluminum, or plastic only.

Frame and Body -F500

1. Must be based on a 1989 to 1992 Polaris Indy 500 or 400.
2. Chassis may be reinforced.
3. The hood, windshield, belly pan, seat, fuel tank and foot stirrups may all be altered or replaced.
4. The bumpers, dash panels, oil tank, lights and wiring may be removed.
5. Carbon fiber can be used for hood and hand guards only.
6. Bumpers, dash panels, oil tank, lights and wiring may be removed.

Ignition and Electrical -F500

1. The ignition system must remain in OEM stock for the engine. Modifications are not allowed including lightening the flywheel.
2. Instruments, gauges and headlight may be removed.
3. Data acquisition and data acquisition systems allowed for engine management but not for other chassis data. No additional data acquisition other than recording RPM.

Limited Fan 500 Rules

Any 1980 to 1997 IFS Stock production single track snowmobile. Motor must be correct for the brand, chassis, model and year as offered by the manufacturer. (Arctic Cat Jag is allowed to use the Cougar motor)

This is a stock-based class and therefore, modifications and changes are not allowed unless in the following rules.

Engine - IFS Fan 500

1. Maximum 500cc Fan cooled motor.
2. Engine shall remain stock and meet the manufacturer's original stock specifications.
3. Removal of any material whatsoever is not 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.
4. No changes in engine dimensions can be made by gasket adjustments. Gaskets may be trimmed but must remain OEM and OEM thickness.
5. Maximum cylinder overbore for wear or cylinder repair cannot exceed .0508 cm (.020")
6. Replacement pistons, rings and engine gaskets must be OEM, Kimpex or SPI for the model.
7. Any Stock carburetor up to 34mm. Modification to the carburetor body is not allowed.
8. No fuel injections.
9. Additional fuel pumps may not be added.
10. Air box and oil injection system may be removed.
11. Cooling system must remain completely stock and in the OEM location.
12. Spark plugs, spark plug wires and connectors do not have to be OEM.
13. The exhaust system must be OEM for the model and be mounted in the OEM location for the model.
14. Ignition will remain stock, no aftermarket ignitions.
15. Engine must remain in stock location and must use stock engine plates and mounts. Torque limiters are allowed.

Fuel - IFS Fan 500

1. No oxygenated fuel or any power additives.

Drive - IFS Fan 500

1. Any primary or secondary clutch. No carbon fiber clutch covers or quick change clutches.
2. Chain case, jackshaft, brake disc and track shaft must remain stock and in stock location.
3. There will be no modifications or lightening allowed.
4. Brakes can be replaced with NOS replacement parts.
5. Original clutch cover must be in place and operational.

Ski Suspension and Steering IFS Fan 500

1. Ski suspension and steering must be OEM for the model.
2. Radius rods and tie rods may be reinforced, modified, or changed.
3. Must use all original suspension mounting points on chassis and struts.
4. Titanium springs are not allowed.
5. No gas ski shock allowed. Shock absorbers must be OEM for the model or equivalent aftermarket.
6. OEM or aftermarket skis are allowed. No ski less than 30cm (12") in length.
7. A-arms or trailing arms may be reinforced, but must remain in the original mounting holes.
8. Reinforcement is allowed on the top of the ski board only.
9. Maximum carbide length is 15.24 cm (6") per ski. The cutting edge must be continuous with no other sharp edges on the ski. Carbide must be a minimum of 1.27 cm (½") wide, 1.5875 cm (5/8") tall and must have a minimum of 60 degrees angle on its cutting surface.
10. Sway bars must remain in their original position. Any torsion bar may be used including adding adjustable to non-adjustable.
11. Any commercially available handlebar or handle bar extensions may be used. All ends must be plugged.
12. Turn up of the ski must be a minimum of 3.175 cm (1 ¼") where it mounts the loop.

Track and Suspension -IFS Fan 500

1. Complete track suspension and components must be OEM stock for the model
2. Suspension components may be reinforced with no geometry changes allowed except camber.
3. Track suspension must maintain a minimum of 5.08 cm (2") of usable, vertical travel with the driver seated.
4. New holes may be drilled in the tunnel or rail to change mounting locations. Excessive amounts of holes may not be drilled for lightning purposes.
5. Springs may be modified or replaced. Titanium springs are not allowed.
6. Shock absorbers must be OEM for the model.
7. The front shock may be removed.
8. The rear shock may be relocated.
9. Limiters to front and rear of the track suspension may be added or removed. No remote limiter adjusters allowed.
10. Marginal snow wheels and their mounts may be added, subtracted or replaced.
11. A slide lubrication system may be added.

