



**2008-2009**

**RULES  
and  
REGULATIONS**

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**No express or implied warranty or safety will result from publication of or compliance with these rules and regulations. 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.**

**These regulations are comprised of definitions and allowable modification or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.**

**Existing rules may be revised, or new rules may be added after this rulebook was printed. For the latest updates, please check the website at [www.isocracing.com](http://www.isocracing.com).**



## ***INTRODUCTION***

The ISOC rulebook is designed as a guideline or quick reference tool to help you understand the rules that pertain to Snocross racing. You should, however, be aware that ISOC is sanctioned by ISR and the ISR rulebook is always referred to in the event of a technical question. All racers should be fully aware of the regulations set out in the ISR rule book and should be prepared to abide by them.

The regulations are comprised of definitions and allowable modifications or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved and published by the ISR rules committee.

**It is a racer's responsibility to present a snowmobile that is legal at all times. It is not ISOC's responsibility to detect every rules violation at every inspection.**

**If you have any further questions concerning rules, please contact our Technical Director at [tom@isocracing.com](mailto:tom@isocracing.com).**

This rulebook was posted August 9, 2008. All rules in this rulebook are subject to change. Please check the ISOC website ([www.isocracing.com](http://www.isocracing.com)) for rule changes, additions and information not included in this rulebook. **It is the driver's responsibility to visit our website prior to each race to make sure they have the latest updates.** ISOC reserves the right to change or modify these rules at any time.

Being an ISOC Competition Member allows you to race at any ISOC sanctioned event, provided you have the appropriate entry and waiver forms completed and submitted by the appropriate deadlines.

Each ISOC affiliate has its own race entry deadlines. Please observe and respect these deadlines. Some ISOC affiliates will not allow race entries beyond a certain date, while others will allow late entries, with a late entry fee. It is to your advantage to sign up early.

If you have any questions about your membership, please contact ISOC Headquarters at 763-497-8474. Should you have any questions about a specific event, please contact the appropriate ISOC affiliate holding the event.

## **DRIVERS UNDER 18 YEARS OF AGE**

1. Drivers under the age of eighteen (18) are **required** to have an original notarized Minor Waiver on file at **ISOC Headquarters** before they will be allowed to compete.
2. Drivers under the age of eighteen (18) are required to sign the Minor's Assumption of Risk Acknowledgement at driver check in at each event. No Exceptions!
3. Drivers under the age of eighteen (18) must have a parent or legal guardian with them at driver check-in. If a parent or legal guardian is not able to attend driver check-in, an original notarized Power of Attorney form must be presented with proper ID at driver check-in. Please see [isocracing.com](http://isocracing.com) for the appropriate form.
4. Any driver or parent caught falsifying a driver's age or producing false documents will be suspended for the remainder of the season.

## ***CLASSES***

### **ISOC NATIONALS**

No machine or driver movement is allowed between divisions during a National event without written permission from ISOC Headquarters.

Before advancing to the Pro classes, a driver must be at least sixteen (16) years of age and have qualified through the advancement procedure. No one thirteen (13) years of age or younger can advance to a higher class due to insurance purposes. ISOC reserves the right to request a driver to change classes at any time.

1. **Pro Classes - (Pro class racers must be at least sixteen (16) years of age or older at time of event.)**
  - a. Pro Open (Maximum 600cc 2 stroke, 1050cc 4 stroke)
  - b. Pro Super Stock (\*Super Stock designated units and Stock 440's)
  - c. Pro Women Super Stock (\*Super Stock designated units and Stock 440's)
  - d. Pro Plus 30 Super Stock (\*Super Stock designated units and Stock 440's)  
*Must be thirty (30) years of age or older at time of event.*  
***Drivers may race Semi Pro Open and Pro Super Stock with approval from ISOC Headquarters.***
  
2. **Semi Pro Classes**
  - a. Semi Pro Open (Maximum 600cc 2 stroke, 1050cc 4 stroke)
  - b. Semi Pro Super Stock (\*Super Stock designated units and Stock 440's)  
***Drivers may race Semi Pro Open and Pro Stock with approval from ISOC Headquarters.***

3. **Sport Classes**
  - a. Sport Super Stock #1 & #2 (\*Super Stock designated units and Stock 440's)
  - b. Sport Women Super Stock (\*Super Stock designated units and Stock 440's)
  
4. **Junior & Transition Classes**
  - a. Junior 16 - 17 (Maximum 500cc liquid, or 600cc fan cooled machines)
  - b. Junior 14 - 15 (Maximum 500cc liquid, or 600cc fan cooled machines)
  - c. Junior Novice 10 – 14 (Maximum 600cc fan cooled machines)
  - d. Transition 8 – 12 (Maximum 300cc fan cooled machine)
  - e. 120 Champ 7-14

***Age at time of event***  
***- 120 Champ riders may also ride the Transition 8-12 (age appropriate)***  
***- Jr. 14-15 may also ride Jr. 16-17 with approval***  
***- Jr. 16-17 may also ride Sport Super Stock with approval on a 440cc machine until further notice***

**\*Super Stock designated units conform to ISR Super Stock 600 Engine limitations**

**ISOC NATIONAL CLASS ADVANCEMENT**

*The following class advancement rules pertain to the National level only:*

1. The Semi Pro Open Points Champion will race Pro Super Stock the following race season.
2. The Semi Pro Super Stock Points Champion will race Semi Pro Open and Pro Super Stock the following race season.
3. Anyone that is in the top five (5) in Semi Pro Super Stock for two (2) consecutive seasons will race Semi Pro Open and Pro Super Stock.

**ISOC REGIONAL SERIES**

***These classes may vary depending on the Regional Circuit. Please contact your ISOC Regional Affiliate for the latest list of classes they offer.***

Before advancing to the Pro classes, a driver must be at least sixteen (16) years of age and have qualified through the advancement procedure. No one thirteen (13) years of age or younger can advance to a higher class due to insurance reasons. ISOC reserves the right to request a driver to change classes at any time.

1. **Pro Classes**
  - a. Pro Open (Maximum 600cc 2 stroke, 1050cc 4 stroke)
  - b. Pro Super Stock (\*Super Stock designated units and Stock 440's)
  - c. Pro Am Women Super Stock (\*Super Stock designated units and Stock 440's)

- d. Pro Am Plus 30 Super Stock (\*Super Stock designated units and Stock 440's)  
*(Must be thirty (30) years of age or older at time of event.*
2. **Semi-Pro Classes**
    - a. Semi Pro Open (up to 600cc liquid cooled machines)
    - b. Semi Pro Super Stock #1 (Super Stock designated units and Stock 440's)
    - c. Semi Pro Super Stock #2 (Super Stock designated units and Stock 440's)
  3. **Sport Classes**
    - a. Sport Super Stock #1 (Super Stock designated units and Stock 440's)
    - b. Sport Super Stock #2 (Super Stock designated units and Stock 440's)
    - c. Sport Women Super Stock (up to 600cc including 440s)
  4. **Novice Classes**
    - a. Novice Super Stock #1 (Super Stock designated units and Stock 440's)
    - b. Novice Super Stock #2 (Super Stock designated units and Stock 440's)
  5. **Plus Classes**
    - a. Plus 30 Super Stock (up to 600cc including 440s)
    - b. Plus 40 Super Stock (up to 600cc including 440s)
  6. **Junior & Transition Classes**
    - a. Junior 16 - 17 (up to 500cc liquid cooled or 600cc fan machines)
    - b. Junior 14 - 15 (up to 500cc liquid cooled or 600cc fan machines)
    - c. Junior Novice 10 - 14 (up to 600cc fan machines)
    - d. Transition 8 – 12 (Maximum 300cc fan cooled machine)  
***-Age at time of event.***
  8. **120 Classes**
    - a. 120 Stock 4 - 5 (up to 12mph)
    - b. 120 Stock 6 – 7 (up to 15 mp)
    - b. 120 Stock 8 - 12 (up to 18mph)
    - c. 120 Champ 7 - 14  
***-Age at time of event.***

## ***RACE DIRECTOR AUTHORITY***

1. The Race Director and Technical Director will be certified by the sanctioning organization.
2. The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility, including design.

3. The Race Director 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, and/or fines.
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 Directors may not have a vested interest in the events in which they act in an official capacity. They may not work in an official capacity when they have a vested interest in that class.
6. Race Directors may compete in events other than those in which they officiate.
7. The Race Director may cancel any race or the entire event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give drivers adequate notice in advance.
8. A Race Director may judge the mechanical integrity of all timing equipment.
9. The number of competitors that can be safely on the course at any one time will be determined by the Race Director.
10. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestant's machines. The Technical Director may not work in official capacity when he has a vested interest in that class.
11. All equipment and specifications will not be allowed to be used for any other purpose other than for use at sanctioned events.
12. Disciplinary action by the Race Director other than a disqualification or prescribed fines will be under provisions of the Board.

## ***FLAG DEFINITIONS***

All drivers **MUST** pay close attention to the flags as they will be displayed throughout the entire race.

### **GREEN FLAG**

The green flag is lifted to start the race. The course is clear and race is in progress.

### **YELLOW FLAG**

**NO PASSING** is allowed in any yellow flag zone (the area from the yellow flag to the end of the incident). A yellow flag means there is an incident ahead and there may be some track blockage. All drivers will slow down observe the caution, and most importantly, **NOT PASS** until clear of the incident and through the yellow flag zone. **All sleds must "roll" over the terrain in a yellow flag area. PASSING** under a yellow flag will not be tolerated.

### **JUMPING UNDER A YELLOW FLAG**

Jumping under yellow constitutes a safety hazard. Any rider caught jumping under yellow will receive a DQ and 20 points for that heat. If it happens in a final, the rider will receive 0 points. In a situation where the yellow flag is displayed for numerous laps, riders must obey the yellow flag for all of those laps. If the yellow is waving in

conjunction with a checkered flag, the riders must still obey the yellow and “roll over” the finish line jump.

### **PASSING UNDER A YELLOW FLAG**

A pass under yellow will result in a black flag. If a rider mistakenly passes under yellow, he has the opportunity to correct the situation, by allowing the rider he passed under yellow, to fully regain the position and advantage he originally had. If the situation is not corrected, the rider will be scored last in his/her Heat or Final. All calls are at the Race Directors discretion.

