

## **Pro Vintage Racing Rules**

2019-2020

Update 6/30/2019, Revision 27

### **General Competition Rules**

1. A driver and their snowmobile shall be considered a unit and once the class qualification and race has begun neither will be substituted until after the final race in the class.
2. The maximum number of snowmobiles allowed on the starting line for a race depends up on the width of the track at the narrowest point. There must be 5-foot width for each snowmobile at the narrowest point. If there are two rows of snowmobiles at the starting line, neither row may exceed the maximum number of snowmobiles allowed.
3. All races will be a minimum of three complete laps.
4. A driver must always be prepared for another racer to pass and must attempt to be aware of racers approaching from behind.
5. If two or more snowmobiles do not travel fifty feet from the starting line, the race will be restarted.
6. Competition will continue under a yellow (caution) flag.
7. After an accident all snowmobiles involved may be required to submit to a safety inspection before being allowed to resume the race.
8. If a snowmobile leaves the race track under a red flag, they will be disqualified.
9. Once a driver enters the track, no fuel or lubrication refills will be allowed while under a red flag.
10. Once a driver enters the track and the taillight is not operational, the driver will be allowed to travel to the track entrance to install and emergency light. The driver will only be allowed two minutes to replace the light. The flagman will make this determination.
11. The lane coordinator can make schedule adjustments, and heat changes as needed during the race.
12. A driver may be black flagged for unsafe driving. If you are black flagged, you must safely and immediately leave the race track.
13. All drivers must attend the mandatory drivers meeting each day.
14. Safe jackets and shin guards are required for all drivers.
15. At a minimum, all drivers must wear a Snell 2015 rating, helmets carrying European Standard ECE 22.05 are also approved, or newer helmet that is at least 75% orange. 144 square inches of Orange on Racers back. Orange is the Official PVR color.
16. A legal track stand must be used whenever a snowmobile is running in a lifted position. You may not lift or hold the rear of a snowmobile up to run it; a legal track stand must be used. A legal track stand must have rear and side guards extending from the ground to above the rear of the running boards and forward of the rear axle when the snowmobile is in the lifted position.
17. All snowmobiles must have their sled number (minimum of six inches in height) on the side in a contrasting color. Drivers must also have their number clearly visible on the back of their jacket, minimum of six inches in height. The numbers on snowmobile and driver must match
18. If requested, the driver or owner of the snowmobile bears the burden of proof to provide the documentation on the validity of the origins and authenticity of their snowmobile.
19. Exotic fuels are not allowed. Fuel additives are not allowed. Only racing fuel without modifiers is allowed. Testing may or may not be conducted at the discretion of the PVR administration.
20. Radio communication between crew and driver are not allowed while driver is on the track.
21. Any driver under the age of 21 years old may be required to provide proof of age when applying for membership in PVR.
22. All drivers and participants in a PVR event must have a current signed waiver on file with PVR.

23. The Race Director will make all final decisions, including rule infractions. Penalties for rule infractions may include, but are not limited to, a warning to become compliant, disqualification from the race or event, or permanent disqualification.

#### 24. Protests

- Visual - A visual protest may be made at any time: must be done at the tech area. There is no fee for a visual check of any item. The tech may require you to fill out a protest sheet, depending on the item being protested.
- Tear down - A \$100.00 protest fee will be assessed to protest any snowmobile that participated in a race and must be torn apart in order to validate the protest. You must have participated in the same race, fill out a protest form and submit \$100.00 cash within 30 minutes of a completed race. Should the protest be valid, the sled will be disqualified and the \$100.00 returned to the protester. Should the protest be invalid, the \$100.00 will be given to the driver of the protested sled and the machines placement in the race will remain as is.

25. Drivers under the age of 18 can only enter specified junior classes.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL 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.

#### **Age Based Classes Exception:**

In any age based classes (i.e.- Masters, Juniors and Juniors entering into adult classes from Juniors), the option to participate in that class prior to reaching the designated age will be in effect if the participant's birth date falls between January 1st and March 31st. This rule allows the participant to acquire points in that class throughout the entire season from the start of the season.

In the case of a junior participant moving into adult classes, they would only be able to participate in one race group, adult or Junior, not both. The 17-year-old would also be required to have a parental authorization letter on file with PVR, prior to racing in adult classes, until the actual age of 18 is reached.

#### **Junior 16-17-Year-Old Advancement**

1. Junior 16-17 years old may apply for the "privilege" to run in adult PVR classes prior to their 18th birthday.
2. The junior member must submit a resume with proof of their racing history a minimum of 2 weeks prior to the start of a race. This is to be signed by the racer and parent or legal guardian.
3. The junior racer must also submit a permission slip from their parents or legal guardian, along with their resume, stating that they agree to allow and accept responsibility for the racer to participate in adult classes.
4. The 16-17-year-old racer may enter into the adult "stock or super stock" classes only.
5. The racer may only run in one group, the Juniors or the Adult classes, not both.
6. If approved by the designated committee, this will be a probationary period until the participant's 18th birthday.
7. The conduct of the racer will be monitored by PVR and the approval committee. The "privilege" for the 16-17-year-old racer can/will be revoked, if the conduct of the racer, on or off the track, is found to be unfavorable by causing conflict or danger to other racers.

## GENERAL SNOWMOBILE REQUIREMENTS

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

### DEFINITIONS

OEM = Original Equipment as Manufactured this means as it was manufactured for the model and year.

OE = Original Equipment by a snowmobile manufacturer. Must match chassis brand (Polaris, Arctic Cat, Ski-Doo, Moto Ski) Must match chassis brand model. Examples of models: (TX, RV, Starfire, Blizzard) Must match chassis brand model year. Examples of model Years: (1976 RV not the same as 1977 RV- you may not substitute parts that were only made for a specific model year)

### ENGINE

1. Engine must match chassis.
2. All snowmobiles must be equipped with a working tether which must be worn at all times the engine is running.
3. Engine must be naturally aspirated.
4. Air intake silencers (air boxes) may be removed.
5. Fuel injection is not allowed.
6. No sleeving down of engine.
7. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.
8. Engine bore size in all classes, except Pure Stock, may be increased to class limit.

Examples:

Stock 250 = 264cc maximum

Stock 300 = 317cc maximum

Stock 340 = 358cc maximum

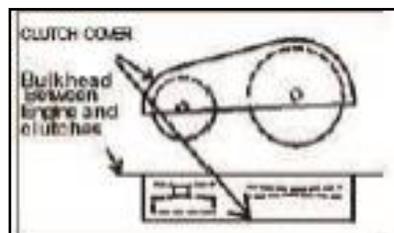
Stock 440 = 464cc maximum

Stock 650 = 680cc maximum

Stock 800 = 836cc maximum

### DRIVE

1. The clutch cover must be separate of cowl configuration and cover clutches down to the center of the clutch bolt or below. It must be 0.060 inches thick, 6061T6 aluminum or equivalent steel material and be covered with six-inch-wide belting. Snowmobiles with removable side panels may bolt clutch cover to side panel to meet this requirement. See illustration below:



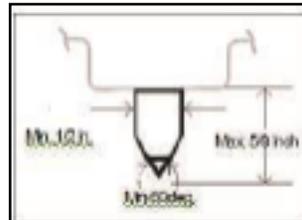
2. Brake control handle must remain in OEM location (left front side).
3. Brake components must be commercially available and may not be modified or altered.
4. General note – moving of drive shaft is not allowed in IFS Indy chassis. 1" movement is allowed in Pure Stock Classes. 2" movement is allowed in Super Stock Classes and IFS class.

## SKIS, SUSPENSION AND STEERING

1. All leaf spring snowmobiles must have functional steel leaf springs.
2. Titanium suspension springs allowed in all modified classes.
3. Spindles must be enclosed.

## SKIS AND SKI RUNNERS

1. Skis must be steel or aluminum.
2. Carbides (one cutting edge) plus one additional edge may extend no more than 5/8 inch from the lowest surface of the ski. Only one cutting edge ski is permitted on independent front suspension snowmobiles. Any ski edge with over 1/8 inch turndown constitutes a legal keel cutting edge. The ski runner, carbide edge or wear bar may be altered to a single plane angle of not less than sixty degrees inside included angle. See illustration below:



3. Ski spreaders are allowed. They may increase up to a maximum of three inches per ski as measured from spindle shaft center line.
4. Skis may not be offset as measured from center line of tunnel.
5. Cobra skis or exotic built skis (except on a Manta) are not allowed.
6. Aluminum leaf springs are not allowed.
7. All metal ski loops must be padded and must be a minimum of one inch in width. Plastic ski loops are allowed, minimum of one inch in width.
8. See Ski profile under each division.