Track and Traction -IFS Fan 500

1. Any commercially available 307.34 cm x 38.1 cm (121" x 15") is allowed with a minimum track

lug height of 1.27 cm (½").

2. No cutting or other modifications allowed.
3. No weld on hooker's plates allowed.
4. No studs located directly under rails.
5. Studs must be no longer than .9525 cm (3/8") longer than track lugs.

Frame and Body -IFS Fan 500

1. Must be a stock snowmobile from 1980 to 1997 with matching fanned cooled motor up to 500cc.
2. Chassis may be reinforced.
3. The belly pan, seat, fuel tank and foot stirrups may all be altered or replaced.
4. The bumpers, dash panels, oil tank, lights and wiring may be removed.
5. No carbon fiber material.
6. Original or vintage hood is allowed.

Ignition and Electrical -IFS Fan 500

1. The ignition system must remain OEM stock for the engine. Modifications are not allowed.
2. Instruments, gauges and headlight may be removed.
3. Data acquisition and data acquisition systems are not allowed following the 2024 season.

Outlaw 600 Rules

Engine – Outlaw 600

1. All engines must use the brand specific OUTLAW pipe/carb restrictor kit with no alterations except tailpipe. Hooper Racing Engines is the only approved vendor of the kits.
2. Four engines are available for use: 1. Arctic Cat 600 Twin 2004-2008 2.Polaris XC 600 Twin, 2000-2005 (64mm stroke) 3.Yamaha 94-99 4. 600 Twin Ski Doo 600 HO 2003-2007.
3. No overbore is allowed.
4. The oil injection pump mechanism and thermostats may be removed.
5. No modifications to the crankshaft or crankcase except for a: Four (4) .3175 cm (1/8") diameter holes to lubricate the crank bearings.
6. Exhaust ports may be modified but original flange angle and length must be maintained. Exhaust valves may be modified, removed or replaced. No other cylinder modifications allowed.
7. The crankcase mounting deck height may be adjusted with gaskets or shims.
8. Pistons must be OEM stock. Lightweight pistons are not allowed.
9. No modification to OEM or OEM replacement pistons is allowed.
10. Cylinder head must be original but can be modified.
11. Both Arctic Cat and Ski Doo must use OEM 40 mm carbs with 37mm id X12mm restrictors pressed into the engine side of the carburetor.
12. Carbs must be OEM as produced from the engine manufacturer with no modifications to the carb bore.

13. No air box allowed and no method of pressurizing air inlet to the carbs will be allowed.

14. Original water pump must be used without modification.

Drive

1. Commercial available clutches and components may be modified

2. The drive and driven clutches must be located on the right side of the tunnel.

3. No cutting, grinding, machining or welding allowed on clutches unless otherwise specified.

4. Clutch guard must fully enclose both clutches.

5. Minimum thickness of clutch guard shall be .095 steel or .7526 cm (3/16") aluminum. Clutch guard must be mounted to the chassis with four (4) .79375 cm (5/16") bolts. The bolts must be integrated into the chassis structure designed to support the clutch guard in case of accident or explosion.

6. Any fully enclosed chain case is allowed and mounted on the left side of the tunnel, driven by a solid steel jackshaft from the driven clutch.

7. Center distance from jackshaft to track shaft shall be 15.75 cm (6 ¼") inches minimum and 19.05 cm (7 ½")

8. No belt drive allowed.

9. Final drive must be accomplished with a set of gears with an internal 6 spline drive, 2.54 cm (1") wide and solid steel midget car racing quick change gears.

10. The track drive shaft must be solid steel and use any OEM plastic 9 tooth drive sprocket. No aftermarket track drive sprockets allowed.

11. The clutch may be cooled with the addition of an auxiliary electric fan and appropriate ducting. Fan discharge cannot enter the engine area.

12. Any engine mount, or engine mount torque limiter or retainer can be used.

13. The only exhaust allowed for any brand engine will be the approved vended Outlaw 600 Twin spec pipes with engine brand specific exhaust mount flanges. No modification of any kind to the pipes or flanges will be allowed. The inside diameter of tailpipes and silencers is not restricted. Pipes may be painted or coated to a maximum of .127 mm (.005") thick. No heat wrap, heat tape or other method of insulation is allowed. No holes in the pipes or flanges for temperature probes are allowed.