### **RED FLAG**

The race will stop immediately, regardless of your position on the track. Slow down and stop with caution as the drivers behind you may not have seen the red flag. The restart position of the drivers reverts back to the last officially counted lap. If only one (1) lap or less has been completed, the restart will be the same as the start of the race. No work may be performed on the machines without permission from a race official. Raising the hood will be considered a violation of this rule and the offending driver will be lined up at the rear of the field.

### **BLACK FLAG**

A furled black flag (the black flag is wrapped around the stick) signifies a warning for either equipment failure or for driver conduct. A furled black flag pointed at you is a warning to stop whatever activity has caught the eye of the officials. Should you not cease the offending activity, you WILL promptly be displayed an open black flag.

An important note regarding an open black flag – the display of this flag is NOT an immediate disqualification. It is a penalty flag and might only require a stop-and-go penalty or the like. DO NOT simply leave the track if you receive an open black flag. Instead you should continue your lap, then carefully slow down and stop at the start/finish line. Keep your eyes on the head flagman as he may simply slow you down until, for instance, the competitor you passed in a yellow zone, or passed with too much contact, goes by. He will then wave you back up to speed. The penalty, if the infraction is judged to be more serious, may be a "stop-and-go." Always, of course, rejoin the action in a safe, observant manner. Only in the most extreme cases, the flagman may hold you until the entire field has passed (i.e. for cutting the course) or may inform you that you have been disqualified. In that event, exit the racecourse safely and report back to your paddock or staging area.

In the event that you disagree with the decision of the officials regarding a black flag penalty, please be advised that all such calls will be made solely at the discretion of the Race Director, after any and all necessary information has been gathered. Should you disagree, regardless of how strongly you disagree, you may present your case directly, and ONLY, to the Race Director, and in an appropriate manner. You must NOT engage or accost any trackside official with any abusive volume or language. To do so may be grounds for **IMMEDIATE DISQUALIFICATION**. This is a professional series, and we

expect **ALL** involved to act accordingly. Your argument, when presented in an appropriate manner, will be duly considered and, should your protest have merit, the decision of the officials could be reviewed.

### **DISQUALIFICATION UNDER A BLACK FLAG**

Regardless of the situation, all attempts will be made to notify a rider in competition of a black flag. Should it not be possible, for what ever reason, the rider will be informed as soon as possible after the race.

### **BLUE FLAG**

The blue flag will be displayed to machines being lapped. Lapped riders should move out of the way of the leaders.

### **WHITE FLAG**

The white flag will be displayed when drivers have started their last lap.

### **CHECKERED FLAG**

The race is complete. Should a checked flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance. **ALL** sleds are to proceed immediately to the tech area. You may be required to stop for a post race technical inspection unless otherwise instructed by a ISOC official.

### **NOTES**

## ***GENERAL REGULATIONS***

All drivers and crew who enter secured areas within the facility must be aware of and abide by these rules and all applicable rules in the general competition section.

The intent of these rules is to establish a venue in which all qualified drivers and machines can compete at their own level. These rules are definitions and guidelines which allow for modifications or alterations. If a definition, modification or alteration is not cited, then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.

### **DRIVER & MACHINE**

1. A driver and the machine's chassis and motor shall be considered a unit and once the class has begun, neither will be substituted. If a driver qualified on a machine, both the driver and the chassis and motor must be in the same final event of the class. Any driver caught substituting a chassis or motor will be subject to immediate disqualification and possible disciplinary action and may lose all points at the event in that class.
2. For all racers competing in a National event, an Equipment Registration Form form, where applicable, must be completed in full and on file at ISOC Headquarters the Wednesday prior to the event. Should any motor or chassis changes be made during the season, the driver is required to submit an updated and completed form.

### **RACE REGISTRATION & ENTRY REGULATIONS**

1. A signed Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form is mandatory for all personnel in non-spectator areas (paddock, staging and track) at each event.
2. All drivers must have registered at race headquarters and have signed a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement before any runs are made (practice or racing). Any driver caught practicing or racing without proper waiver and registration forms filled out may be disqualified. All entries must be to the appropriate ISOC office by the proper deadline. (Please check the ISOC website for entry deadline information on the National and Regional circuits.) This does not guarantee your entry in the race - some classes will be full before this date.
3. Please check with your racing circuit for their refund policy of entry fees and additional fees.
4. Service fees or insurance fees are not considered part of entry fees.
5. Gate admission fees for driver and crew members will be regulated on a regional basis. Please check with your ISOC racing affiliate.
6. Each affiliate will provide a schedule of events.
7. The maximum number of classes a driver can enter per day will be regulated on a regional basis. Driver and machine may race other higher classes in the same division.

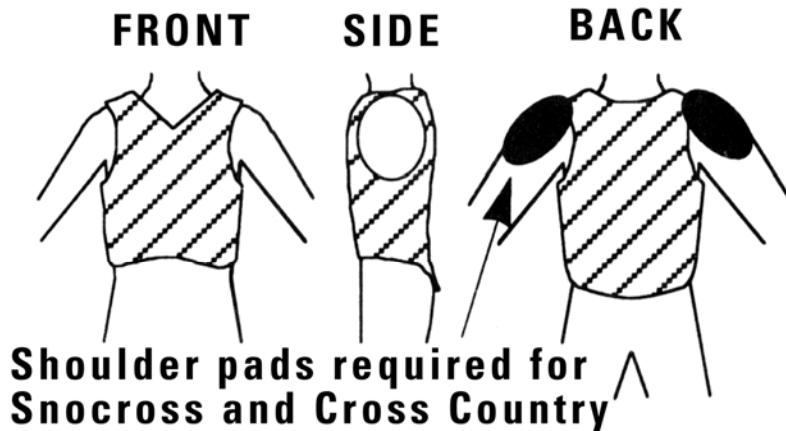
8. Any class or event can be eliminated when there are less than three (3) official entries at the close of registration.
9. All participants in events must be fully familiar with the Rules and Regulations, and any additional rules by Race Promoters that may be specifically applied to any event.
10. All participants are responsible for at least a 10 BC fire extinguisher in their pit area. Any pit area without the proper fire extinguisher is subject to a \$250 fine.
11. All drivers are responsible for the proper disposal of hazardous materials (examples; gasoline, oil, antifreeze, etc.) and waste (garbage). Any driver not in compliance will receive a \$500 fine.

### **DRIVER PROTECTIVE EQUIPMENT**

These general rules apply to all classes unless noted. All members are required to be fully aware of the following regulations and abide by them.

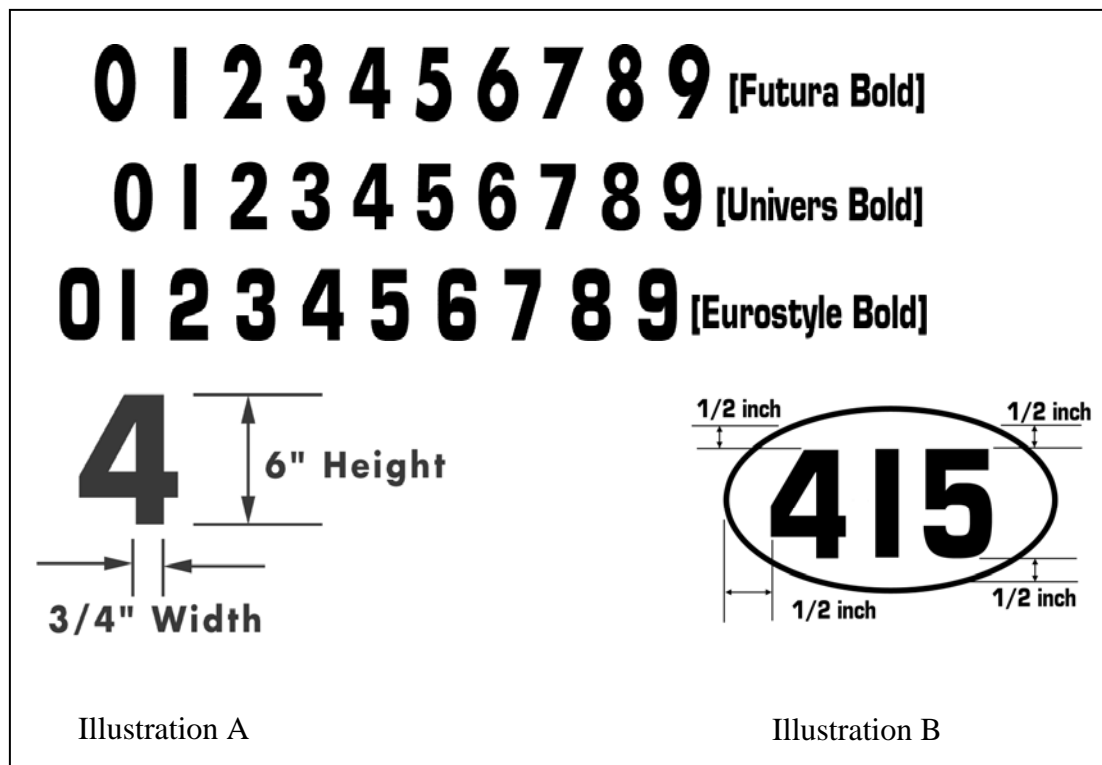
1. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2000, or newer, "Snell Foundation Approval Code." Helmets are also mandatory in the tune-up area. Helmets must be securely fastened at all times. **(Helmet rating for 09-10 race season must be Snell 2005)**
2. **The helmet MUST be predominantly blaze or international orange in color. More than 50% of its entire outer surface, including the visor, must be orange. A template measuring 2 by 3 inches placed anywhere on the helmet must contact orange color.**
3. There must be at least one hundred forty four (144) square inches of visible international (blaze) orange on both the driver's front and back. (228" total) This is required at all Snocross events. If the driver has a question they should see the Race Director or Technical Director.
4. Gloves and appropriate clothing are mandatory.
5. Eye protection is mandatory. Face masks 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 while racing.
6. Noise silencers or hearing protection are mandatory in all modified classes.
7. The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas. **Motocross vests and hockey equipment do not meet this rule.**
8. Shoulder pads are to be added to the upper body protection.
9. 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.
10. Elbow pads and neck collars are highly recommended.
11. Blue jeans or jackets, overalls or any clothing displaying vulgar language is not allowed.
12. Any safety equipment questions should be directed to the ISOC Tech Director.