## TRACK SUSPENSION

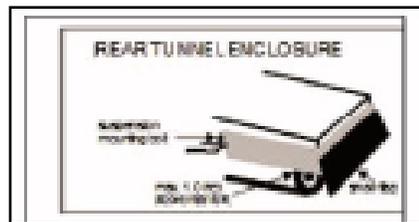
1. Springs must be steel.
2. Titanium suspension springs are allowed in all modified divisions.
3. Slide rail lubrication system is allowed, if not in violation of local environmental regulations.
4. Remote adjusters are not allowed. A remote adjuster is a system which allows the manual or automatic raising or lowering of the front skid/track while the sled is in motion. A manual adjuster is allowed, such as a limiter strap, eyebolt style adjuster, or a Wahl adjuster.

## TRACK AND TRACTION

1. Track studs may be no longer than 3/8 inches above the track lug.
2. Rubber tracks are allowed if in good condition (i.e. no frayed edges, torn belts, cuts, etc.) NO CLEATED TRACKS allowed!
3. A commercially available one-piece molded rubber track is allowed. Track must fit within the confines of the tunnel without modification to the track.
4. Track must be used as produced by the molder of the track. No cutting or modifications are allowed.
5. Offsetting of the track is not allowed.
6. On a one-piece molded rubber track: Plates welded onto track clips must be no longer or wider than track clip. Only one plate is allowed per clip. Rubber between ends of track clip may be trimmed to allow welding on stud plate.

## FRAME AND BODY

1. The bulkhead is considered the frame.
2. Composite materials may be used only when specified.
3. The rear of the tunnel must be enclosed with steel or aluminum comparable in strength to the tunnel material. The tunnel enclosure is required to reduce the possibility of skis or driver's extremities from entering the tunnel area. The enclosure shall cover the rear and sides and extend forward to the rear suspension mounting bolt. The bottom of the enclosure shall be no higher than one inch above the center of the rear axle with the driver in place. The rear of the enclosure shall be no further than two and  $\frac{1}{16}$  inches from the top of the track studs. The tunnel



enclosure must be securely welded, bolted, or riveted to the tunnel. See illustration below:

4. Frame reinforcement is allowed.
5. Windshields must maintain stock appearance for brand, and model of snowmobile. Windshields may be removed or modified to a lower height. Windshields must have a protective bead on the edge.
6. All snowmobiles must have a snow flap that touches the ground with the driver seated on the snowmobile. The flap must be pinned or chained.
7. All snowmobiles must have a bright working taillight. 1157 bulb on the bright (brake) element or LED equivalent is required with a minimum size of two inches by four inches. A gauge showing minimum brightness required will be at the staging lanes. Taillight must meet this standard when entering the track.
8. Headlights should be removed from the sled, but if not, they must be taped over.
9. All casting and/or model numbers should be left intact and attached to the corresponding components of the engine and chassis.

## IGNITION AND ELECTRICAL

Programmable or driver controlled/controllable ignitions are NOT allowed (i.e. dip switches, remotes, dragon switches may not be covered or hidden). No switchable ignitions, no external switched ignitions, no remote controlled ignitions systems are allowed, unless specifically allowed in the specific division rules.

## END OF GENERAL RULES

# PVR OVAL RACE DIVISIONS

[Pure stock](#)

[Relic mod](#)

[Pro mod](#)

[IFS Sno Pro](#)

[Super Stock](#)

[Mod Stock](#)

[Super Mod](#)

[IFS-X Sno-pro](#)

[IFS 380](#)

[Formula 500](#)

[Pure Stock IFS 0-440 fan](#)

[Pure Stock IFS 441-504 Fan](#)

[SPECIALTY CLASSES:](#)

[Pro Mod 340 Single Fan](#)

[Women's Super Stock](#)

[Masters](#)

[Masters IFS](#)

[Seniors](#)

[Stock Single Fan](#)

[Juniors 1](#)

[Juniors 2](#)

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

There may be differences to the choice of classes or the combining of classes at each event based on the number of entries for each class and by a consensus of the drivers in that class. All rules will be reviewed annually with the possibility of revisions.

# **PURE STOCK DIVISION**

Suggested classes:

Pure Stock 400 Fan (Single exhaust, single carburetor, fan cooled engine only)  
Pure Stock 400 Free Air

\*\*\*This is an entry level division\*\*\*

Snowmobiles must maintain original profile as when built. This is NOT a mod class. Stock qualified 1985 or older leaf spring model snowmobiles, with fan or free-air engine, and single exhaust are eligible. No multiple piped and no exotic or special built snowmobiles are allowed. Mercury Trail twister 340, Polaris TX 340, and 76 RV 340 single piped models are allowed. TX STARFIRES, T-JETS, GPXS, EXTS ARE NOT ALLOWED. No exotics materials may be used (i.e. no titanium, no carbon fiber, etc.)

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## **ENGINE**

1. Engine must match chassis, brand, and model.
2. Engine, engine mounts, and exhaust mounts must remain in the OEM, original locations.
3. No internal or external modifications are allowed unless expressly stated.
4. Engine may be bored to a maximum of .040 over stock bore of the engine. Replacement pistons must be OEM, or aftermarket OEM replacement pistons for that engine.
5. Any gasket material is allowed for engine for assembly.
6. Ignition system must be OEM for the make and model, or an OEM or aftermarket OEM-type replacement for that make and model. No performance enhanced ignition boxes or systems allowed.
7. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.

## **CARBURATION**

1. FA 400 Class - Correct size, stock OEM carburetor for the make and model of the snowmobile.
2. Fan 400 Class Correct size, stock OEM carburetor for the make and model of the snowmobile, or up to a 38mm round slide or butterfly snowmobile carburetor is allowed. Original manifold for the engine make and model must be used. An adapter may be installed, or an alternative rubber intake boot may be used for mounting of the 38mm carb.
3. Air box may be removed and alternative air filters may be used.
4. There will be no modifications allowed to carburetors.

## **EXHAUST**

1. Only the stock single exhaust system for the make and model of the snowmobile may be used, and must exit through the original exit area in the chassis. No modifications to the exhaust system are allowed.

## **DRIVE**

1. Only stock primary (drive) clutch for the make and model of the snowmobile or a Comet 102c metal end cap, (no quick change clutch allowed) replacement primary may be used. Springs, cams, and weights may be changed on either one.
2. Secondary (driven) clutch must be Stock OEM for that make and model. Spring and cam or helix may be changed.
3. Original clutch guarding, with belting over the top must be in place. At minimum, a steel or aluminum guard with belting, that covers both clutches and the top of the belt must be used. Additional guarding is highly recommended.
4. Chain case must be OEM for the make and model. Chain and gears may be changed. Adding of a jackshaft or changing location of the chain case is not allowed.
5. A replacement OE driveshaft and OE type drivers may be used for track conversion.
6. For safety purposes and commercially available hydraulic brake system may be installed on any snowmobile that did not come with hydraulic braking. Mounting brackets can be added for the brake conversion. Re-placement of the original chain case is not allowed.

## **SKIS, FRONT SUSPENSION, AND STEERING**

1. Any original OE style ski or aftermarket OE replacement steel snowmobile ski with leaf spring may be used. Skis must maintain the original design of the ski (no cutting, reshaping or moving of spring mounts allowed) No custom or aluminum skis allowed.
2. Ski braces are allowed, but must not restrict the leaf spring travel. Ski braces may not be linked together over the top of the ski or spring. I.e....no bolts or other fasteners ran between the ski braces are allowed.
3. Ski spreaders are allowed with a maximum of 3 inches per side, Distance between skis must not exceed 35 inches' center to center. No offset steering allowed.
4. A shock absorber, if used, must be a steel, non-serviceable, oil type shock. No internal floating piston type, or high-pressure gas shocks are allowed. Shock must mount directly between the spindle and the ski, or to an offset mount attached directly to the spindle and to the ski. No variable ratio mounting is allowed. The shock must be mounted directly over the leaf spring for safety reasons.
5. Steering rods and steering rod ends (hiem joints), may be changed for safety. Must maintain stock steering post, steering post position, and steering configuration. Steering arms and spindles must remain stock, and in stock location.
6. Handlebars must be original, but may be bent for driver comfort. Up to a 4-inch hook may be added to the left side of the handlebar.
7. Brake handle may be changed or modified to allow ease of use with hook added.

## Handlebar and mounting rule

### Handlebar

1. Use of the stock unchanged handlebars with the 4 inch hook on the left side of the bars.
2. Use of the stock bars that were previously used and bent for the driver comfort, with the 4 inch hook added to the left side of the bars. These bars will be checked by the PVR Tech staff, for safety.
3. Use of the Wahl racing bars Part# 11-245\*

\*\*\* Only handlebars with up to a 2 inch rise are allowed. Forward off-set bars are not allowed in the Pure Stock Class.

### Handlebar mount

\*\*\*Only stock type flat or an aftermarket, commercially available, flat handlebar mount are allowed. The use of an off-set or riser handlebar mount is prohibited. No adjustable riser allowed, any commercially available oval race bar, not to exceed 4 inch forward and solid riser not exceeding 4 inch are allowed.

The handlebar mount, must be "sleeved, pinned and welded" to the existing OEM steering post, for safety. The use of an internal or an external sleeve is allowed.