14. Hooper Racing will be the only approved vendor for the spec pipe. A method of identification and sequence will be in operation. Spec pipes may include spacers/restrictors/ fitment components, which must be used in their entirety.

15. No heat exchangers allowed, radiators must be used for cooling and must be mounted in front of the snowmobile chassis and all suspension components. No bumper or protective device is allowed in front of the radiator.

16. Electric fuel pumps are allowed to supply fuel to the engine.

Frame and Body

1. All Outlaw 600 sleds must have a full roll cage located to the left of the tunnel. The 600 cc engine is reverse mounted with clutches to the right hand side of the sled.

2. Brand of the motor needs not match the brand depicted on the sled.

3. All snowmobiles must comply with the general rules section unless otherwise noted.
4. Outlaw 600 sleds must weigh a minimum of 397 Kg. (875 lbs) with the driver in place after a race event. To meet weight rules, ballast may be added to the sled. Ballast must be securely mounted with two fasteners of 8 mm diameter (5/16") minimum to the chassis. Ballast must be painted black and carry the number of the sled it is attached to.
5. The chassis must have a width between 130 and 137 cm. (51 to 54") measured from the outside of the skis.
6. The length of the sled will be 198 to 206 cm. (78 to 82"). The length will be measured from ski mounting bolt centerline to the center of the rear idler wheel.
7. Exotic materials like titanium, magnesium, or carbon fiber are not allowed.
8. No remote adjusters are allowed on front or rear shocks.
9. The sled seat must be constructed of a minimum 1/8 inch thick aluminum commercially available seat with headrest.
10. A five point safety harness must be installed.

Skis and Ski Suspension

Right ski must be offset from track 28 cm to 33 cm (11 to 13"). To be measured from the right edge of track to the right edge of the ski.

1. The optional left rear ski suspension located behind the roll cage must be a single trailing A-frame design with an aluminum or steel body coil over shock.
2. The maximum distance between the track and the optional left rear ski will be 51 cm (20").
3. The rear of the optional left rear ski cannot extend past the centerline of the rear idler wheel.
4. No cutting edge or wear bar is allowed on this optional left rear ski.
5. The optional left rear ski must be fixed in a lateral location and cannot be made to steer.
6. All skis must be unmodified Wahl wide or narrow configuration Champ skis. Front skis must be a minimum of 35.5 cm (14") long excluding the ski loop. The optional left rear ski must be a minimum of 30.5 cm (12") long and the loop may be removed.
7. Six inch carbides must be used on front skis.
8. Any sway bar may be used.
9. Steering must be controlled through the use of rods, heim joints, and bell cranks. Rack systems, gearbox systems allowed.
10. The steering shaft must have either a collapsible U-bend, splined sliding sleeve allowing for a minimum of 10.16 Cm (4") inches of movement, or must be sleeved with a lightweight shear mechanism that allows for 4 inches of travel in event of collision.
11. Steering wheel must rotate a maximum of 175 degrees from steering stop to steering stop.
12. Full circle, partial circle or butterfly wheels allowed.
13. A commercially available quick release hub can be used.

Track Suspension

1. Track and suspension must be contained inside the tunnel and not include outboard shocks or linkages.

2. One shock may be used in rear suspension, any brand.
3. No coupled suspensions.
4. A maximum 20.32 cm (8”) rear idler wheel is allowed
5. Slide Lube systems are allowed.

Track and Traction

1. Outlaws must use a Camoplast #9997R track.
2. No cutting or other modifications allowed.
3. No weld on hooker plates allowed.
4. Traction studs shall be a push through with a minimum of 45 degree carbide tips.
5. Studs must be no longer than .9525 cm (3/8”) longer than track lugs.
6. Any unmodified single backer plate may be used in mounting the stud.
7. Maximum number of studs allowed will be 384.
8. A maximum of two (2) studs per row are allowed on the outside belts of the track.