# UPPER BODY PROTECTION



## DRIVER IDENTIFICATION BIB & DECALS

1. All drivers will wear the number assigned by ISOC Headquarters. It is the driver's responsibility to provide themselves with a bib or other form of their assigned number on their back. The numbers on the drivers back will be a minimum of 8 inches high and a minimum of 1 inch wide. Drivers will be required to keep the machine numbers and bib numbers in legible condition. Drivers without legible numbers or numbers assigned to them may not be scored. The Race Director has the final call on what is deemed legible.
2. The driver's **assigned** number must be displayed on both sides of the snowmobile. The number must be a minimum of six (6) inches to a maximum of eight (8) inches high, 3/4 inches wide. See illustration for samples of type styles. ***NO italicized numbers.***
3. These requirements are mandatory, with the exception of National Pro Classes.
4. ISR stipulates the size and width of the assigned number (see Illustration A).
5. **Numbers must be black on a white background.** There must be a minimum of 1/2 inch white border around the numbers (see Illustration B).
6. All sleds must display an ISOC decal and must be within two (2) inches of the number.
7. If a driver's numbers are not legible, they may not be scored. If a driver has been notified either at the race site or by letter after an event and the problem is not fixed, they will not be scored.
8. All Pro racers are required to display three (3) ISOC decals on their machine(s); one on each side of the hood and one on the windshield. Pro drivers are also required to display an ISOC patch on the upper chest area of their race jacket.
9. Drivers not in the Pro ranks are required to run with two (2) ISOC decals, one on each side of their hood.
10. Drivers not complying to #8 & #9 may be scored last or disqualified in their heat.



**DRIVER LIABILITY**

The driver, in signing the Driver Entry Waiver and Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement elect to use the course at the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

**DRIVER RESPONSIBILITY & PIT CREW**

Members of pit crew, etc., are the responsibility of the driver to whom assigned. If a crew member lets someone else use their wristbands, tries to enter restricted areas without the proper identification, wristband or signing a waiver, or in any other way becomes a problem for ISOC race officials, the driver whom they are with, can be penalized up to and including disqualification and fines.

The driver's crew member(s), in signing the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, elect to use the course at the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

Drivers and pit crew must also be in compliance with the rules set forth by the ISR regarding intoxicating beverages and drugs.

### **MISUSE OF PIT PASSES**

Improper usage of pit or paddock passes may be grounds for discipline. This disciplinary action may include fines and possible disqualification for the driver.

### **FRAUD, BRIBERY & ILLEGAL ASSISTANCE**

In addition to non-compliance with any of the above regulations or rules, the following offenses shall be considered a breach of regulations subject to disqualification.

1. Bribing or attempting to bribe anyone connected with the race; accepting or offering to accept a bribe.
2. A competitor accepting any kind of assistance that aids in machine operation during the race.
3. Any fraudulent proceedings or act of prejudicing the interest of the race generally.

### **DRIVER CHECK-IN**

1. All drivers and crew members are required to check in, sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and **WEAR** a release wristband on the appropriate wrist.
2. Crew members not signed in by the end of driver check-in will be required to pay for gate admission and a pit pass.
3. Everyone who is in the pit area must be wearing a wristband on their wrist. Drivers or their pit crew caught in the pit area without a wristband, switching wristbands, or using old wristbands could subject the driver to disciplinary action, fines, and possible disqualification.
4. Drivers must be checked in by the appointed time.

### **DRIVERS MEETING**

The mandatory Driver's Meeting will be held at an announced time and place. It will be conducted by the Race Director and/or Race Promoter. Descriptions of the course, flags, etc. will be made. Pins, stamps, tags, etc. may be used to check the identity of drivers at the meeting. Drivers not attending this meeting are subject to penalties or fines (i.e. no practice).

### **PRACTICE LAPS**

There will be approximately a one (1) hour open practice session (hot laps) on each race day dependent upon snow conditions. This time may vary due to race conditions. Refer to the schedule of events for times. Drivers should report to the staging area to run practice laps. Length of practice sessions will be determined by amount of time available at each event by race officials. All drivers must be registered and have signed all waivers. **Any driver caught on the practice track without being registered or**

**having signed the proper waivers will be disqualified.** The Race Director has the power to change or modify practice at any time.

### **STAGING AREA**

Reasonable speeds will be observed in the pit and staging areas. Drivers will report to the staging area to run practice laps. The schedule of events will be posted on a board in the staging area. It is the driver's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called. All drivers and pit crew will be required to have tethers securely attached to their bodies while driving through pit and staging areas.

### **WARM-UP STANDS**

1. Snowmobile stands that catch and retain traction components, and other items that are thrown by a track, are mandatory. The machine must be placed on a legally approved stand, placed within six (6) inches of the rear of the tunnel opening, and within twelve (12) inches of the track. This stand is to be used whenever the rear of a machine is raised to clean out the engine or track and must be used in the paddock and pit area at all times. The stand must be constructed of a metal material sufficient to contain cleats or other items that might be thrown from a track. This material must be constructed of a metal equivalent to 6061 T6 aluminum 1/16 inch thick. Side extensions are mandatory and at a minimum, the side extensions must extend to the center of the back axle.
2. No full throttle operation is allowed while the machine is on the warm-up stand.

### **TUNE-UP AREA**

1. Tune-up of the engine will be performed in the proper area only when available. Drivers must consult with the Race Director to determine the proper tune-up area at each event. The tune-up area will be held on a course, completely free of obstructions, which provides adequate and safe run-off areas at the end so competitors may slow down and exit safely.
2. All driver entry fees must be paid before a driver may use the designated tune-up area.
3. All drivers and pit crew in said tune-up area must have signed the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and be wearing the event specific wristband.
4. All appropriate safety gear and tethers are required in the tune-up area.

### **RACE START & START LINE**

1. The driver and one (1) crew member are allowed on the start line. The driver is the ONLY person allowed in front of the machine.
2. Once the machine leaves the start line on its own power, the machine is considered to have started the race.

3. A driver may raise his hand if there is an equipment problem on the start line. The starting flagman will wait a maximum of two (2) minutes for the driver to correct the problem.

### **DRIVER MAY BE PENALIZED AT THE START OF A RACE**

1. Jumping the start.
2. Causing a restart.
3. Unsportsmanlike conduct (at the discretion of the Race Director).

### **START LINE PENALTY**

For classes that all of the drivers advance to the final, any driver who scores a DNS (did not start) in qualifying will be required to start from the penalty line in the final at the discretion of the Race Director. If a driver scores a DNS in all rounds of qualifying, the driver will not be allowed to compete in the final. All drivers must qualify for a final.

### **RACE RESTART PROCEDURE**

1. The Race Director may order a restart at his discretion. The Race Director's decision is final.
2. In the event of an accident involving one (1) or more machines, the Technical Director may at his sole discretion, rule said machine(s) mechanically unsafe to participate in the restart. The machine(s) must be fully inspected and approved to be safe by the Race Director and/or the Technical Director before further competition will be permitted.
3. All machines will be stopped under the red flag. The Flagman will notify drivers when to move machines and will have them proceed slowly to the point of the restart. Any machine that is moved without permission could be subject to disqualification. Any machine causing the stop of a race and a subsequent restart, or any machine unable to immediately return to the starting line will be placed at the rear of the restart sequence.
4. The restart position of the machines reverts back to the last officially counted lap (ISOC considers a lap complete when the leader crosses the finish line). If only one (1) lap or less has been raced, the restart will be the same as the start of the race.
5. The machines involved in the restart after more than one (1) lap has been raced, will be restarted by a single file start. Drivers will be on the starting line within two (2) minutes in the case of a restart.
6. If a driver is the cause of a red flag restart, they must report immediately to the onsite ambulance and will not be allowed to restart the race that was red flagged. However, they will receive points for starting the race and will be scored last. If the start area does not allow for space for all drivers to fit side by side, the lowest qualifying drivers will be required to start from a second row at the Race Director's discretion.

### **PASSING**

A driver must always be prepared for another machine to pass and must therefore be on the lookout for other machines approaching from behind. Drivers will not hinder or obstruct an overtaking vehicle. A slower driver is to move over for the passing machine.

### **LEAVING THE COURSE**

1. Drivers leaving the course must re-enter in a safe fashion and without gaining a position or advantage (drivers will not be permitted to cut across the infield). Failure to follow this procedure may result in a penalty or disqualification at the discretion of the Race Director.
2. Drivers may not stop on the race course. If mechanical problems force this, the driver is responsible for getting the machine off the course. Failure to assist the race officials in removing the downed sled may result in a DNS score.

### **RACE FINISH**

A driver whose machine is disabled before the driver reaches the finish line may push or pull the machine, with the driver's own unaided muscular energy, across the finish line and will be considered to have completed the race. A driver is said to have finished a race when the driver is in contact and in control of the machine as it crosses the finish line.

### **INJURED DRIVERS & DAMAGED MACHINES**

1. An injured or otherwise incapacitated driver or damaged machine shall be prohibited from racing with exception that, if in the Race Directors judgment, the driver or machine is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.
2. If for any reason a driver is forced to stop on or near the course during an event, it would be the driver's first duty to remove the machine from the track so as not to endanger or obstruct other drivers
3. A driver who has spun out or stalled should raise both hands over their head to indicate that no more movement will be made until the field has passed and to indicate no injury.

### **UNSPORTSMANLIKE CONDUCT**

***See page 22 for Enforcement, Discipline and Violations***

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

## OBSTRUCTION

If for any reason a driver is forced to stop on or near the course during an event, it would be the driver's first duty to remove the machine from the track so as not to endanger or obstruct other drivers.

## SIGNALS

A driver who has spun out or stalled should raise both hands over their head to indicate that no more movement will be made until the field has passed and to indicate no injury.

## RADIOS

1. There will be no independent radio transmission on sanctioning bodies radio frequencies.
2. Helmet radios will be **NOT** allowed at **ANY** events, National or Regional (**this includes IPODs, MP3 players or musical devices**).

## CAMERAS

ISOC reserves the right to mandate camera mounts on ALL SLEDS.

## SUPPORT VEHICLES

No unauthorized motorized vehicles are allowed in the pit or staging areas. Machines have to return under their own power. Only disabled machines may be towed from the track. **Pit bikes are not allowed.**

## SPEEDING

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

## TEMPORARY SHELTERS

No temporary construction of the following types will be permitted in the pit area; tents, unless flame resistant and have been tested within one (1) year and proof of testing is supplied to fire officials or fire marshal; make-shift wooden enclosures are not allowed. Any and all shelters are subject to approval by an ISOC official.