### Safety check

The PVR tech staff will be checking for proper mounting of these items. The PVR tech staff will also be looking at handlebars on all sleds for cracking, or otherwise unsafe handlebars or the unsafe mounting of the handlebars. The techs decision is "final", and will be enforced.

## TRACK AND REAR SUSPENSION

1. The rear suspension of the snowmobile may be changed to use any manufacturers 1985 and older production snowmobile suspension.
2. Changing of the center dimensions of the skid is allowed to fit the application of the snowmobile or track.
3. Removal or addition of marginal snow wheels is allowed only with use of original mounts. Rear axle wheels must be in original location and use original design and placement.
4. An OEM type eyebolt type may be added in place of stock limiter straps. No externally mounted suspension adjusters allowed on the outside of the tunnel.
5. Shock must be made of steel, non-rebuild able, and must be mounted in original OEM shock mounting location.
6. Slide lubrication system may be added.
7. Any stock style OE track or stock replacement track, that is a minimum or 15 inches wide is allowed.
8. Rubber tracks are allowed if in good condition. No cutting or modifications of the track lugs is allowed. NO CLEATED TRACKS ALLOWED!
9. No R tracks or racing style rubber tracks are allowed.
10. Studding or traction applications must follow General Rules

## **FRAME AND BODY**

1. Frame must be original and may not be altered. Cutting of the frame, or frame reinforcement is not allowed.
2. Tunnel enclosure at the rear of the tunnel is mandatory in this class. See general rules on tunnel enclosure for requirements.
3. Tunnel may be drilled to accommodate mounting of the rear suspension.
4. Hoods must match make and model of the snowmobile. No cutting down or adding to the OEM styling of the hood is allowed. Hoods are not year specific, but must match make and model, and fit chassis without modification. Color is optional.
5. Windshields may be removed or cut down (edges of the windshield must be covered with edging for safety)
6. Stock OEM fuel tank and stock tank shroud for the make and model must be in stock location to give stock appearance. Use of the tank is optional.
7. Seat must maintain OEM appearance and profile for the model.
8. Top three finishing snowmobiles in the final must go through the tech area and get a mandatory full inspection, including under the hood inspection, and be given a release by tech official before the snowmobile is permitted to exit the tech area. Any participant that does not follow this process will be subject to penalty up to disqualification.
9. If a top three finishing snowmobile is to be used in another race, and you have not been inspected, you must confirm this with the tech and be cleared by them before removing the snowmobile from the tech area.
10. A driver, that has another race, may leave the tech area, and leave the snowmobile and return to get it when tech has released it.
11. No external lube tank (above running board) on left side.
12. No right side foot hold/support.
13. Left triangle foot rest allowed.

## **END OF PURE STOCK DIVISION**

# **SUPER STOCK DIVISION**

Suggested Classes:

|                 |            |
|-----------------|------------|
| Super Stock 250 | 264 cc max |
| Super Stock 340 | 358cc max  |
| Super Stock 440 | 464ccmax   |

Any stock qualified, leaf spring model 1985 or older is eligible. Entries will be separated into classes based on engine cooling (i.e. fan, free air, or liquid). No exotic materials may be used. (I.e. no titanium, no carbon fiber, etc)

## **COMBINED DIVISION CLASSES**

1. 250 F/A and 340 fan cooled single carbureted, single exhaust pipe model of snowmobiles will be allowed to run in the Super Stock 250 F/A Class. No separate scoring.
2. 250 L/C is a combined class with 250 Super Mod L/C. No separate scoring.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## **ENGINE**

1. Engine must be OEM for the Make and Model.
2. Engine bore size may be increased up to 0.060 inches over the class size.
3. Any internal modifications are allowed to the engine, except for the following: Engine must maintain stock OEM stroke as manufactured, and sleeving down of the cylinders is not allowed.
4. Limited external modifications are allowed to the engine. Engine must maintain OEM appearance. Only non-performance related repairs may be performed.
5. An engine support may be added between engine and frame.
6. Any stock OEM production or OE type replacement ignition allowed. No programmable or adjustable ignition systems are allowed.
7. Intake concept for the engine must be maintained (i.e. piston port, reed valve, single carb, twin carb, etc.)
8. Any round slide or butterfly snowmobile carburetors are allowed. Flat slide carburetors are not allowed.
9. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.
10. Only the stock unaltered OEM exhaust system for the engine, make, model, and year of snowmobile is allowed. This includes head pipe and complete exhaust. No performance update kits, aftermarket or reproduction exhaust systems are allowed. Exhaust must match the engine that is used.
11. A hole may be drilled in the mag housing for timing.

## **DRIVE**

1. Any OE or any Comet primary snowmobile clutch is allowed. No quick change clutches are allowed.
2. Any brand of production snowmobile OE secondary clutch is allowed. Roller secondary clutches are not allowed.
3. Clutch guarding must conform to the General Snowmobile Requirements under Drive.
4. A jackshaft may not be added to any snowmobile that was not manufactured with one.
5. Chain case must be OEM for the make, model, and year of the snowmobile.
6. A support may be added to the jackshaft if so equipped, and a chain case support may be installed on snowmobiles without a jackshaft.
7. Any track drive shaft and track drive sprockets are allowed. (must conform to no exotic materials can be used rule)
8. Track drive shaft may be relocated a maximum distance of two inches from original mounting point.
9. Brake components may be replaced with any commercially available unaltered components. No adding of a brake system to the front drive axle.

## **SKIS, SUSPENSION AND STEERING**

1. Leaf springs must be functional and a minimum of 20" long and steel in material.
2. Any aluminum extrusion replacement ski may be used. Ski must use a leaf spring with minimum length of 20 inches. The ski loop tip must be a minimum distance of 7 inches from the leaf spring front mounting bolt. The minimum height of the ski loop is 6 inches from bottom of the ski (not the carbide). The minimum ski width is 3 inches. Height of front of ski minimum. See illustration in general rules, with exception of tip height. See illustration below:
3. A shock absorber, if used, must be a steel, non-serviceable, oil type shock. No internal floating piston type, or high-pressure gas shocks are allowed. Shock must mount directly between the spindle and the ski, or to an offset mount attached directly to the spindle and to the ski. No variable ratio mounting is allowed. The shock must be mounted directly over the leaf spring for safety reasons.
4. Steering column must be OEM for the make and model. Steering column may be reinforced, and the steering column mounts may be reinforced or replaced with heavier mounts for safety. The handlebar mounting bracket may be modified or replaced with any commercially available mount.
5. Any commercially available handlebar is allowed.
6. Ski spreaders are allowed with a maximum of 3" per side. No offset steering allowed.

## **TRACK SUSPENSION**

1. Any OE production track suspension from a stock qualified, 1985 or older snowmobile manufacturer is allowed. No aftermarket or other replacement performance suspensions are allowed.
2. Marginal snow wheels may be removed, or wheels may be added using the OEM mounting brackets, and OEM style and size for the suspension.
3. The rear axle wheels must be OEM or a replacement wheel may be installed, but must be of the exact diameter and be made of the same material as OEM. Replacement of plastic wheels with metal type wheels is not allowed. The placement and the number of rear axle wheels used are optional, due to track selections available.
4. Rail center dimensions may be changed to allow the track to fit the suspension.
5. Rubber track conversion: The stock suspension rail tips may be cut to fit the chassis and drivers. The distance from the drivers to the tips cannot exceed four inches from the closest edge of the drivers.
6. Any steel bodied, non-rebuild able, replacement shock may be used. The shock must mount into the original OEM shock mount location.
7. An OE type limiter strap, an eyebolt type limiter strap, or an external, non-remote adjuster may be added for suspension adjustment.

## **TRACK AND TRACTION**

1. Rubber tracks are allowed if in good condition. NO CLEATED TRACKS allowed!
2. No cutting or modification of the track lugs is allowed.
3. Studding and traction applications must follow General Rules.
4. Hooker plates and studs are allowed.

## **FRAME AND BODY**

1. Frame must be OEM. Reinforcement is allowed.
2. Frame must maintain stock dimensions.
3. Hoods must be OEM for the model, or exact a reproduction of OEM. Color is optional. Windshields may be used, but must have trim on edges for safety.
4. Fuel tank must be OEM for the make and model, or a replacement which maintains the original appearance. Fuel tank and/or tank cover must be in the original mounting location. Use of the fuel tank is optional.
5. Seat must maintain OEM contour and stock appearance for the model. The seat and tank combination must appear vintage. No custom seats allowed. Minimum seat thickness is three inches.
6. Tunnel enclosure is mandatory and must conform to General Rules Section.