Frame and Roll Cage

1. Left bottom frame rail and roll cage must be a minimum 3.175 cm x .083 steel square tube(1 ¼ x .083) and must extend from the front of the driver's foot box to behind the rear main roll cage arch.
2. Rear roll cage arch must be welded to top of frame rails and must be located and securely attached to the left side of the tunnel 43 to 51 cm (17 to 20”) ahead of the center of the rear idler wheel.
3. Upper half of the rear roll cage arch must be supported by at least one diagonal brace on each side. This must be located beside the driver’s shoulders. One additional brace is required behind the seat..
4. All roll cages must have 2 arch shaped structures extending at least 10.16 cm (4”) above the driver connected by 2 horizontally forming an opening large enough and in a shape conducive to the driver using as an exit if needed.
5. Minimum inside width of the roll cage is 51 cm (20”). Minimum length inside the roll cage is 61 cm (24”) measured 45.72 cm (18”) up from the floor pan.
6. Side bars of the roll cage must bow outward minimum 5 inches each side and top side bars must be minimum 43.18 cm (17”) vertical from the floor of the cage.
7. Left side of the roll cage must have either 3 bowed sidebars with connectors welded between all three and the main frame rail, or 2 horizontal side bars and 3 vertical bars connecting from the second sidebar to frame rail. All horizontal and vertical bars on the left hand side of the roll cage must be plated in the driver’s area. Steel minimum .074 in thickness must be used. Plating shall extend from front vertical corner post of cage to rear vertical post of cage. Plating may be on top of cross bars in the roll cage, or may be fitted between cross bars of the cage. In either method the plating must be securely welded to become a structural component of the cage. An additional 20.32 cm (8”) of plating must be located on the rear of the cage from the left rear vertical corner post inward behind the driver, to prevent intrusion into the cage area from the rear.

8. All roll cage tubes that may come into contact with the driver's helmet, elbows, knees or lower leg must be covered with approved high density roll cage protection foam material.
9. Tunnels must be a minimum .080 material. Maximum width is 45.72 cm (18”) wide outside dimension and must fully enclose track to within 12.7 cm (5”) of the ground with rider in sled.
10. Sled must have a minimum 22 gauge steel or 3.175 mm (1/8”) aluminum panel between driver and engine.
11. No front bumpers will be allowed. Rear and side bumpers are allowable and must be capped or plugged.
12. Minimum ground clearance (ride height) is 7.63 cm (3”) and the sled must have 6.35 cm (2.5”) of usable vertical suspension travel front and rear.
13. No body panels may extend more than 71.15 cm (28”) above the ground or 2.54 cm (1”) in front of the ski loops.
14. On the right hand side of the roll cage no body panels may extend rearward past the junction of the tailpipe to the expansion chamber.
15. No body panels may cover skis or trailing arms
16. No body panels may cover clutches or the right side of the tunnel. Entire right side of the tunnel must be exposed except for the clutch guard.
17. The nose (front body structure) of the sled must be a minimum of 50.8 cm (20”) wide and a maximum of 81.28 cm (32”) wide and the front leading surface must be within 25 degrees of vertical. No pointed or wedge shaped cones allowed.
18. Floor pan under the driver must be a minimum .060 aluminum or 22 gauge steel. Floor pan must not extend rearward under the fuel cell. Fuel cell designed and mounted so that any spilt fuel will be directly deposited.
19. A Hahns device, or other commercially available neck and head restraint devices are recommended.
20. The sled must have an on board Halon type fire suppression system.
21. The driver must use approved Sprint car style arm restraints.
22. Window nets may also be used.
23. Driver is required to wear an approved automotive style fire suit while driving the unit and it must be the outermost layer of clothing and nothing worn over it.

Ignition and Electrical

1. Any production snowmobile ignition to be used as a complete system, no intermingling of components allowed.
2. No altering or lightening of the flywheel is allowed.
3. No modification or removal of ignition components in a particular set up is allowed.
4. An approved LED tail light must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not.
5. Data acquisition systems are allowed.
6. Any spark plugs, spark plug wires and connectors.
7. No radio communication between driver and crew or “spotter” allowed.
8. The tether switch must be mounted to the right of the driver and high enough in the chassis so that it is in full view at all times

9. All sleds in the class must use a sealed 12 volt battery capable of running the tail light continuously for 15 minutes minimum

Brakes and Throttle Controls

1. Brake rotor must be steel material, 19.05 cm (7 ½") minimum diameter and minimum .476 cm (3/16") thick. The rotor must be mounted on the right side of the track drive shaft inside the tunnel.

2. Any commercially available hydraulic brake caliper allowed.

3. Brakes must be foot operated with any commercially available master cylinder designed for foot operation allowed.

4. An auxiliary electric fan may be used to cool the brake disc, caliper, and caliper housing. Ducting must discharge under/inside the tunnel.