## ANIMALS

No aggressive animals will be allowed at the race site. All animals **MUST** be on a leash.

## PROTESTS

1. All formal protests must be made in writing, by a driver in the competition at the event, from the class in question, on a formal protest form accompanied by a **\$250 cash** protest fee.
2. Protests, grievances, etc. must be submitted within thirty (30) minutes after affected class results are posted. No protests, grievances, etc., will be accepted more than thirty (30) minutes after the posting of the results of the affected class.
3. When the official protest is made with the fee, teardown will not be complete until protest is satisfied or proven unwarranted. If the protest is valid, the fee will be

returned to the protester. If a protest against another driver is made and found invalid, the fee will be given to the protested machine owner for the inconvenience. This is to be accomplished before the machines are released from teardown.

4. There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or the assigned official on the course.
5. A protest must be valid in the eyes of the Race Director, or he has the option not to accept it for action.
6. No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.
7. It shall not be possible to protest or appeal technical inspection equipment, scoring or timing equipment.

## ***ENFORCEMENT, DISCIPLINE AND VIOLATIONS***

### **EJECTION FROM RACE SITE**

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

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

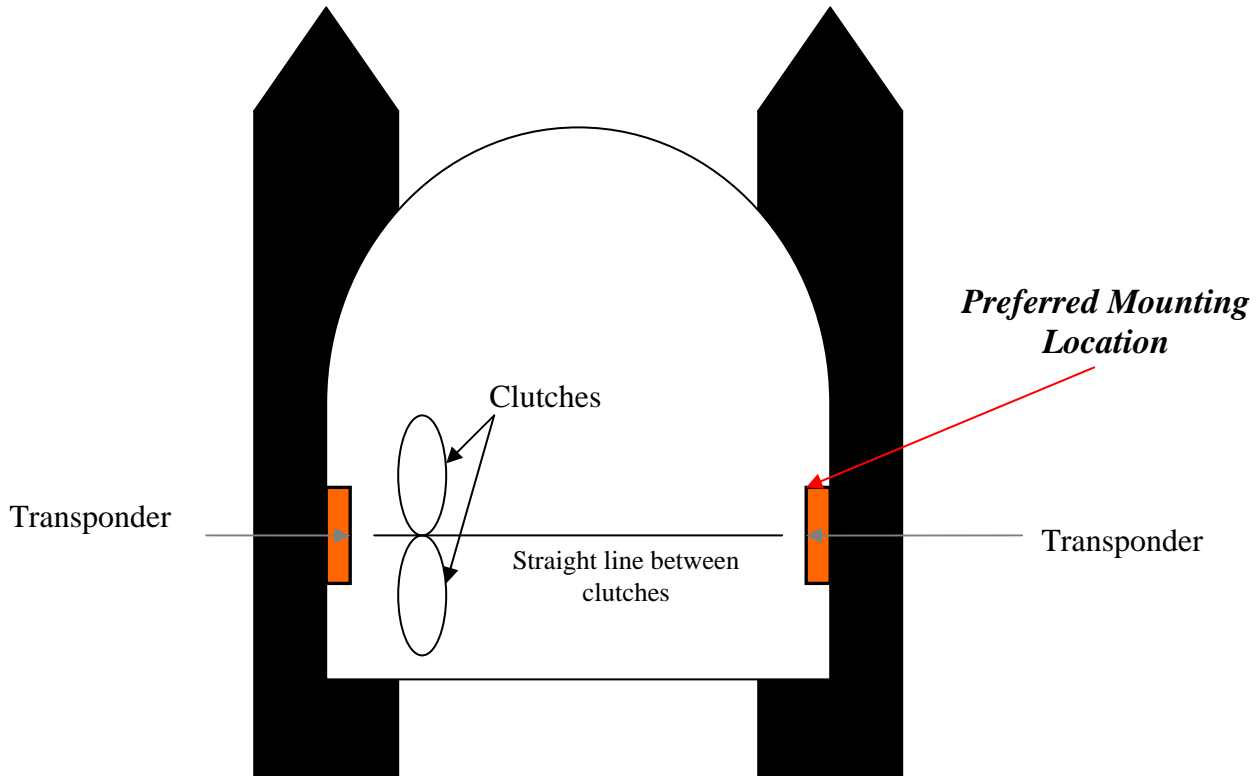
1. Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from race site and be subject to fines and penalties.
2. Any participant that threatens bodily harm or assaults any official, driver, crew, etc., may be subject to disciplinary action, ejection from the race site and be subject to fines and penalties.

## ***TRANSPONDERS***

Transponders are being implemented in various circuits in addition to manual scoring. In circuits where transponders are used, transponders will be mandatory. The following rules will apply to transponders:

- 1. Transponders must be hard mounted on the center line, between the two clutches on either side of the snowmobile.** (It is recommended the transponder be mounted on the muffler side, away from the moving clutch components.)
- 2. It is the driver's responsibility to ensure a working transponder is in place prior to the start of the race.** (In the event there is not a transponder mounted on the sled, the driver will be scored last in that event.)
- 3. It is the driver's responsibility to ensure the transponder is charged prior to an event.** If a driver has a transponder that is not fully charged, they will be required to rent a transponder prior to the event. If a driver participates with a non-charged transponder and the signal strength is too weak to register, the driver will be scored last.

4. Transponders will be mandatory for practice.



NOTES

## ***QUALIFYING & ELIMINATIONS***

### **ROUND ROBIN**

A Round Robin will be used for ALL classes. It will consist of two (2) or three (3) rounds where driver entries will be divided into heats. Finish positions will be added together with the low score being the best. Ties will be broken with the last round counting the most and the first round counting the least, then "TIE BREAKERS" come into effect. All drivers who start a round will be given a finish position. Drivers failing to start will be given a DNS and fifteen (15) will be used on that round for the master score sheet. Technical penalties will result in a last place finish. Disqualification penalties will be given a DQ, and twenty (20) will be used on that round for the master score sheet. If the DQ penalty is issued, no "year end" points will be awarded to the driver.

<b>PLACE</b>	<b>HEAT</b>	<b>FINAL</b>
1st	10	25
2nd	9	22
3rd	8	20
4th	7	18
5th	6	16
6th	5	15
7th	4	14
8th	3	13
9th	2	12
10th	1	11
11th	1*	10
12th	1*	9
13th	1*	8
14th	1*	7
15 <sup>th</sup>	1*	6
DQ	0	0

\*If ISOC has to run more than ten (10) drivers in a heat, all drivers scored after 10th will receive one (1) point.

The top ten (10) drivers from the round robin will move into the final, the next ten (10) will race in the LCQ, if applicable.

### **TIE BREAKERS**

In classes where transponders are used, ties will be broken by the better result of the last round, going back first to Round 3, and should that be a tie, going back to the better result of Round 2. If that is also a tie, it will go back to the better result in Round 1. In the event that all three rounds are tied, the next tie breaker will be the fastest overall time in qualifying.

Qualifying tie breakers:

- 1st 3rd round result
- 2nd 2nd round result
- 3rd 1st round result
- 4th Fastest Overall Time

In classes without transponders, ties will be broken as follows:

Qualifying tie breakers:

- 1st 3rd round result
- 2nd 2nd round result
- 3rd 1st round result
- 4th Number of drivers faced (total of all rounds)
- 5th Coin toss

### **ADVANCING FROM THE “QUALIFIER” (LCQ)**

1. Top five (5) Pros (includes Pro Women and Pro Plus 30) and Semi Pros advance to final in the National events.
2. Top two (2) Pros advance to the final in the Regional events.
3. A “Qualifier” (LCQ) for the Pro Plus 30 and Pro Women will only be used if 20 or more drivers start an event.
4. A Pro Plus 30 or Pro Women class with less than 20 drivers will use qualifying order to determine the back row of a final. The top 10 drivers will start in the front row the next 5 drivers will start in the back row. Provisional starts will be used for row 3 of the final.

### **PROVISIONAL STARTS**

Provisional starts will be used ONLY at National events. Pro and Semi Pro drivers who are in the top twelve (12) in the points standings going into the event will be allowed a back row start in the Pro and Semi Pro Last Chance Qualifiers (LCQ).

In the Pro Plus 30 and Pro Women classes, the top five (5) will use provisional starts for the back row of the LCQ. In the event there is NO LCQ (less than twenty (20) drivers), the "top five (5)" provisional rule will be used for row three (3) of the final.

### **ALTERNATES**

1. Alternates can be posted for the Pro/Semi Pro LCQ and/or the Pro/Semi Pro final. The same qualifying system will be used to determine the alternates as was used for the normal qualifiers.
2. The next available alternate(s) may start the race if one (1) or more of the normal qualifiers fail to start the final. (Alternates may not be used once a race has started, for example a red flag restart)

## ***POINT SYSTEM***

1. For the Driver Championship, the points stay with the driver. For the Manufacturer's Championship the points stay with the snowmobile (National Circuit only).
2. At ISOC National events, Pro (excluding Pro Women and Pro Plus) drivers will receive ten (10) points for participation at each event.
2. ISOC reserves the right to ask any driver to move up to the next highest class if necessary.
3. No points will be awarded in an LCQ.
4. All events count towards the season championship in their respective series.
5. Points will be kept in the Pro and Semi Pro classes only at National events. At Regional events, all classes will use a round robin format and points structure.
6. Pro Women and Pro Plus 30 classes will not be offered at all National events. A schedule will be released prior to the start of the season. All scheduled events will count towards the season point standings.
7. The finish order of an event will be based on the number of laps completed by a driver.
8. It is the responsibility of the driver to verify they have received the correct points for a race. Drivers will have ten (10) business days from the posting of points on the website to file a written protest to ISOC Headquarters regarding the drivers concern. After ten (10) business days, points will be reviewed at the discretion of ISOC.

## **TIE BREAKERS & END OF SEASON POINTS STANDINGS**

- 1st Last event run in series counts the most.
- 2nd Next to the last round back to earlier rounds of series.
- 3rd Number of drivers faced in entire series.
- 4th Number of drivers faced in last round back to first round.
- 5th Coin toss.

## **AUTOGRAPH SESSIONS**

Pro autograph signing is mandatory. The top twelve (12) drivers in year-end points from the previous season in both Pro Stock and Pro Open must attend the autograph signing.