## **END OF SUPERSTOCK DIVISION**

# **RELIC MOD DIVISION**

## Suggested Classes:

|                               |               |
|-------------------------------|---------------|
| Relic Single 340 Fan/Free Air | 358cc maximum |
| Relic 340                     | 358cc maximum |
| Relic 800                     | 836cc maximum |

Any 1971 or older, air cooled, stock qualified or OEM racing snowmobile is eligible.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## **ENGINE**

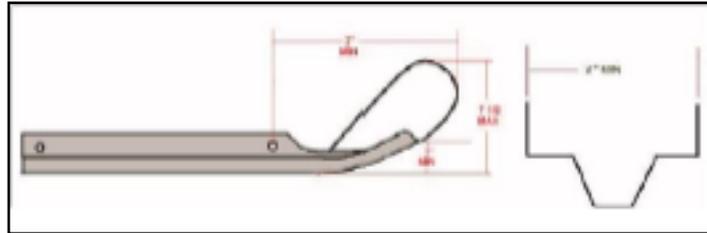
1. Engine must be OEM for the model.
2. Engine and engine mounts must remain in original OEM location for the chassis. Engine may not be offset.
3. Any internal modifications are allowed to the engine.
4. Limited external modifications are allowed to the engine. Engine must maintain OEM appearance.
5. Engine bore size may be increased up to 0.060 inches over the class size.
6. Any OE ignition is allowed.
7. Intake concept for the engine must be maintained (i.e. piston port, reed valve, etc.)
8. Any round slide carburetors from stock qualified snowmobile are allowed. Flat slide carburetors are not allowed.
9. Any exhaust system is allowed.
10. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.
11. 71 1/2 Skiroule 340 RX motor have the trial extended by one year 2019-2020 season

## **DRIVE**

1. Any OE primary clutch is allowed.
2. Any OE secondary clutch is allowed. No roller secondary clutches are allowed.
3. Any OE chain case is allowed.
4. Any track drive shaft and track drive sprockets may be used.
5. Track drive shaft may be relocated a maximum distance of two inches.
6. Jackshafts are not allowed unless it was produced from the factory with a jackshaft (OEM). Documentation at time of registration may be required.
7. Brake components may be replaced with commercially available components.

## SKIS, SUSPENSION, AND STEERING

1. Any aluminum extrusion replacement ski may be used which must maintain stock configuration. Ski/spring must be a minimum length of 20 inches. The ski loop tip must be a minimum distance of 7 inches from the leaf spring front mounting bolt. The minimum height of the ski loop is 6 inches from the bottom of the ski (not the carbide) with a minimum of a 1-inch curve at the tip. (See illustration in General Rules). The Exotic modifications are not allowed. If a shock absorber is used, it must be an emulsion type shock with only direct linkage between spindle and ski as OEM design. No internal floating piston type or high pressure gas shocks are allowed.
2. Steering column must be OEM for the frame. The top of the steering column may be modified to accept handlebar mounts.



3. Any commercially available handlebar may be used. See illustration below:
4. Ski spreaders are allowed with a maximum of 3" per side. No offset steering allowed.

## TRACK SUSPENSION

1. Any OE track suspension from a stock qualified, 1985 or older model is allowed. Wahl suspensions are not allowed.

## TRACK AND TRACTION

1. Rubber tracks are allowed if in good condition. NO CLEATED TRACKS allowed!

## FRAME AND BODY

1. Frame must match the brand and must maintain stock dimensions and appearance for the model.
2. Hoods must be OEM for the model, or an exact replacement.
3. Any Fuel tank allowed.
4. Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is three inches.

## **END OF RELIC MOD DIVISION**

# **MOD STOCK DIVISION**

## Suggested Classes:

|               |               |
|---------------|---------------|
| Mod Stock 300 | 317cc maximum |
| Mod Stock 340 | 358cc maximum |
| Mod Stock 440 | 464cc maximum |

Any 1974 or older air cooled, stock qualified or limited production racing snowmobile with leaf springs is eligible. Relic Mod sleds are allowed to compete in this division.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## **ENGINE**

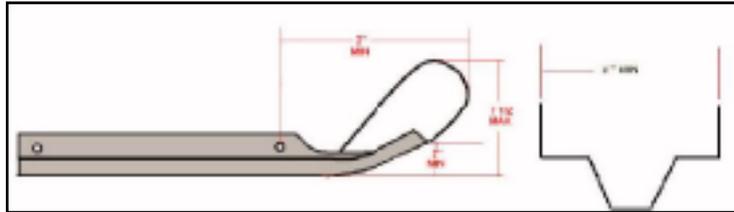
1. Engine must match brand.  
Engine options are as follows:  
Arctic Cat 73 to 75 el Tigre engines, this includes 75 Z Big Fin engines.  
Polaris- 1974 to 1980 TX engines  
Ski Doo- 1975 to 1978 Free Air engines  
Sno Jet- Up to 1975 engines  
Yamaha- Up to 1975 engines
2. Engine and engine mounts must remain in original OEM location for the chassis.
3. Any internal modifications are allowed to the engine.
4. Limited external modifications are allowed to the engine. Original engine concept must be maintained, for example piston port, reed valve, etc.
5. Engine bore size may be increased up to the maximum class size.
6. Any OE ignition is allowed. No programmable at the track ignitions allowed.
7. Any carburetor is allowed. Flat slide carburetors are allowed.
8. Any exhaust system is allowed.
9. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.

## **DRIVE**

1. Any primary clutch is allowed.
2. Any snowmobile secondary clutch is allowed. Roller secondary clutches are allowed.
3. Any OE chain case is allowed.
4. Any track drive shaft and track drive sprockets may be used.
5. Track drive shaft may be relocated a maximum distance of two inches from OEM location.
6. Brake components may be replaced with commercially available unaltered components. Brackets may be fabricated to install hydraulic brakes.
7. 7. Jackshaft location may be moved up to 2 inches, you may not relocate the jack shaft below the top of tunnel unless the7. Jackshaft location may be moved up to 2 inches, you may not relocate the jack shaft below the top of tunnel unless the original manufacturers design was below the tunnel.

## SKIS, SUSPENSION, AND STEERING

1. Any aluminum extrusion replacement ski may be used. Ski must use a leaf spring with minimum length of 20 inches. Exotic modifications are not allowed. The ski loop tip must be a minimum distance of 7 inches from the leaf spring front mounting bolt. The minimum height of the ski loop is 6 inches from bottom of the ski (not the carbide). Tip Height is a minimum 1-inch height (See illustration in the General Section for dimensions with the exception on the tip height.)
2. If a ski shock absorber is used, it must be an emulsion type shock with only direct linkage between spindle and ski as OEM design. No cam action shocks or skis allowed.
3. No internal floating piston type or high pressure gas shocks are allowed.
4. Any commercially available handlebar or steering column may be used. The position of the steering column and crossover brackets must remain in their original locations. See illustration below:



5. Ski spreaders are allowed with a maximum of 3" per side. No offset steering allowed. Not to exceed 38 inches center to center of skis.

## TRACK SUSPENSION

1. Any OE track suspension from a stock qualified, 1985 or older model is allowed. Wahl suspensions are not allowed. Wheels may be replaced; the diameter of the wheels must maintain original dimensions. No aluminum billet wheels allowed.

## TRACK AND TRACTION

1. Rubber tracks are allowed if in good condition. NO CLEATED TRACKS allowed!

## **FRAME AND BODY**

1. Frame must match the brand.
2. Standard chassis are allowed and additional chassis options are as follows:
  - Arctic Cat- 73 - 74 El Tigre chassis
  - Polaris- 80 & older TX chassis
  - Ski Doo- 75 TNT & F/A chassis
  - Sno Jet- 75 Thunder Jet chassis
  - Yamaha- 75 GPX, 76 & 77 Exciter chassis
3. Arctic Cats may run a Porter front end. This must be a one-piece front like the kit in the bulkhead assembly. Must maintain stock width center of spindle to center of spindle with a maximum of 3 inch Ski Spreaders per side, not to exceed 38 inches total. Porter front axle center to center spindle weigh is 34 inches, pods must be used to cover the axle with the porter front end.
4. No reproduction tunnels allowed.
5. Stock spindle width must be maintained. No offsets as measured from center of tunnel to center of carbides.
6. Spindles may be strengthened; spindle angles must maintain original angles (camber, etc.). Any commercially available spindles are allowed.
7. Hoods must be OEM for the model, or an exact replacement. Hoods must match 1974 or older appearance.
8. Any fuel tank is allowed.
9. Any seat is allowed.

## **END OF MOD STOCK DIVISION**

## **PRO MOD DIVISION**

Suggested classes:

|             |               |
|-------------|---------------|
| Pro Mod 300 | 317cc maximum |
| Pro Mod 340 | 358cc maximum |
| Pro Mod 440 | 464cc maximum |

Any 1985 or older free air(no fans) stock qualified or limited production racing snowmobile with leaf springs is eligible. 1972 and 1973 Chaparrals are also allowed. Chaparrals must maintain OEM front end dimensions and use designated oil shocks (no gas shocks).