5. The foot operated throttle must have a solid stop under the pedal and a second or redundant spring must be added to aid in throttle return.

Ski Suspension and Steering

14. All sleds in this class must use a four (4) bar trailing arm design front suspension with minimum 61 cm (24") long trailing arm with a maximum caster angle of 30 degrees.

15. The front bulkhead where the front suspension components are attached must be a minimum of 23 cm (9") high above the floor pan (from floor pan to upper member) and must have a minimum width dimension of 76 cm (30")

24. Any Ski suspension shock allowed for the front two skis. or the optional third ski must be on the ground and cannot migrate into the driver's compartment.

25. A 13.6383 liter (3 gallon) maximum fuel cell with a steel protective box. The cell container must be securely fastened behind the roll cage within 5.08 cm (2") of the tunnel. The container must be strapped down with two metal straps.

26. A rear bumper/crash bar shall be installed to protect the fuel cell and must remain in the periphery of the chassis. Minimum 1.9 cm (¾") DOM or EW .065 wall steel tube is required for this function.

27. All fuel lines from fuel cell to fuel pump must be braided steel protected. Fuel line may not run through the driver's compartment.

28. The cell must have a minimum 22 gauge steel panel over the top of the cell and a minimum 22 gauge steel panel across the entire width of the roll cage extending up a minimum of 43.18 cm (17") from the floor pan.

29. A 1.134 kg (5 lb.) minimum dry chemical hand operated fire extinguisher must be mounted in the cockpit area and be accessible to the driver and/or the safety crew.

30. No mirrors are allowed anywhere on the sled.

31. A windshield/windscreen can be placed in front of the driver and must have no aerodynamic effect.

32. As well as sled numbers on its side; it must also display the sled number on the rear of the sled.

mounted behind the roll cage.

Pro Champ Rules

1. Any single track snowmobile.
2. The engine and chassis can be any brand combination.*
3. The engine must not exceed a maximum of 440 cc, even after any cylinder reboring.

Engine

1. Any engine originated from a stock 1995 or newer snowmobile.
2. Intake and exhaust ports must remain in stock locations but can be modified.
3. Oil injection may be removed.
4. OEM cylinder heads may be modified but must maintain spark plug number and location.
5. Cylinders must not exceed 440 cc. even after any cylinder reboring.
6. Pistons, rings, pins and gaskets may be modified or replaced.
7. Intake, exhaust flanges and manifolds can be modified or replaced.
8. Rotary and reed intake valves can be modified or replaced.
9. Crankcase and crankshaft may be modified or replaced.
10. Connecting rods must maintain OEM/stock center to center distance but can be modified.
11. Stroke must remain stock for the engine.
12. Bearings may be modified or replaced.
13. Water pump and cooling fan housings may be modified, removed or replaced.
14. The engine plate and brackets can be modified, removed or replaced.
15. Additional fuel pumps may be added.
16. One Mikuni VM34 round slide carburetor per cylinder. (34.1mm max bore, 35.4 max slide diam.)
17. If the stock 440 engine that you are using came with a carburetor larger than 34mm, you can only use it if in conjunction with the original type chassis it came with. They cannot be smooth bore, flat or tapered. No modifications to the internal body or the bore. The air box may be removed or replaced. These carburetors cannot be modified.
18. No fuel injecting or pressure charging permitted.
19. The original intake concept of the engine may be changed.
20. The addition of a boost bottle must adhere to the original concept used on Rotax models. (after the carburetor and before the cylinder in cylinder reed engines, after the carburetor and in the reed block in reed models and after the carb outlet spigot and before the rotary in rotary valve engines).

21. The boost bottle opening for each cylinder must be 1.7272cm (.680") or less in diameter.

22. The boost bottle cannot have a volume larger than 350 cc including the hose connections.

23. Manifolds designed to allow air flow from both carburetors are not allowed.

24. The original cooling concept must be maintained.

25. Engine torque arms and dampers may be used.

26. Any exhaust allowed. A commercially available silencer is required.

27. The exhaust system must not protrude more than 7.62cm (3") outside the hood or chassis.

28. The Silencer must be a minimum length of 7.62cm (3"). The Inner pipe of a silencer must have at least 15 x 1.5875mm (1/16") holes per each 2.54 cm square. A minimum .9535 cm (3/8") of absorbing material must be held within the outer pipe which will be a minimum diameter of 1.902cm (3/4") larger than the inner pipe.