## ***DRIVER PAYOUT***

Payout is based on the number of driver entries and the added purse money at each event. Payout will generally be for Semi-Pro, Pro Women, Pro Plus 30 and Pro classes only.

1. Added purse money will be in the Pro class.
2. ISOC reserves the right to modify payout schedule for any event.
3. Payouts for the National and ISOC owned regional circuits will be handed out at the events.

4. Any driver with over \$600 in winnings at the end of the calendar year will be issued a 1099 tax form for the following year for tax purposes.
5. It is the driver's responsibility to know what manufacturers and other sponsors contingency program requirements are and to follow up on all necessary procedures to collect on these programs.
3. Trophies may be available at all ISOC events. The location where you can pick up your trophy will be announced at the drivers meeting. Please bring your ISOC membership card.
4. All non-US residents could be subject to US tax laws and withholdings; ISOC reserves the right to withhold taxes per US tax laws.

## **NOTES**

## ***SNOCROSS TECHNICAL VIOLATIONS***

Driver infractions/disqualifications in a Snocross event will be forwarded to all ISOC affiliates. Drivers **may be** disqualified for the following technical violations:

1. Running without a hood or shroud in position.
2. Running with altered or non-legible numbers on machine or driver.
3. Running with bibs not in position.
4. Receiving unauthorized assistance.
5. The driver, group of drivers, or any crew members attempt to harass race officials, in any manner.
6. Course cutting.
7. Failure to stop for Post Race Technical Inspection.
8. Failure to use proper safety equipment.
9. Allowing non registered drivers to operate a driver's machine on the track during a practice lap or during a race.
10. Running without helmet strapped.
11. In the event a driver becomes dislodged from their machine or crashes, and the engine continues to run, the safety disconnect switch fails to function, or is not properly fastened/attached to the driver, while the engine is running, the driver will be disqualified from the heat that the infraction occurred. It is the driver's responsibility to fasten the tether securely.
12. Refueling the machine on the start line.
13. Running while the clutch is exposed.

**These regulations are comprised of definitions and allowable modification or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.**

**Existing rules may be revised, or new rules may be added after this rulebook was printed. For the latest updates, please check the website at [www.isocracing.com](http://www.isocracing.com).**

## ***GENERAL REQUIREMENTS - ALL CLASSES***

### **MACHINE REQUIREMENTS**

The condition of a machine is the responsibility of the driver. A driver may be disciplined if a driver's machine is modified so as to defraud the officials or other competitors.

### **SAFETY SWITCH**

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

## TETHER SWITCH

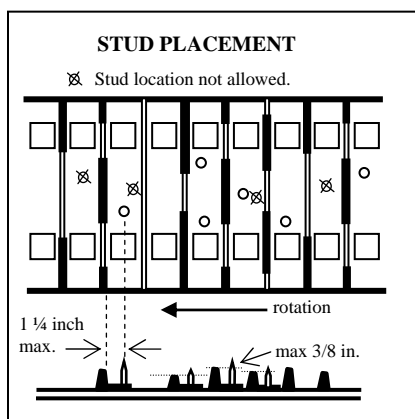
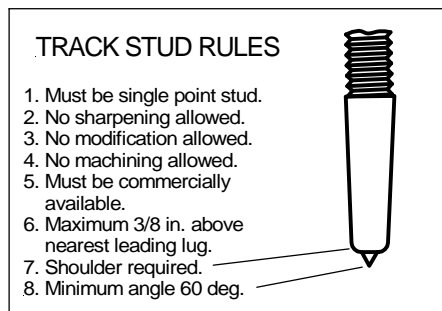
In the event that a driver becomes dislodged from his or her machine or crashes, and the engine continues to run, and the tether (safety disconnect) switch fails to function or is not properly fastened/attached to the driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred. It is the driver's responsibility to fasten the tether securely.

1. Battery operated electric fuel pumps must be connected to the tether switch. This includes electrically controlled fuel injection systems.

## TRACK & TRACTION

1. Regardless of track length or width, a machine is limited to ninety-six (96) sixty (60°) degree unsharpened, unmodified single point picks/studs. Studs must conform to the illustration below.
2. All components of the traction devices must be located in the center of the track between the inside edges of the slide runners (hyfax) and a minimum of 3 ¾ inches from the edge of the track. (4.25" from the outside of the stud itself)
3. No grass hooks or paddles allowed.
4. The stud backing plate maximum size is 2 inches x 2 ¼ inches. Backing plates must be commercially available.
5. Backing plates may not extend beyond the height of the rib. No sharpening (vertically or horizontally) or modification of the backing plate.
6. All studs must be directly aligned with a "leading" rubber lug and no more than 1 ¼ inches behind the leading lug. The 3/8 inch maximum penetration measurement will be taken off the top of the leading lug. The measurements are taken parallel to the edge of the track and parallel to the flat of the track.
7. **Effective June 1, 2006, titanium studs and other traction components made from titanium are NOT allowed. Studs must be steel.**
8. Add-on traction devices (including all cleats, screws or paddles) are NOT allowed.

9. Maximum track lug height is 1.75.



## **IGNITION & ELECTRICAL**

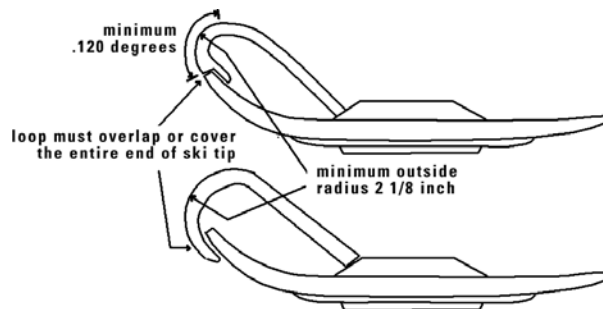
1. Lighting required for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.
2. Wet cell must be enclosed in a non-conductive battery box. The positive terminal must be shielded. The battery box must be securely held in place.
3. Data acquisition systems are allowed on vehicle, not the driver.

## **SKI SUSPENSION & STEERING**

Maximum ski distance is 43 ½ inches measured under the spindle. The carbide runner must be centered on the ski board.

## **SKIS**

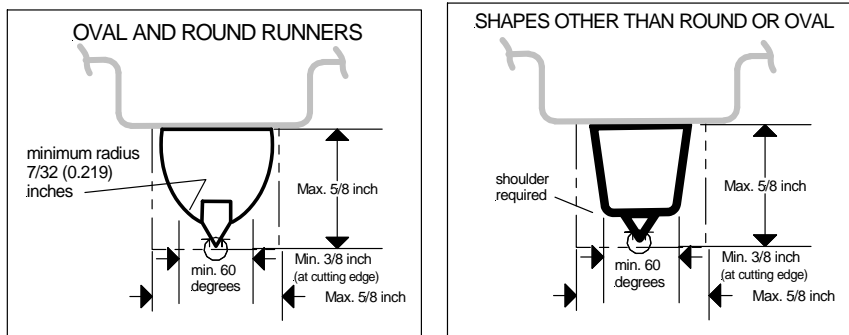
1. Aftermarket skis are allowed. Skis must be commercially available.
2. Minimum ski width is 3½ inches. Main keel and ski runner (cutting edge) must be centered on ski board. Main keel maximum depth is 1 ½ inches without ski runner. Other keel(s) maximum depth is 5/8 inch. No sharp edges are allowed on skis. No Maximum width.
3. May reinforce skis on the top side only.
4. Skis and ski loops must conform to the ski rules in the GENERAL RULES AND REGULATIONS section. Skis and ski loops must be intact at the start of each race. In the interests of safety, a driver may be black flagged if a ski loop is damaged in such a way as to cause a hazard. Ski loop leading edges not one (1) inch in width or not meeting the minimum radius rule must be padded.



## **SKI RUNNERS**

1. Ski Runners must be commercially available.
2. Only one cutting edge is allowed. The minimum cutting angle is sixty (60°) degrees. No grinding or modification of the host bar or cutting edge is allowed.
3. Host bar may be any shape that conforms to the rules. Except for the cutting edge and groove for affixing cutting material, all edges must have a minimum radius or forty-five degree (45°) chamfer of 1/16 inch (see illustration).
4. Shape of host bar and cutting edge must limit penetration to 3/16 inch. Shoulder required adjacent to cutting edge if host bar is not round or oval. Minimum radius of round or oval host bar adjacent to cutting edge is 7/32 (0.219) inch.

5. Maximum height and width is 5/8 inch. Minimum width adjacent to cutting edge is 3/8 inch for host bar which is not oval or round. Ski runner must fit within 5/8 inch square (see illustration). ISR Rules Committee may determine compliance of a particular product.
7. Non traction events: Carbide ski runners or any ski runners with sharp cutting edges are not allowed. Ski runners must have rounded edges where they contact the arena surface.
8. Ski runners without sharp edges or carbide inserts may be any shape so long as they conform to Snocross maximum and minimum dimensions for ski runners.



### **FRAME & BODY**

1. Dulled foot traction devices are allowed on the running boards.
  - a. On the flat of the running board - traction devices must be dulled and be no higher than 1/2 inch above the flat of the base of the traction device.
  - b. On top of the rolled edge - traction devices must be dulled and be no higher than 1/4 inch above the top of the rolled edge of the running board.
  - c. The traction device may extend a maximum of 1/4 inch beyond the side of the rolled edge for the purpose of mounting. There shall be no sharp edges to side of the rolled edge.
2. Running board extensions are not allowed.
3. The rear snow flap must be in contact with the course surface when driver is seated.
4. The rear snow flap must be held down and restrained from rearward movement.
5. Snow flaps must be restrained by non-elastic material.
6. The rear snow flap must be constructed of a semi-rigid material such as HD polyethylene or UHMV polyethylene.
7. Snow flaps must overlap the widest part of the rear tunnel opening by at least 1" on each side.
8. The color orange is not allowed on machines in Snocross racing with the exception of the ISOC stickers.

### **LEGAL FUEL REGULATIONS**

1. A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
2. Only commercially available fuel that meets the ISR guidelines will be legal. Fuel may be mixed with petroleum, organic, vegetable, or chemical base lubricants. The use of any additives providing power boosting characteristics are strictly forbidden. It is up to the team or driver to have their fuel tested before competing. Any driver competing with illegal fuel will be disqualified, penalized, and/or fined. Names will be submitted to ISR for further discipline..