Approved part numbers and OEM dimensions for Chaparrals will be supplied. Chaparrals must use sway bar in OEM location and in OEM diameter (a larger diameter sway bar may not be used). 1). Relic Mod sleds are allowed to compete in this division.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

### **ENGINE**

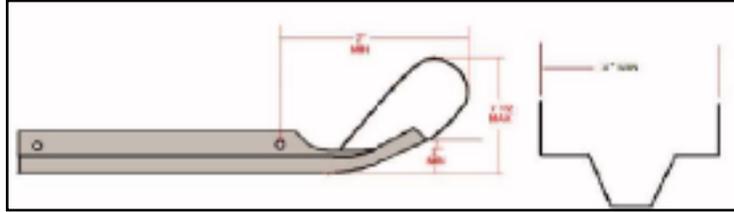
10. Engine must match chassis.
11. Any internal modifications are allowed to the engine.
12. External modifications are allowed to the engine with a few limits. No added reed cages allowed.
  - a. Original intake concept must be maintained.
  - b. NO billets heads/cylinders allowed
  - c. NO exhaust valves allowed
13. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.
  - a. NO liquid cooled cylinders with F/A fin additions allowed
14. Engine bore size may be increased up to the maximum class cc size.
15. Any OE ignition is allowed.
16. Any snowmobile carburetor is allowed.
17. Any exhaust system is allowed.

### **DRIVE**

1. Any primary clutch is allowed.
2. Any secondary clutch is allowed. Roller secondary clutches are allowed.
3. Any OE snowmobile chain case is allowed.
4. Any track drive shaft and track drive sprockets may be used.
5. Track drive shaft may be relocated.
6. Brake components may be replaced with commercially available unaltered components.

## SKIS, SUSPENSION, AND STEERING

1. Skis may be steel or aluminum.
2. Carbide runners must be centered on ski.



3. Any commercially available handlebar or steering column may be used. See illustration below:
4. Ski spreaders are allowed with a maximum of 3" per side. Center of carbide to center of carbide no wider than 40 inches. No offset steering allowed.

## TRACK SUSPENSION

1. Any track suspension is allowed.

## TRACK AND TRACTION

1. Rubber tracks are allowed if in good condition. NO CLEATED TRACKS allowed!

## FRAME AND BODY

1. Frame must match the brand, **cloned chassis are allowed. (no "hand built" chassis from scratch)**
  - a. **Chassis must maintain 1985 or older with stock appearance and dimensions.**
  - b. Front beam/tube angle can be changed but needs to be fixed to frame. (No adjustable front beam/tube is allowed)
2. Frame may be widened up to a 40" center to center carbide width. No offsets as measured from center of tunnel to center of carbides.
  - a. Steering linkage/rods and placement can be modified. (Example: Under steering is allowed.)
3. Hoods must match the brand and maintain the correct appearance for the model year 1985 or older.
  - a. Vents and scoops additions are allowed on correct appearing hoods.
4. Any fuel tank is allowed.
5. Any seat is allowed.

## **END OF PRO MOD DIVISION**

## **SUPER MOD DIVISION**

### Suggested Classes:

|                      |               |
|----------------------|---------------|
| Super Mod 300        | 317cc maximum |
| Super Mod 340        | 358cc maximum |
| Super Mod 440        | 464cc maximum |
| Super Mod 800        | 836cc maximum |
| Super Mod Liquid 250 | 265cc maximum |
| Super Mod Liquid 340 | 358cc maximum |
| Super Mod Liquid 440 | 464cc maximum |

Super Mod Liquid sleds are eligible for Super Mod 800 Free Air Class.  
Super Mod Liquid 250 sleds can run in Super Mod Free Air 340 class.  
Super Mod Liquid 340 sleds can run in Super Mod Free Air 440 class.  
Super Mod Liquid 440 sleds can run in Super Mod Free Air 800 class.

Any 1985 or older stock qualified or limited production racing snowmobile with leaf springs is eligible. 1972 and 1973 Chaparrals are also allowed. Chaparrals must maintain OEM front end dimensions and use designated oil shocks (no gas shocks). Approved part numbers and OEM dimensions for Chaparrals will be supplied. Chaparrals must use sway bar in OEM location. A larger diameter sway bar may be used. Programmable ignition systems are allowed. Ignition reprogramming is not allowed in the staging area or on the race track.

All general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## ENGINE

Engine is defined as Crank, Crank Case and Cylinders.

Must be OEM for the brand 1985 and older.

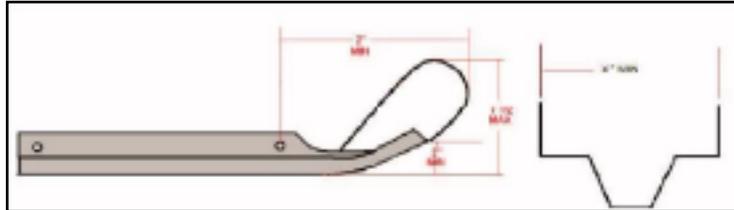
1. Engine components may be modified OE parts:
  - Crankshaft, only single cylinder engines may use aftermarket cranks
  - Crank Case
  - Cylinders
  - Cylinder liners/Sleeves may be replaced but wall thickness may not exceed 1/4"
2. Engine components that may be replaced:
  - Connecting Rods
  - Bearings
  - Pistons
  - Heads, May be made of billet or new castings. Physical size may not exceed 1/2 " larger overall, length, width and height. Must be OEM for the brand 85 and older
  - Gaskets
  - Carburetors
  - Ignition, (see electrical # 1)
  - Exhaust system
3. Engine cooling is defined two ways:
  - Liquid, requiring water pump, heat exchanger or radiator.
  - Air cooled, Free Air or Fan, Fans and shrouding may be removed. No fluids allowed. Air cooled cylinders and crank cases do not allow cooling fins to be added to, as to increase cooling ability.
  - Original cooling concept for the engine as defined above must be maintained.
  - No removal of water jackets and replacing with air cooling fins.
4. Internal and external modifications are allowed of the engine except for limitation in these rules.
5. No Crank Case Reed Intakes or movable exhaust valves are allowed, OEM cooling must be maintained.
6. Any Snowmobile style Carburetor is allowed. No fuel Injection
7. Engines may have cylinders over bored to class size, but may not exceed class limit.
8. No sleeving down of larger cylinders to meet class limits.
9. Engine Electrical system (Ignition) may be replaced by any brand or model. Programmable ignition systems are permitted. Ignition reprogramming is not permitted in the staging area or on the track or remotely.
10. Exhaust may be replaced with any tuned exhaust with a functional silencer. No megaphones permitted.

## DRIVE

1. Any primary clutch is allowed.
2. Any secondary clutch is allowed. Roller secondary clutches are allowed.
3. Any OE snowmobile chain case or billet chain case is allowed. Shafts' center line may be a maximum of 12".
4. Any track drive shaft and track drive sprockets may be used.
5. Track drive shaft may be relocated.
6. Brake components may be replaced with commercially available unaltered components.

## SKIS, SUSPENSION, AND STEERING

1. Skis must be steel or aluminum.
2. Leak spring must be steel and be functional with 1" of travel minimum.
3. Must have 1" function travel without the aid of the shock
4. Carbide runners must be centered on ski.
5. Ski spreaders are allowed with a maximum of 3" per side. Must not exceed 40 inch center to center of ski.
6. No cobra ski concept is allowed.
7. Under the sled steering is allowed.
8. Any commercially available handlebar or steering column may be used. See illustration below:



## TRACK SUSPENSION

1. Any track suspension is allowed.
2. Remote adjusters while underway are not allowed.
3. Track and suspension must be centered in tunnel side to side. No offsets.

## TRACK AND TRACTION

1. Any commercially available one-piece molded rubber track allowed.
2. Track must fit within the confines of the tunnel without modification onto the track.
3. The track must be used as produced by the molder of the track. No cutting, original lug height and width must be maintained.
4. Hooker plates are permitted.
5. NO CLEATED TRACKS allowed!

## FRAME AND BODY

1. Frame must be 1985 or older, or reproduction of a 1985 or older OEM chassis for the model.
2. Reproduction / clone chassis must maintain all bulk head and front end measurements and appearance of OEM chassis.
  - A. Frame front beam may be widened up to a forty-inch center to center carbide width
  - B. Bulk head to center of front beam measurement must be match OEM specs for the brand and model +/- 1/4 inch.
  - C. Spindle ski bolt to rear axle bolt must be the same on each side +/- 1/2 inch.
  - D. Spindle angle caster/camber may be changed, but not adjustable.
  - E. No offsets as measured from center of tunnel to center of carbides.
  - F. No sway bar is allowed.
3. Tunnel width and depth must be maintained from OEM. Additional material may be added to running boards. Brands must provide Specs. Must not exceed ski overall width. Tunnel must be made of Aluminum or Steel. No exotic or composite material.
4. Hoods must match the brand and resemble appearance for the model, 1985 and older.
5. Any fuel tank is allowed.
6. Any seat is allowed.

# IFS SNO PRO DIVISION

Suggested Classes:

|                 |               |
|-----------------|---------------|
| IFS Sno Pro 250 | 264cc maximum |
| IFS Sno Pro 340 | 358cc maximum |
| IFS Sno Pro 440 | 464cc maximum |
| IFS 380 FAN     | 400cc maximum |

(IFS 250 was cut from schedule, but if 4 or more sleds enter it will be added to the schedule, which was a club vote)

Any 1982 or older IFS single track limited production OEM racing snowmobile or exact reproduction is eligible. Non-OEM aftermarket or custom designs are not allowed.