Fuel

1. No oxygenated fuel or any power additives.

Ignition Safety

2. The ignition system shall be OEM and may be modified.

3. The CDI box may be reprogramed but may not be modified.

4. Devices designed to interrupt the ignition or controls for the brake system are not allowed.

5. Ignition coil may be modified or replaced.

Drive

1. Any commercially available clutch is allowed and can be modified.

2. Drive shaft may be relocated, replaced or altered.

3. Any track drive shaft and track drive sprockets allowed.

4. Any Chain case, chains and gears are allowed.

5. Brake components may be replaced, must be commercially available and not be modified.

6. The clutch cover must be separate from the cowl configuration. The clutch cover will protect down to the center of the clutch bolt or below. It must be .1524 cm (.060"), 6061T6 aluminum or equivalent steel material and be covered with 15.24 cm (6") wide belting.

Skis,Suspension and Steering

1. Any skis allowed and may be altered.

2. Steering column may be altered or replaced. The handlebars and/or handlebar mounting bracket may be altered or replaced.

3. Ski stance can be widened to a maximum of 101 cm (45").

4. The front suspension components including arms, spindles, rods linkages, rod ends, radius rods, spherical joints and IFS trailing arms, may be altered or replaced

5. The front suspension springs may be altered or replaced.
6. The sway bars and links may be altered, removed or replaced
7. The shocks and TSS struts may be altered, removed or replaced.
8. The ski suspension must maintain 5.08cm (2”) inches of vertical suspension travel.
9. Carbides must be a maximum 1.5875 cm (5/8”) height and maintain no less than a 60 degree angle.

Tracks Track Suspension

1. Any snowmobile suspension allowed and may be altered.
2. The snowmobile must maintain 5.08cm (2”) inches of vertical suspension travel.
3. Any commercially available one-piece molded rubber track allowed with a minimum of 1.27 cm (1/2”) lugs. Track must fit within the confines of the tunnel without modification to track.
4. No cutting, trimming, notching or other modifications to the track are allowed.
5. A maximum .9525 cm (3/8”) stud height above track lugs.
6. Cleated tracks not allowed.
7. The minimum width of the track will be 34.29cm (131/2”).
8. The minimum length of the track will be 261.62cm (103”)
9. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.

Frame and Body

1. Any frame and hood may be used.
2. Frame reinforcement and modifications allowed.
3. May shorten or lengthen for track length.
4. Entire snowmobile width shall be a maximum of 114.3 cm (45”).
5. Windshield may be modified, replaced or removed.
6. Any modification to the hood.
7. Any seat may be used.
8. Any fuel tank may be used.
9. The radiator must be covered within the confines of the hood or chassis.
10. Total weight of a snowmobile must be no less than 170.0971 kg.(375 lbs.).

Formula lll Class Rules

1. Any 2018 or newer stock qualified single tracked snowmobile
2. The engine, chassis, parts and replacement parts must be OEM for the model unless otherwise specified

3. The engine must not exceed a maximum of 600 cc.
4. Exotic materials cannot be used unless OEM original for the model.
5. A battery operated rear LED red tail light must be added to the rear of the sled. This allows for tail lights even if the engine has quit. This light must remain on at all times while on the track.
6. Tail lights must be taped over with clear tape. It must be minimum 51.61 sq.cm (8 sq “)

Engine - F-III

1. Any brand original engine from 2018 or newer.
2. Intake and exhaust ports must remain in stock locations with no modifications.
3. Engines and mounts must remain in original locations.
4. Stock OEM pistons must be used.
5. Cylinders must not exceed 600 cc.
6. Pistons, rings, pins and gaskets must be original OEM.
7. Intake, exhaust flanges and manifolds must be original OEM.
8. Rotary and reed intake valves must be original OEM.
9. Crankcase and crankshaft must be original OEM.
10. Connecting rods must maintain OEM/stock center to center distance.
11. Stroke must remain stock for the engine.
12. The fuel system must remain the original OEM, except the fuel tank.
13. The original cooling concept must be maintained in the original location. Any tunnel mounted heat exchangers may be relocated or replaced with other extrusions, radiators or reservoirs.
14. Engine torque arms and dampers may be used
15. Original exhaust must be used. The muffler may be changed or altered. Additional tabs or brackets may be added for support.
16. The Silencer must be a minimum length of 7.62cm (3”). The Inner pipe of a silencer must have at least 15 x 1.5875mm (1/16”) holes per each 2.54 cm square. A minimum .9535 cm (3/8”) of absorbing material must be held within the outer pipe which will be a minimum diameter of 1.902cm (3/4”) larger than the inner pipe.
17. Gaskets cannot be used to change the engine dimensions. No more than one base gasket per cylinder unless recommended by the manufacturer
18. Any Spark plugs.
19. Any cables or linkage.
20. Oil reservoirs may be relocated.
21. Tabs or brackets may be added for data acquisition systems. Any original tabs may not be removed.
22. Thermostats may be removed.