### **PRE-RACE SAFETY INSPECTION**

1. Pre-race safety inspections are mandatory for driver and machines at all races. Pre-race inspections do not certify that the machine is qualified or constituted as legal for class participation. Post-race technical inspections determine machine qualification.
2. All aspects of modification are contingent upon safety inspection by the Technical Director. The Technical Director may remove any machine from competition that does not meet safety requirements.
3. 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 the driver is black flagged during the race in question.

### **SEALS**

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

### **MANDATORY TEARDOWN**

1. The Technical Director will select the machines for mandatory teardown and inspection. The machine's driver will be notified at the completion of the race if he/she is to report to teardown.
2. Any driver refusing a teardown will be disqualified.
3. The driver and/or the driver's mechanic will perform the teardown to the point required by the Technical Director.
4. The driver and/or the driver's mechanic will be the only two (2) people allowed.
5. Inspected machines will not be reassembled by the inspection group with the machine in the inspection area.

## ***STOCK & SUPER STOCK CLASS REGULATIONS***

**NOTICE: For the 08/09 race season, the Super Stock class will allow older stock 440cc machines to compete.**

The machine must have the original OEM engine, hood, intake, exhaust, frame, track, suspension, cowl and drive. Named components must be of the same model and year, or properly filed OEM replacement parts.

### **FRAME & BODY**

1. All chassis will have OEM tags and/or serial numbers affixed to the frame.
2. Reinforcing, by welding and/or bracing will be allowed. **A cushion may be added directly under the engine. Must be affixed to the frame and no change of engine location.**
3. Removal of any material from total machine by means of heat, acid, drilling, grinding, sand blasting, peening, substitution or total elimination will not be allowed.
4. Access openings will be allowed for component removal or service but closures must be made of original type materials.
5. Vents/scoops must be OEM for the model. Vents may be covered or closed. No additional vents or scoops may be added. Crankcase and/or brake cooling ducts must remain within the confines of the sled and only use an existing vent opening.
6. Hoods may not be removed.
7. Windshields must be equal to an OEM windshield in dimension and be mounted in OEM location as filed. Minimum stock windshield height must be maintained and must have a safety edging. The windshield may be altered for handlebar movement. The windshield must be intact at the start of each race day. Modified/Open machines do not have to have windshields.
8. The seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety. Seats may be lowered but must be at least five (5) inches thick at its minimum dimension. Height will be measured from top of original tunnel to top of seat in rider-less state. The seat must be upholstered. The seat may not be moved forward, backward, or sideways of the OEM location. If modifications are done to the seat, the original seat base must be retained
9. Hood insulation may not be removed.
10. Skid plates may be added for protection of sled bottoms. Skid plates must be securely fastened.
11. Tunnel protective wear strips may be added, removed or altered.
12. Bumpers may be added, removed or relocated but cannot create a safety hazard.
13. Fuel tank must be OEM as supplied with the machine or opaque (translucent) as supplied by the OEM manufacturer. The translucent tank must be of equal

dimensions and capacity to that supplied by the original OEM manufacturer. An OEM fuel tank is the only tank that can be used to supply fuel to the engine.

14. Fuel lines must be free of obstructions by other machine components.

### **ENGINE**

1. All engines will have an OEM tag and/or serial numbers affixed to the engine.
2. No component of the engine may be altered, changed or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. Blueprinting will not be allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.
3. Stock OEM for the model pistons only are allowed for replacement.
4. There will be no more than one (1) cylinder base gasket to a cylinder
5. OEM carburetor slide valves and replacement jet options will be allowed.
6. An adequate return spring on the throttle is required.
7. Choke mounting location may be moved for the driver's comfort. The choke system may be disconnected.
8. No pressure charging is allowed, engines must be normally aspirated.
9. The engine air intake system is to include any: cowl vents, air box, noise reducing foam (cowl vents & air box), carb boots, carburetors, clamps, rotary valves, reed valves, carburetor flanges and oil injection nozzles that are original OEM equipment for that make and model. No changes or modifications will be allowed to any part of the engine air intake system or mounting location.
10. Deep snow cover/foam must remain in place.
11. The engine must remain in the original mounting location.
12. No pressurization of fuel tanks or lines is allowed.
13. Fuel lines must be free of obstructions by other machine components.
14. No additional engine cooling systems are allowed.
15. If oil injection is OEM standard, oil injection system and all associated components must be installed in their OEM configuration, but may be disconnected. Oil injection nozzles may be removed or plugged. Premixed oil and fuel may be used.
16. Spark plugs do not have to be OEM.
17. The exhaust system is to include any header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler and tail pipe that are original OEM equipment for that make and model.
18. No changes or modifications will be allowed to any part of the exhaust system or mounting locations.

### **DRIVE**

1. Machines must have the original OEM variable speed converters supplied by the manufacturer for that make and model or a part that has superseded the original OEM part for the model. Factory designated replacements must be submitted to the ISR Race Rules Committee for approval and implementation.

2. Any springs, weights or ramps may be used. No clutch engagement RPM limit.
3. No machining allowed on either the drive or driven clutches.
4. In the primary clutch, metal may be removed but not added to ramps or flyweights by welding.
5. Secondary clutch cams may be cut to any angle. Billet helixes are allowed.
6. Drive belts do not have to be OEM.
7. Any drive chain and sprockets may be used.
8. Chain case must be original OEM for the model equipment and must remain in the original mounting location. The chain tensioner may be changed to any OEM equipment.
9. Track drive axle and sprockets must be OEM for the model. Sprocket diameter may be trued round.
10. Brakes may be changed or altered, but must be operational at all times. No dual brakes are allowed. Brake components must be commercially available and remain in the OEM location. Liquid cooled systems allowed. Brake disk may not be modified beyond manufacturer's specs. OEM diameter and thickness must be maintained. **Disk pad contact surface area may not be reduced more than 15% of original pad contact surface area.** The brake disk material may not be substituted with any other material.
11. The brake control handle must remain in OEM location on the left, rear side of the handlebar.

#### **SKI SUSPENSION & STEERING**

1. A maximum sled/chassis width will be 43 ½ inches measured from one ski carbide cutting edge to the opposite ski carbide edge.
2. No substitution of material is allowed on front suspension and must remain in original mounting location in both bulkhead and spindle housing.
3. Machines must remain stock width.
4. Sway bar may not be relocated. Sway bars must be OEM for the model, or another sway bar from another stock qualified model within the brand. Sway bar may be disconnected or removed. If disconnected and not removed, all remaining components must be secured so as not to endanger the driver or other drivers.
5. Limiting devices of any length may be used.
6. Reinforcement of components will be allowed by welding or bracing. Structural integrity must be maintained.
7. Spindles may not be shortened.
8. Any spring may be used on the suspension and may be shortened, heated or removed.
9. Any shock absorber, fluid, gas (non-flammable), or fluid metering valves may be used and may be shortened. OEM length for the model must not be exceeded.
10. Handlebars must be intact at the start of each race day. Any commercially available handlebars are allowed and may be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips and controls may be modified. Any throttle lever and/or

mounting block may be used, but must be located on the right side of the handlebar, facing rearward, and operated by the driver's right hand thumb.

### **SKIS & SKI RUNNERS**

1. Aftermarket skis are allowed. Skis must be commercially available. Ski, ski loop and ski runner must conform to General Rules and Regulations.
2. May reinforce skis on the top side only.
3. A maximum ten (10) inch turning material per ski is allowed. The turning material must be continuous. Any ski edge with more than ½ inch turndown is considered a cutting edge.
4. Ski skins are allowed.

### **TRACK SUSPENSION**

1. Suspension must be OEM for the make and model. Suspensions must remain in the original mounting location, or optional locations pre-drilled in backing plate by the manufacturer. Suspension components must remain in original location or optional locations filled by the manufacturer. No substitution of material is allowed.
2. Rails may not be bent or shortened.
3. Rear idler and marginal snow wheels may be added or removed, along with mounting brackets for an OEM wheel kit. The wheel diameters may be trued round.
4. Slide rail lubrication will not be allowed.
5. Any hyfax is allowed.
6. Any shock absorber, fluid, non-flammable gas, or fluid metering valves may be used. The shock may be shortened, OEM length for the model must not be exceeded.
7. Any springs are allowed. The springs may be removed and replaced with some other type of cushion device.
8. Springs may be shortened or heated.
9. Suspension components and mounting location holes may be reinforced.

### **TRACK & TRACTION**

1. The length and width of OEM track shall be as produced by the manufacturer.
2. The track must be OEM for the model or a designated and approved optional track specifically for the model. (OEM may designate up to one optional track per model. Original Manufacturers of tracks may designate up to one (1) track per snowmobile brand. A list of designated and approved optional tracks will be published by ISR). Any approved track that is not commercially available to the driver (not in inventory) within 5 days will be banned from racing.
3. In the 440 Stock Class snowmobiles that are 2005 models or newer must use the OEM for the model track. Older models comply with rule number 2 (above).
4. Identification numbers affixed or molded into tracks by the molder must remain completely visible and unmodified. No traction device or other item may be installed over the identification numbers on the track. Identification numbers

- include model number, serial number and/or any other information applied to the track by the original manufacturer.
5. Configuration of the track, including length and width, must allow for installation without modification to the track, frame, tunnel, suspension or drive components.
  6. The track must remain as manufactured. No trimming or shaving of the track grouser bars, rubber studs/snow lugs will be allowed
  7. No cleats or partial cleats may be added.
  8. Any commercially available guide/track clips may be used. No traction devices may be added to track clips.
  9. Tracks may not be reversed.
  10. Studs **must be steel** and cannot be more than 3/8 inch above the highest point of the lug in front of it.