Champ chassis are not allowed.

Sprint trailing arm chassis and any four bar chassis are allowed.

Reproduction chassis are allowed but must be built using exact measurements of bulkhead of the production snowmobile.

(Example: A reproduction 78 IFS Ski-Doo must have tubular construction with the same measurements of the original 78 IFS Ski-Doo racing snowmobile).

Pro Mod and Super Mod sleds are allowed to compete in this division.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## **Use of Indy chassis**

1. No movement of driveshaft or jackshaft allowed.
2. A deep tunnel must be used and mounted in stock position (no tipping the tunnel in the bulk head).
3. No tapered tunnels allowed
4. Steering post may be repositioned to fit hood being used. Must use one of the stock (oem) lower bolt positions and maintain the original linkage design. (Movement is required for carburetor clearance on a Rotax engine and hood fit).
5. Must have stock external appearance and use an 82 or older Sno Pro IFS hood
6. Engine may not be raised or lowered more than ½ inch from stock.
7. Sway bar mount must remain in original location. (This also limits engine lowering.)
8. Radius rods and Shocks must be mounted in stock location on bulkhead
9. Stock trailing arm mounting location must be maintained but may be reinforced or incorporated into steering hoop.

## **ENGINE**

1. Engine brand does not need to match chassis.
2. Any 1983 or older snowmobile engine is allowed (with exception).
  - a. Variable timing exhaust valve cylinders are allowed, but need to be blocked off with no function.
  - b. The "Square 250 Rotax" will be legal but variable exhaust valves will need to be non-functional.
3. Any internal modifications are allowed to the engines. No sleeving down of engines is allowed with the exception of sleeving down a 340 cc motor to make a 250 cc; however, the bore and stroke must retain the same dimensions for a 250cc production engine.
4. Any 1982 and older snowmobile engine may be modified to use cylinder reeds.
5. Case reeds and functional exhaust valves are not allowed.
6. Limited external modifications are allowed (example: Exhaust valve block offs, cooling holes in crank case, mounting brackets, and Added reed valves on eligible motors).
7. Engine bore size may be increased up to 0.060 inches over the class size.
8. Any carburetor is allowed.
9. Any exhaust system is allowed.
10. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.

## **DRIVE**

1. Any primary clutch is allowed.
2. Any secondary clutch is allowed. Roller secondary clutches are allowed.
3. Track drive axle must be within two inches of the OEM for the model location.
4. Jack shaft must remain in the OEM position for the model.
5. Any track drive shaft and track sprockets are allowed.
6. Brake components may be replaced with commercially available unaltered components.
7. Brake may be located on drive axle and/or dual brake setup may be installed

## **SKIS, SUSPENSION, AND STEERING**

1. Any shock absorbers are allowed.
2. Any commercially available handlebar or steering column may be used.
3. Sway bar may be replaced with a larger diameter sway bar and or type, but must maintain original location.
4. Maximum overall width allowed is 45 inches.
5. Remote adjusters are not allowed
6. See details on next page.

## **TRACK SUSPENSION**

1. Any track suspension is allowed.
2. All snowmobiles must have a minimum of "2 inches" of compression travel as measured at the bumper with the driver seated on the snowmobile.

## **TRACK AND TRACTION**

1. Any one-piece rubber track is allowed, including "R" tracks. NO CLEATED TRACKS allowed!

## **FRAME AND BODY**

1. Maximum overall width allowed is 45 inches.
2. Spindles are not required to be enclosed.
3. Shock mount and sway bar must remain in the original OEM location; sway bar may be changed to a different type or size.
4. Fuel tank should be OEM for the model, or an aftermarket replacement.
5. Hoods must be OEM for the model, or an exact replacement.
6. Any seat is allowed: but needs to be securely fastened to chassis
7. Track drive axle must be within two inches of the OEM for the model location.
8. Tunnel extensions are allowed but need to be fully enclosed

**END OF IFS SNO PRO DIVISION**

## **IFS-X SNO PRO DIVISION**

Suggested Classes:

|                 |               |
|-----------------|---------------|
| IFS Sno Pro 250 | 264cc maximum |
| IFS Sno Pro 340 | 358cc maximum |
| IFS Sno Pro 440 | 464cc maximum |
| IFS 380 FAN     | 400cc maximum |

All rules from the IFS Sno Pro division apply to the IFS-X Sno Pro division unless otherwise stated below.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

### **ENGINE**

1. Limited external modifications are allowed (example: Exhaust valve block offs, cooling holes in crank case, and Added reed valves on eligible motors).
2. Any internal modifications are allowed to the engines. No sleeving down of engines is allowed with the exception of sleeving down a 340 cc motor to make a 250; however, the bore and stroke must retain the same dimensions for a 250 cc production Engine.
3. The "Square 250 Rotax" will be legal but variable exhaust timing valves will need to be non-functional.
4. Any 1982 and older snowmobile engine may be modified to use cylinder reeds.
5. Case reeds and exhaust valves are not allowed.
6. Any carburetor is allowed.
7. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.

### **DRIVE**

1. Any OEM for the brand chain case may be used.
2. Track drive axle must be within two inches of the OEM for the model location.

### **SKIS, SUSPENSION, AND STEERING**

1. Sway bar and shock absorber locations and or type of sway bar may be changed.

### **FRAME AND BODY**

1. Any hood may be used, as long as decals make replacement hood appear vintage.
2. A non-tapered Polaris Indy chassis is allowed but must be OEM (no reproductions). Indy may use original hood.
3. Tapered tunnel from an Indy chassis is not allowed.
4. Sprint trailing arm chassis and any four bar chassis are allowed.

## **END OF IFS-X SNO PRO DIVISION**

# **IFS 380**

## **PVR 380 FAN IFS CLASS RULES**

ALL general rules apply to this class unless class rules specifically allow a change or modification. If class rules DO NOT allow a change or modification then it is assumed that a change is NOT allowed.

### **CHASSIS**

Any 1982 or older IFS single track limited production OEM racing snowmobile or exact reproduction is eligible.

Reproduction chassis are allowed but must be built to EXACT measurements of bulkhead of production snowmobile.

Non-OEM aftermarket or custom designs are not allowed.

Trailing arm Sprint chassis allowed with the 380 Fan motor.

4 Bar Trailing arm IFS chassis allowed

### **USE OF POLARIS INDY CHASSIS**

1. No movement of driveshaft or jackshaft allowed.
2. A deep tunnel must be used and mounted in stock position( no tipping the tunnel in the bulkhead)
3. No tapered tunnels allowed
4. Steering post may be repositioned to fit hood being used. Must use one of the stock (oem) lower bolt positions and maintain the original linkage design. ( Movement is required for carb clearance on a Rotax engine and hood fit)
5. Any hood can be used
6. Engine may not be raised or lowered more than ½ inch from stock.
7. Sway bar mount must remain in original location
8. Radius rods and shocks must be mounted in stock location on bulkhead.
9. Stock trailing arm mounting location must be maintained but may be reinforced or incorporated into steering hoop.

### **ENGINE**

1. Engine components maybe modified but not replaced.
2. Crankshaft – Crankcase – Cylinders
3. Engine components that may be replaced.
4. Connecting rods – Bearings – Pistons – Pistons – Heads – Carburetors – Ignition – Exhaust system
5. Engine Cooling will be by Fan with shrouding. Original cooling concept must remain intact and operational.
6. Internal modifications allowed, motor must remain stock stroke.
7. NO external engine modifications allowed per general rules. A cooling duct may be added to hood and shrouding for engine cooling No Cylinder Reed Intakes or CrankCase Reed Intakes allowed.
8. Original intake concept must be maintained. Maximum Carb allowed 34mm. Flat slides allowed
9. All brand motors are accepted up to year 1999. Engines may have cylinder bored , limit 400cc
10. No sleeving down of larger cylinders to meet class limit.
11. Engine electrical system (ignition) may be replaced by any OEM brand or model.
12. Exhaust may be replaced with any tuned exhaust with functional silencer. ( NO MEGAPHONES PERMITTED)

### **DRIVE**

1. Any primary clutch is allowed
2. Any secondary clutch is allowed
3. Drive from jackshaft to driveshaft must be chain drive.
4. Brake components may be replaced with commercially available unaltered components

### **FRAME AND BODY**

1. Reproduction chassis must maintain all bulkhead and front end measurements of OEM chassis. Tunnel width and depth must be maintained from OEM
2. Any fuel tank is allowed
3. Any seat is allowed

### **SKIS, SUSPENSION, AND STEERING**

1. Skis must be steel or aluminum
2. Carbide runners must be centered on ski
3. Any commercially available handlebar or steering column may be used
4. Any track suspension is allowed
5. Track and suspension must be centered in tunnel. ( NO OFFSET )
6. Any commercially available one-piece molded rubber track allowed.
7. Track must be used as produced by manufacturer of the track. No cutting or modification allowed
8. NO CLEATED TRACKS

# **FORMULA 500 DIVISION**

Suggested Classes:

Formula 500      500cc maximum

All 1989-1992 Polaris Indy 500 carbureted model snowmobiles only. The brand of hood, engine and logo need not match.