Fuel FIII

1. No oxygenated fuel or any power additives.
2. A fuel test valve kit must be added.

Ignition Safety - F-III

1. The ignition system shall be OEM and may not be modified.
2. The CDI/ECU/ECM modules may be reprogramed but may not be modified.
3. Devices designed to interrupt the ignition or controls for the brake system are not allowed.

Drive- F-III

1. Only original OEM clutch allowed and cannot be modified.
2. Drive shaft may be relocated, replaced or altered.
3. Any track drive shaft and track drive sprockets allowed.
4. Chain cases must be original and in the original position.
5. Brake components may be replaced, must be commercially available and not be modified. Larger brake pads may be added. Replacement brake discs must be of the same material as original OEM brake discs.
6. Brakes may be relocated to the drive shaft or jackshaft.
7. Liquid cooled brake systems allowed
8. The clutch cover must be separate from the cowl configuration unless attached to a removable side panel. The clutch cover will protect down to the center of the clutch bolt or below. It must be .1524 cm (.060”), 6061T6 aluminum or equivalent steel material and be covered with 15.24 cm (6”) wide belting.
9. Any springs, weights or ramps may be used. Billet helixes allowed.
10. Any drive belts may be used.
11. Any drive chain and sprockets may be used.
12. The track drive shaft and drive sprockets may be balanced, leveled or squared.

Ski Suspension and Steering-F-III

1. Any commercially available skis allowed with approved ski loops.
2. The handlebars and/or handlebar mounting bracket may be altered or replaced.
3. Ski stance can be widened to a maximum of 101 cm (45”).
4. The front suspension components including arms, spindles, rods linkages, rod ends, radius rods, spherical joints and IFS trailing arms, must be original OEM.
5. The front suspension springs may be replaced..
6. The ski suspension must maintain 5.08cm (2”) inches of vertical suspension travel.
7. Carbides must be a maximum 1.5875 cm (5/8”) height, maintain no less than a 60 degree angle and be no longer than 20.32 cm (8”) edging.

Track Suspension- F-III

1. Any snowmobile suspension allowed and may be altered.
2. The snowmobile must maintain 5.08cm (2”) inches of vertical suspension travel.
3. The only tracks that may be used are the Camso 9997R track, (15X121X.725), Camso 9812R (15X121X.525) or a Camso (13.5X121X.525)..
4. No cutting, trimming, notching or other modifications to the track are allowed.
5. A maximum .9525 cm (3/8”) stud height above track lugs.
6. A slide rail lubrication system may be added. Lubrication medium will be nontoxic. Pink plumbing antifreeze is recommended.
7. No Hooker plates.
8. Suspension must be centered within the tunnel.
9. Any gas or hydraulic shock absorbers. No electronically controlled shock absorbers.
10. Any rear spring can be used.
11. Mechanical or electrical hole shot devices cannot be used.

Frame and Body- F-III

1. Frame must remain original unless otherwise specified.
2. Access compartments may be added to ease service and maintenance.
3. Vents may be covered over.
4. Reinforcement to the tunnel allowed.
5. Windshield may be modified, replaced or removed but must be in its original position.
6. Original hood must be used. Additional venting may be added to the hood or belly pan up to 232.2576 cm2 (36”squared). Cooling duct work cannot be used unless original.
7. Any seat may be used.
8. Any non-pressurized fuel tank may be used.
9. The radiator must be covered within the confines of the hood or chassis.
10. Total weight of a snowmobile must be no less than 208.652kg. (460 lbs.).
11. Rear bumpers may be added, removed or relocated.

ARCHIVES

MOD SINGLE FAN MOD 1

SPORTSMAN 600

PRO MOD 340

PRO MOD 440

SNO PRO 250

ATV 2 X 4



See You at the Track !

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NOTES