### IGNITION & ELECTRICAL

1. All machines must be equipped with a safety disconnection (tether) and be operable at all times. This will be the responsibility of the driver. Tethers must be used and attached to the operator whenever the engine is running, this includes pit areas, staging and the race course.
2. The maximum tether cord length will be five (5) feet. Verification of tether cord length will be determined at tether cords fully extended length.
3. The tether cord will be securely fastened to the driver. No alligator clips are allowed.
4. The tether switch will be securely mounted in a location on the machine other than on the handlebars.
5. A functional and operational secondary safety shutoff switch (kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handlebar.
6. Wiring may be removed.
7. Instrumentation may be added but must not provide a safety hazard. Data acquisition systems are allowed. Instrumentation may be disconnected but not be removed.
8. Head, tail and brake lights must be original OEM equipment and must remain in original mounting location. Must be operational at the start of the race. Light failure during a race is not grounds for disqualification. The tail light cannot be battery operated.
9. Ignition must be OEM for the year and model.
10. CDI/ECU module may be reprogrammed.
11. Fixed ignitions may be moved (+ or -) four (4) degrees.
12. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
13. Battery operated electric fuel pumps must be connected to the tether switch. This includes electrically controlled fuel injection systems.
14. Wet cell must be enclosed in a non-conductive battery box. The positive terminal must be shielded. The battery box must be securely held in place.

## ***MODIFIED/OPEN REGULATIONS***

### **GENERAL RULES**

1. All machines must meet the safety guidelines.
2. All competing machines may be individually inspected by race officials for safety and structural soundness.
3. All machines must be equipped with a tethered safety kill switch which will stop the motor and any electric fuel pumps being used. The tether cord must be securely attached to the operator at any time the motor is running.
4. The minimum weight of the machine shall be four hundred and thirty (430) lbs. Vehicle weight may be checked at any time

### **FRAME & BODY**

1. All machines must have a hood, belly pan, contoured seat and an enclosed tunnel. Windshields are not mandatory.
2. Chains, pulleys and exposed moving parts will be isolated from the driver and other competitors by a shield capable of retaining all accidental explosions and component impacts. The integrity of protective shields shall be at the Tech Director discretion. No holes may be drilled in protective shields.

### **ENGINE**

1. 600cc 2 stroke, 1050cc 4 stroke maximum displacement
2. Must be from an ISR Stock qualified model
3. Normally aspirated.
4. No nitrous oxide systems.
5. A functionally silenced exhaust system is required.

### **DRIVE**

1. Any clutch system is allowed.
2. If stock clutches are used, clutch cover equivalent to stock or better is allowed.
3. For all others, the clutch cover must be separate from cowl configuration and cover clutches to center of bolt or below. Clutch cover guards must be .090 inch 6061 T6 aluminum or equivalent steel material (other materials not allowed) and be covered with six (6) inch belting. If clutch cover is constructed of .125 inch aluminum, belting is recommended, not required. Machines with removable side panels may bolt clutch cover guards to side panel to meet this requirement.
4. On machines which comply, in all respects, with the stock class rule, the stock belt guard may be used when moving up to an Open class.

### **SKI SUSPENSION & STEERING**

1. Maximum carbide distance cannot exceed 43 ½ inches measured under the spindle. Carbides must be centered on the ski board.
2. Turning carbide length is unlimited.
3. The handlebar ends must be capped.
4. Handlebars must be padded.

## **TRACK & TRACTION**

1. Track must be one piece molded and commercially available.
2. There is no minimum track width.
3. No track holes larger than 7mm.
4. Traction lugs may be trimmed to within 1/4 inch of track rods and fabric. If any lugs in the center portion of the track are trimmed, no traction products are allowed on the track. If outer band lugs are trimmed off at a forty-five degree (45°) angle, track studs may be used according to traction rules.
5. Stud ruling is the same as stock classes.

## **IGNITION & ELECTRICAL**

Head lights are not required

Taillight assembly must be from a stock qualified machine. Tail lights and brake lights are required.

## **CONTROLS**

1. Brakes shall be operative at all times. The brake lever must be located on the left side of the handlebar.
2. Throttle controls are the same as stock class.

***Multiple Violations of the same rule may result in suspension or disqualification.***

**These regulations are comprised of definitions and allowable modification or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.**

**Existing rules may be revised, or new rules may be added after this rulebook was printed. For the latest updates, please check the website at [www.ISOCracing.com](http://www.ISOCracing.com).**

## ***TRANSITION 8-12 300CC***

**ISR and the Snocross Rules Committee have established the TRANSITION 8-12 CLASS for kids ages 8-12 years of age.**

The following parameters must be adhered to:

1. The class is for kids that are 8 years old and not yet 13 years old. (It is not open to younger or older kids.)
2. The snowmobile models eligible must be designated by ISR and the Rules Committee.
3. The snowmobiles will be raced as produced with only the following changes allowed:

- a. Any ski runners that comply with Snocross rules are allowed.
- b. Any commercially available handlebars and handlebar risers will be used.
- c. Carburetor tuning that is allowed in Stock Snocross is allowed.
- d. Clutch tuning that is allowed in Stock Snocross is allowed.
- e. Chaincase sprockets and chain may be changed.
- f. No traction products allowed.
- g. No other changes allowed.
- h. Only designated optional suspension springs allowed

### **Designated Snowmobiles**

1. 2006-2007 Ski-Doo Freestyle 300

### ***JUNIOR NOVICE 10 - 14***

**The Junior 10-14 class is available to drivers age 10-14.** Only designated Fan models, 600cc or less, are eligible for competition.

1. A Junior Novice 10-14 racer **cannot** advance to Junior 14-15 racing until his/her 14th birthday.
2. 10-14 year old drivers who start in one circuit in the 10-14 year old class and then turn 15, may continue to run in the 10-14 year old class in that circuit. However, that is the **ONLY** class they can run in that circuit. If, after turning 15, they race in another circuit, they must race in the 14-15 year old class in the second circuit.
3. 10-14 year olds may **NOT** race in any upper age classes until turning 14. Any drivers caught trying to run other classes may be suspended from racing any ISOC sanctioned events for one full year.
- 4.

### **GENERAL COMPETITION & SAFETY RULES**

1. If it isn't stated in this book that it can be done, consider that it cannot be done.
2. All machines must comply with the General Requirements section as specified.
3. All machines must have the original OEM (or factory designated replacement) engine, hood, track, frame, cowl, gas tank, carburetion, air box, suspension and variable speed converter supplied by the manufacturer for that particular model.
4. Factory supplied options are not allowed.
5. Engine kits are allowed.

### **FRAME & BODY**

1. OEM windshields for the model or factory options are allowed. The windshield may be altered for the driver's safety and comfort, but must extend five (5) inches above the highest point of the hood. If the original OEM windshield for the model is lower than five (5) inches it may be used. Windshield must have safety edging.
2. Windshields must be intact at the start of the race.
3. Windshield must remain in OEM mounting location.
4. Removal of stock air vent grills including intake or exhaust are not allowed.

5. No additional venting is allowed.
6. Protective taping or screening will be restricted to the external opening only.
7. Seat and fuel tank must remain OEM for the year & model (seat color optional).
8. The OEM fuel tank is the only tank that can be used for fuel. No optional fuels tanks allowed. The lubrication tank cannot be used as a fuel tank.

### **ENGINE**

1. No component of the engine may be altered, changed, reduced or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine.
2. Maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm).
3. Replacement pistons must be stock OEM for the model.
4. Blueprinting of engines is not allowed. No removal of material will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.
5. There will be no more than one (1) cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
6. A maximum of one (1) venturi per cylinder will be allowed.
7. OEM carburetor slide valves and replacement jet components without modification will be allowed in all stock classes. No modification to carburetor body will be allowed.
8. Engine must retain its original cooling concept (fan or free air cooling circuits cannot be modified or removed, except for quick disconnects.)
9. The oil injection pump must remain in place and functional. Lines may be removed and plugged, premix gasoline may be used.
10. The OEM exhaust system for the model must be furnished complete on the machine. The exhaust system must be fully contained within the confines of the cowl or the chassis and the direct exhaust emissions pipe must not protrude more than three (3) inches beyond the chassis or hood.
11. Spark plugs do not have to be OEM equipment.
12. No additional fuel pumps may be added to the stock carburetors.
13. The throttle may be changed but must be thumb operated with a direct mechanical operated mechanism.

### **DRIVE**

1. Primary (drive) and Secondary (driven) clutches must be OEM for make, model, and year. Clutch components may be interchangeable between any brands providing there is no modification to the clutch required to make these components fit.
2. Any combination of factory springs, weights, ramps, etc. may be used. Clutch engagement speed shall not exceed 6000 RPM when machine movement is initiated for V-bell torque converter drive systems.
3. In the primary clutch, metal may be removed, but not added, by welding to ramps or flyweights.

4. Cams may be machined for angle change. No material may be added. No welding will be allowed (billet helixes allowed).
5. Drive belts do not have to be OEM.
6. Any drive chain or sprocket may be used.
7. Brakes must remain OEM for the model and year.
8. The brake lever may be modified or changed to fit the driver but must remain hand operated with a direct mechanical operated mechanism. The function of the brake system may not be compromised. The brake lever must not extend beyond the end of the handlebar.

### **SKI SUSPENSION & STEERING**

1. Any properly filed OEM spring allowed (+ or -) ½ inch (12.5mm) overall length.
2. Limiter strap allowed to limit travel, but must maintain two (2) inches of travel (no locked suspensions).
3. No device may be added that stops the suspension from functioning (no locked suspensions).
4. Any commercially available handle bar is allowed. Handle bar extensions will be legal. All ends must be plugged.
5. Any shock absorber, fluid, gas (non flammable), or fluid metering valves may be used.
6. Torsion bars are not allowed.

### **SKIS & SKI RUNNERS**

1. Aftermarket skis are allowed. Skis must be commercially available.
2. Must conform to the General Requirements, Skis & Ski Runners section.
3. May reinforce skis on the top side only.
4. Skis and ski loops must conform to the ski rules in the GENERAL RULES AND REGULATIONS section. Skis and ski loops must be intact at the start of each race. In the interest of safety, a driver may be black flagged if a ski loop is damaged in such away as to cause a hazard. Ski loop leading edges not one (1) inch in width or not meeting the minimum radius rule must be padded.
5. Ski skins are allowed.

### **TRACK SUSPENSION**

1. Suspension must be OEM for the make and model and year.. Must remain in original mounting location or optional locations pre-drilled in backing plate by the manufacturer. Suspension components must remain in original location or optional locations filed by the manufacturer. No substitution of material allowed.
2. Rails may not be bent or shortened.
3. Rear idler and marginal snow wheels may be added or removed along with mounting brackets from an OEM wheel kit. Wheel diameters may be trued round.
4. Slide rail lubrication will not be allowed.
5. Any hyfax is allowed.
6. Any shock absorber, fluid, gas (non-flammable), or fluid metering valves may be used. May be shortened, but OEM length for the model must not be exceeded.