Removal of any material from total snowmobile by means of heat, acid, drilling, grinding, sand blasting, peening, substitution, or total elimination will not be allowed unless otherwise specified here. Ignition system MUST be OEM stock for this engine, no modification allowed. May not lighten fly wheel. Minimum weight is 400 pounds. Maximum overall width of sled is 45 inches.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## **ENGINE**

1. No component of the engine may be altered, changed or enlarged from the engine manufacturers original stock specifications, nor may any additional components be added to the engine. No engine kits allowed.
2. Blueprinting is not allowed. No removal of material whatsoever allowed. This is to include polishing, port matching, de-burring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.
3. No changes in engine dimensions can be made by gasket adjustments. Gaskets may be trimmed but must remain OEM and OEM thickness. (KIMPEX gasket set part # 09-712185A & SPI gasket set part # G5005 may be used).
4. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch.
5. OEM for the model and Kimpex or SPI for the model pistons, rings and engine gaskets are allowed for replacement. The following replacement pistons are allowed:
  - (Pistons KIMPEX standard 09-711)
  - (Pistons KIMPEX .010 09-711-01)
  - (Pistons KIMPEX .020 09-711-02)
  - (Pistons SPI standard 9712PS)
  - (Pistons SPI .010 9712P1)
  - (Pistons SPI .020 9712P2)
6. Replacing OEM carburetor slide valve and replacement jet components without modification allowed in FORMULA 500. No modification to carburetor body allowed.
7. No additional fuel pumps may be added. except for slide lube system
8. Air box and oil injection system may be removed.
9. Thermostat may be removed.
10. Cooling system must remain completely stock and in the OEM location.
11. Spark plugs, spark plug wires and connectors do not have to be OEM.
12. The exhaust system must be OEM for the model and be mounted in the OEM location for the model. Welded-on after muffler and internal stinger pipe may be removed and replaced with any size stinger. The exhaust system must be functionally silenced. The ball socket on exhaust chamber may be repaired or replaced but MUST maintain original tuned length and inside diameter. NO OTHER CHANGES ALLOWED.
13. No changes or repairs allowed to "Y" pipe.
14. Engine must remain in stock location and must use stock engine plate and mounts. Torque limiters allowed.
15. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.
16. Recall tachometers are allowed. Data acquisitioning or programmable at the track tachometers are not allowed.

## **DRIVE**

1. Drive clutch must be P-85 Polaris. Quick change P-85 clutches are allowed.
2. Any commercially available driven clutch and internal components allowed.
3. Clutches and components may be modified.
4. Chain case and track shaft must remain stock and in stock location; no modifications or lightening allowed. Chain and sprocket ratio may be changed. Belt drive system is not allowed.
5. Jackshaft with a key may be replaced with a jackshaft of the same model and material with splines.
6. Any OEM appearing, solid, and of like material, (steel) replacement jackshaft may be used.
7. Any 8 (inch) OEM steel brake disc and hub may be used. The disc may not be modified in the pad contact area. No wave disc allowed. No aluminum or titanium hubs allowed.
8. Any commercially available brake master cylinder will be allowed.
9. Any OEM Polaris brake caliper will be allowed. Caliper must attach to the existing chain case without modification to the chain case. Caliper may be modified to fit chain case.
10. Brake cooling duct, inside the hood, is allowed.

## **SKIS, SUSPENSION, AND STEERING**

1. OEM (for the brand) or aftermarket skis allowed. Ski mount on spindle may be narrowed to allow ski mounting.
2. Minimum flat length of ski bottom is 14 inches. Minimum ski width is 3 1/4 inches.
3. Reinforcement is allowed on the top of the ski board only.
4. Maximum carbide length is 6 inches per ski. Must be one continuous cutting edge with no other sharp edges on the ski.
5. Ski suspension and steering must be OEM for the model unless otherwise specified.
6. Radius rods and tie rods may be replaced or modified.
7. Maximum total offset allowed is 1 inch, measured from the center of bulkhead. EXAMPLE: 23 inches from the center of bulkhead to the outside right ski and 22 inches from center of bulkhead to the outside left ski = 45 inches outside ski stance with 1-inch total offset.
8. Must use all original suspension mounting points on chassis and struts.
9. May use any spring or spring adjusters. Titanium springs are not allowed.
10. **Any commercially available shock is allowed.(gas shocks will be allowed)**
11. Sway bars may be replaced but must fit in stock location thru bulkhead.
12. Limiter strap allowed, but must maintain two and a half (2.5) inches of usable downward travel with the driver seated. Travel measured at the front bumper.
13. Suspension components may be reinforced but no geometry changes are allowed except camber.
14. The steering column and handlebars may be relocated and/or replaced. Extensions may be added to suit the driver. The lower end of the steering column must be secured with a minimum of 4 bolts. One of the 4 bolts must be in one of the OEM mounting holes. The handlebar and column material must be of same as the OEM material with the same wall thickness (or greater) and tubing outside diameter as the OEM components. The use of a universal joint is not allowed.
15. Throttle lever may be replaced but must be thumb operated with a direct mechanical operated mechanism on rear side of right handlebar.

## **TRACK SUSPENSION**

1. Complete track suspension and components MUST be OEM stock for the model unless otherwise specified.
2. Track suspension must maintain a minimum of 2 inches of useable, vertical travel with the driver seated.
3. May drill new holes in tunnel or rail to change mounting locations. May not drill excessive amount of holes for lightening.
4. May modify or replace springs. Titanium springs are not allowed.
5. **Any commercially available shock is allowed(gas shocks will be allowed)**
6. May remove front shock.
7. May relocate rear shock.
8. May change or add limiters to front and rear of track suspension. No remote limiter adjusters allowed.
9. May add or subtract marginal snow wheels and their mounts.
10. May add slide lubrication system.

## **TRACK AND TRACTION**

1. Any commercially available rubber track 121 inches' x 15 inches is allowed. Minimum track lug height is .50 inch. NO CLEATED TRACKS allowed!
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
3. No studs allowed directly under rails. (hooker studs)

## **FRAME AND BODY**

1. Must use 1989-1992 Polaris Indy 500.
2. Any hood may be used.
3. Chassis may be reinforced.
4. May alter or replace hood, windshield, belly pan, seat, and fuel tank and foot stirrups. Vintage hood or Vintage retro paint scheme resembling a vintage sled is recommended and preferred. At certain events extra payout will be available for those sleds that qualify.
5. May remove bumpers, dash panels, oil tank, lights, wiring. Instruments, gauges, and headlight.

# **END OF FORMULA 500 DIVISION**

# **SPECIALTY DIVISIONS**

Suggested Classes:

Pro Mod 340 Single Fan

Women's Super Stock 340 F/A-Fan

Masters 340 Pro Mod

Stock Single 340 Fan(400 cc for 2019-2020 season)

0-440cc Pure Stock IFS Fan

0-504cc Pure Stock IFS Fan

## **Pro Mod 340 Single Fan**

Any stock qualified 1973 or older leaf spring, fan cooled, single cylinder 340cc maximum engine non-race model snowmobile is eligible.

## **COMBINED DIVISION CLASSES**

Pro Mod 340 Single Fan, Women's Pro Mod 340 Single, Single F/A Relic Mod 340. No separate scoring.

ALL general rules apply to each division unless the division rules specifically allow a change or modification. If the division rules do not specifically allow a change or modification, then it must be assumed that the change is NOT allowed.

## **ENGINE**

1. Engine must match chassis.
2. Engine and engine mounts must remain in original OEM location for the chassis.
3. Any internal modifications are allowed to the engine.
4. Engine bore size may be increased up to 0.060 inches over the class size.
5. Intake concept must be piston port.
6. Any OE ignition is allowed.
7. Any carburetor is allowed. Flat slide carburetors are not allowed.
8. Engine must be functionally fan cooled.
9. Any exhaust system is allowed.
10. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.

## **DRIVE**

1. Any clutches are allowed.
2. Any OE snowmobile chain case is allowed. Shafts' center line may be a maximum of ten inches.
3. Any track drive shaft and track drive sprockets may be used.
4. Track drive shaft may be relocated.
5. Jackshafts are not allowed unless it was produced from the factory with a jackshaft (OEM).
6. Brake components may be replaced with commercially available unaltered components.

## **SKIS, SUSPENSION, AND STEERING**

1. Skis may be steel or aluminum.
2. Steering column must be OEM for the frame.
3. Any commercially available handlebar or handlebar mounting bracket may be used.
4. Ski spreaders are allowed with a maximum of 3" per side. No offset steering allowed.