7. Any spring is allowed. Must maintain design concept (i.e. torsion or coil spring).
8. Springs may be shortened or heated. No cutting of suspension springs allowed

### **TRACK & TRACTION**

1. Track may not be reversed.
2. OEM track guide clips may be added.
3. Track must be OEM for the make, model, and year of machine or designated option by the manufacturer, approved by ISR

### **IGNITION & ELECTRICAL**

1. Head, tail and brake lights must be original OEM equipment and must remain in the original mounting location. They must be operational at the start of a race. Light failure during a race is not grounds for disqualification. Tail lights cannot be battery operated.
2. Stock machines will be allowed to add or remove tachometers, speedometers or heat gauges, however, the openings must be closed.
3. Spark plugs, spark plug wires and connectors do not have to be OEM.
4. The cooling system must remain in the OEM location except that tunnel mounted heat exchangers may be relocated for stud clearance, but must remain within the confines of the tunnel.
5. Electric start components may be removed.

### **MATERIAL REMOVAL**

Removal of any material from total machine by means of heat, acid, drilling, grinding, sand blasting, peening, substitution or total elimination will not be allowed unless otherwise specified in this section.

## ***120 / 4 STROKE RACING***

The intent of these rules is to establish a venue in which all qualified drivers and machines can compete at their own level. These rules are definitions and guidelines for allowable modifications or alterations. If a definition, modification or alteration is not cited, then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.

**These rules are guidelines, all competitors MUST check with the every circuit prior to racing as rules may vary slightly within each region.**

### **ELIGIBLE DRIVERS**

Age 4-12 for Stock class

Age 7-14 for Champ

### **ELIGIBLE SNOWMOBILES**

Arctic Cat Z 120

Ski-Doo Mini Z

Polaris XCR 120

## ***120/4 STROKE CLASSES***

**Stock** – Stock Machines **ONLY**. You may change gear ratio to a 420 ratio, 10 tooth and 42 tooth will be allowed. Must follow ISR Stock Rules (included).

**Champ 120** – Must follow ISR Stock Rules (included).  
(Classes may vary from region to region).

## ***GENERAL SNOWMOBILE RULES***

All 120/4 Stroke Classes are stock based classes. In stock based classes, no change or modification can be done to the stock qualified snowmobile unless specially allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

1. (Snocross) No traction products allowed.
2. **Handlebar riser may be added. Structural integrity must be maintained.**
3. All metal ski hoops must be padded.

## **GENERAL COMPETITION & SAFETY**

1. Driver entry into an event is open to any qualified individual. The sanctioning body has the authority to evaluate all drivers to determine their qualifications.
2. Both the owner and driver are responsible to ensure that their snowmobile and driver safety equipment conform to all of the rules for the class in which they have entered. Any driver that does not meet the requirements listed will be subject to disqualification and forfeiture of any prizes or awards, plus eligibility for the next two (2) races.
3. Teardown will be at the discretion of the 120 TechDirector.
4. If it isn't stated in this section that it can be done, consider that it cannot be done.
5. The Race Director and/or Tech Director have the authority to determine structural integrity.
6. **While driver is on the course, radio communication between driver and crew is not allowed.**

## **MANDATORY DRIVER SAFETY EQUIPMENT**

1. Helmet
2. Eye Protection, either a shield or goggles.
3. Shin Guards and Knee Pads
4. Tek-Vest (Upper body protection)
5. Above ankle Boots
6. Mouth guard

## ***STOCK CLASS RULES***

1. The snowmobile must have original OEM (or factory designated replacement) engine, hood, track, frame, cowl, gas tank, carburetion, air box, suspension and clutch supplies by manufacturer for the particular model. Factory designated replacements allowed.
2. Engine RPM and vehicle speed may be monitored at the discretion of the Race Director.

### **ENGINE**

1. All governor parts must be intact, in place, and functional. Any governor spring may be used.
2. No component of the engine (including head, valves, cam, and valve springs) may be altered, changed, or enlarged from the engine manufacturer's original stock specifications nor may any additional components be added to the engine.
3. Blueprinting of engines is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.
4. No changes in engine dimensions can be made by gasket adjustments.
5. Spark plugs do not have to be OEM stock.
6. No carburetor/air silencer changes allowed. Only foam maybe removed from air box.
7. Jetting changes are allowed.
8. Remote adjustable main jet system allowed.
9. The OEM exhaust system for the model must be used in its entirety. The exhaust system must be fully contained within the confines of the cowl or the chassis and direct exhaust emissions from the enclosed area. Muffler components and/or silencing material must be intact at all times.
- 10. In order to equalize performance between manufactures models the following changes are allowed.**
  - a. Ski Doo racers are allowed to change valve springs to Honda P/N 14751-ZE1-000**
  - b. Arctic Cat racers are allowed to upgrade to 120 Sno Pro kit**
  - c. To enhance durability, Arctic Cat racers are allowed to remove plastic governor gear.**

### **DRIVE**

1. Brake must be functional and operational at all times.
2. OEM drive clutch must be used with no modifications.
3. Stock drive clutch engagement must be maintained.
4. No belt drives allowed.
5. Chain guard must be in place.
6. OEM gear ratio must be maintained.

7. Sprocket ratio changes may be required by circuits in order to equalize performance between the various models.

### **SKI SUSPENSION & STEERING**

1. Front suspension must be OEM stock.
2. Front suspension must remain in its stock location.
3. Ski widening devices and/or height adjustment devices are not allowed in Stock classes unless furnished as OEM and properly filed.
4. Suspension travel may be limited by means of limit straps only. Minimal suspension travel must be maintained. No rigid suspensions allowed.

### **SKIS & RUNNERS**

1. Ski must be OEM for the model and year or a commercially available aftermarket ski with a minimum overall length of 20 inches.
2. Ski suspension components must be OEM.
3. Ski tips must have ski loops. Steel ski loops must be padded.

### **TRACK SUSPENSION**

1. The complete suspension must be used as furnished and filed by the manufacturer.
2. Commercially available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model).
3. Suspension travel may be limited by means of limit straps only. Minimal suspension travel must be maintained. No rigid suspensions allowed.

### **TRACK & TRACTION**

1. The track must be OEM for the model.
2. No traction products allowed.

### **FRAME & BODY**

1. OEM hoods only. OEM hood may be painted any color except orange.
2. Windshield may be trimmed. Exposed edges of windshield must have safety bead.
3. Front and rear bumpers must be padded.
4. All sharp edges must be padded.

### **IGNITION & ELECTRICAL**

1. An ignition tether switch must be installed and functional .
2. Headlight and taillight must be OEM for model and taillight must be functional.
3. **Ignition and lighting systems must be OEM for model. No modifications allowed.**

## ***CHAMP 120 CLASS / 4 STROKE RULES***

### **GENERAL**

1. Snowmobile must be an ISR designated 120/4 stroke model that complies with the General Rules and Regulations section.
2. Engine, frame, hood, must be OEM for the model.

### **ENGINE**

1. Must start with OEM filed 120/4 stroke engine.
2. Engine components allowed for modification or change from OEM.
  - a. Cam shaft – maximum .290 inch lift
  - b. Valves and seats
    - i. Maximum intake valve diameter 25.2mm
    - ii. Maximum exhaust valve diameter 5.5mm
  - c. Valve springs and retainers
  - d. Tappets and push rods
  - e. Governors may be removed
3. Engine overbore may not exceed .020" (.50mm) of standard bore size for the model.
4. Engine stroke must be stock as manufacturer's filed specifications.
5. Engine components allowed to be modified but must begin as OEM for the engine model.
  - a. Bearings
  - b. Connecting rod
  - c. Piston and Rings
  - d. Gaskets
  - e. Cylinder head
  - f. Crankcase and cylinder
  - g. Rocker arms
  - h. Intake manifold
6. Crankshaft journal may be turned down to allow for connecting rod bearing inserts.
7. Carburetor can be bored and modified, but must begin as OEM supplied for engine model.
8. A snowmobile type diaphragm fuel pump may be added, a pulse fitting to run pump may be added to intake tract.
9. Any functionally silenced exhaust system may be used. Outlet pipe must point downward and not protrude beyond machine width.

### **IGNITION & ELECTRICAL**

1. Ignition system must be OEM for model.
2. Flywheel can be lightened.
3. Lighting coil may be removed.
4. **Any commercially available flywheel may be used.**
5. An ignition tether switch must be installed and functional.
6. **NO electric start systems will be allowed in Snocross racing.**

## DRIVE

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

## SKI SUSPENSION AND STEERING

1. Suspension must maintain OEM concept (i.e. trailing arm, "A" arm, etc.) Ski suspension and steering may be changed or modified. Materials and components must meet or exceed OEM strength and structural integrity. Must maintain suspension travel with driver seated. No rigid suspensions.
2. The structural integrity of the steering and suspension systems must be maintained.
3. Maximum ski stance is 34 inches (measured between ski runner cutter edges).

## SKI AND SKI RUNNER

1. Skis may be changed to commercially available aftermarket skis.
  - a. Minimum length for Snocross is 20 in.
  - b. Ski loop must conform to GENERAL RULES AND REGULATIONS.
2. Ski runners must meet competition and safety requirements for snocross racing.

## TRACK SUSPENSION

1. Track suspension may be altered, relocated or replaced. Structural integrity must be maintained.
2. Suspension must maintain a minimum of 2" of usable travel with driver seated.
3. Track and track suspension must fit and be mounted within the confines of the OEM tunnel.

## TRACK AND TRACTION

1. Track must be OEM for a 120/4 stroke model from any snowmobile manufacturer.
2. Track may not be reversed.
3. No traction products allowed.

## FRAME AND BODY

1. Snowmobile length must not exceed OEM for the model length by more than 2 inches (ski loop to rear of tunnel)
2. Overall body width must be within 2 inches of OEM for the model body width.
3. Bumpers must be padded (no sharp edges exposed)
4. Snow Flap must be in contact with the course surface when driver is seated.
5. Belly pan required.
6. **Bulkhead may be modified or replaced; it must remain within 1 inch of the length and 1 inch of the width of the OEM bulkhead.**

**These regulations are comprised of definitions and allowable modification or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.**

Existing rules may be revised, or new rules may be added after this rulebook was printed. For the latest updates, please check the website at [www.isocracing.com](http://www.isocracing.com).

**NOTES:**

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