## **TRACK SUSPENSION**

1. Any track suspension is allowed.

## **TRACK AND TRACTION**

1. Rubber tracks are allowed if in good condition. NO CLEATED TRACKS allowed!

## **FRAME AND BODY**

1. Frame must match the brand and must maintain stock dimensions and appearance for the model.
2. Hoods must match the brand and maintain the correct appearance for the model, or be an exact replacement.
3. Fuel tank should be OEM for the model, or an aftermarket replacement tank.
4. Any seat is allowed.

## **Women's Super Stock 340 Free Air**

This class is for women drivers only. Super Stock rules apply. Maximum 340cc free air or 440 fan cooled engines is allowed.

## **Masters**

Drivers must be a minimum of 50 years old to compete in this class. Super Mod drivers are not eligible. Pro Mod (**1985 or older**) rules apply but may run up to a **1985** snowmobile. Maximum 340cc free air engine is allowed.

## **Masters IFS Sno Pro**

Drivers must be a minimum of 50 years old to compete in this class. IFSX Sno Pro Rules apply, 340cc maximum. **Formula 500 rules apply for f500 sleds to compete.**

## **Seniors**

Drivers must be a minimum of 60 years old to compete in this class. Pro Mod & Super Mod drivers are not eligible. Super Stock Free Air rules apply. Maximum 340cc engine is allowed.

## **Stock Single Fan**

Any stock qualified leaf spring 1973 or older fan cooled snowmobile is eligible. No limited production or race models are allowed. **A maximum of 400cc engine is recommended for the 2019-2020 season.**

## **ENGINE**

1. Engine must be OEM for the model.
2. Engine, engine mounts, and exhaust must remain in original OEM location for the chassis.
3. Any internal modifications are allowed to the engine.
4. Limited external modifications are allowed to the engine. Engine must maintain OEM appearance.
5. Engine bore size may be increased up to 0.060 inches over the class size. Aftermarket pistons are allowed.
6. Ignition must be OEM, or an OEM-type replacement.
7. Intake concept for the engine must be maintained.
8. Stock carburetor is required.
9. Engine must be fan cooled and fully functional.
10. Exhaust system must be OEM.
11. Original cooling concept for the engine and engine cylinders must be maintained and fully functioning.

## **DRIVE**

1. Stock OEM primary clutch, or Comet Duster clutch, must be used. Springs, cams, and weights may be changed.
2. Secondary clutch must be OEM.
3. Chain case must be OEM. Chain case may be moved a maximum of one inch.
4. Any track drive shaft and track drive sprockets may be used.
5. Track drive shaft may be relocated a maximum distance of one inch from OEM location.
6. Brake components may be replaced with commercially available unaltered components.
7. If snowmobile is a jackshaft model, the jackshaft used must be OEM for the model.

## **SKIS, SUSPENSION, AND STEERING**

1. Skis must be OEM for the model, or an aftermarket replacement which maintains OEM design.
2. Only oil filled shocks may be used on the skis (no gas shocks allowed).
3. Steering column must be OEM for the frame.
4. Any commercially available handlebar or handlebar mounting column may be used.
5. Ski spreaders allowed with a maximum of 3" per side. No offset steering allowed.

## **TRACK SUSPENSION**

1. Any OE track suspension from a stock qualified, 1985 or older model is allowed.

## **TRACK AND TRACTION**

1. Rubber tracks are allowed if in good condition. NO CLEATED TRACKS allowed!

## **FRAME AND BODY**

1. Frame must match the brand and must maintain stock dimensions and appearance for the model.
2. Modifications to the frame are not allowed. Frame reinforcement is not allowed.
3. Hoods must be OEM for the model, or an exact replacement.
4. Fuel tank should be OEM, or an aftermarket replacement tank which maintains OEM design.
5. Seat must maintain OEM contour and stock appearance for the model with a minimum thickness of three inches.

## **END OF SPECIALTY DIVISIONS**

# **JUNIORS DIVISION**

No one under the age of 18 may compete in any other classes.

## **JUNIORS 1**

This class is for driver's ages: 11 through 17 years old.

Suggested Class the choice to use any of these sled divisions, refer to the adult class rules for each class:

|                            |               |
|----------------------------|---------------|
| Pure Stock 400 Fan         | 400cc maximum |
| Pure Stock 400 F/A         | 400cc maximum |
| Super Stock Single 340 Fan | 340cc maximum |

## **JUNIORS 2**

This class is for driver's ages: 13 through 17 years old.

Suggested Class the choice to use any of these sled divisions, refer to the adult class rules for each class:

|                     |               |
|---------------------|---------------|
| Super Stock 340 F/A | 340cc maximum |
|---------------------|---------------|

# **END OF JUNIORS DIVISION**

## **0-440cc PURE STOCK IFS FAN**

All GENERAL RULES apply to this class unless class rules specifically allow a change or modification then it is assumed that a change is NOT allowed.

Any 1980 - 1996 IFS single track stock production snowmobile is eligible, NO reinforcement or alterations to the chassis allowed/ NO reinforcement to trailing arms. NO use of titanium or carbon fiber.

### **ENGINE**

1. Motor must remain stock, uncut externally and internally.
2. Max 440 cc fan cooled.
3. Engine Cooling - Engine cooling concept must remain intact and operational in stock location.
4. Stock intake concept must remain.
5. Can only use stock carburetors, year, make and model.
6. No fuel injection allowed.
7. Engine electrical system (ignition) must remain stock for year, make, and model. After market replacement is allowed. No performance ignition allowed. Lighting coil must remain functional.
8. Exhaust system must remain stock for year, make, and model. No modifications to stock exhaust.
9. Engine must match chassis, brand and model.
10. Only original gasket material allowed for engine assembly. NO copper.
11. Original cooling for the engine cannot be modified.
12. ski doo 440 fan is allowed .020" overbore.

### **DRIVE**

1. Primary and secondary clutch must match make and model of sled your racing with no carbon fiber clutch covers allowed.
2. Brake components may be replaced with commercially available unaltered components i.e.. Pads, Stock disc rotor.
3. Stock chain case for year, make and model must be used.
4. Hydraulic break may be added without modifying the original chain case.
5. Chain case, drive shaft and jack shaft must remain in stock location.
6. NO aluminum or titanium jack shaft or drive shaft. MUST be stock

### **SKIS, SUSPENSION, AND STEERING**

1. No gas shocks allowed. MUST have original shocks. Can replace with needed.
2. Sway bar must remain in stock position and stock from that year, and model sled.
3. Skis must be aluminum or steel, shorter skis allowed, min of 12" long.
4. Carbide runners must be centered on ski, no offset in front end allowed.
5. A max of 6" long carbide is allowed, steel host bar maybe longer
6. Stock radius arms on trailing arm only. No widening or reinforcing allowed.
7. Handlebar MUST remain stock.
8. Replacement of front springs allowed.
9. The front may be lowered and chained or cabled down. 2 inches of travel minimum.

### **TRACK SUSPENSION**

1. Stock suspension with stock hydraulic shocks no matter what OEM came with.
2. Marginal snow wheels may be removed but all rear suspension shocks and springs MUST remain in suspension.
3. Any rear suspension springs may be used.
4. NO drilling in more adjustment holes. MUST use holes provided, manufactures adjustments ONLY. NO quick adjust limiter straps. NO after market suspension arms, NO F-500 components.
5. Suspension must match year, make and model.

### **TRACK AND TRACTION**

1. No R tracks allowed or cutting of the track allowed, no hooker studs allowed. You must maintain OEM track size, I.E. if it
2. was 15x121 from the factory that is what you MUST run.
3. Suspension MUST remain stock for the year, make and model.
4. You may run any factory production track. Reclipping is allowed.

### **FRAME AND BODY**

1. Stock seat ONLY allowed. Seat must match year, make and model. NO cutting of foam. Color does not matter and recovering is allowed.
2. Stock fuel tank ONLY allowed. It MUST match make, model and year.
3. Hood and belly pan must remain stock for year, make and model. Windshield can be removed. NO cutting on the hood or belly pan.
4. Gauges and gage pod MUST be left on sled. They do not need to be functional. DOES NOT need to be exact gauge but needs to be a gauge there. NO data requisition.
5. NO carbon fiber or champ looking items allowed, this is NOT champ class. It MUST look like it is intended to from the mfg.
6. Triangles or tipped foot plate on left side are allowed for comfort. Baskets, push plates etc. are NOT allowed on right side.
7. All safety items in general rules are required, i.e.. Clutch guard, tunnel protector, tether, etc.
8. NO left side lube/fuel tanks above the running board.
9. Frame MUST be original and may NOT be altered.
10. Drilling of holes in chassis/frame to move suspension is NOT allowed.

**END OF 0-440cc PURE STOCK IFS FAN**

## **441-503cc Pure Stock IFS Fan**

**ALL GENERAL RULES** apply to this class unless class rules specifically allow a change or modification then it is assumed that a change is NOT allowed.

Any 1980 - 1996 IFS single track stock production snowmobile is eligible, NO reinforcement or alterations to the chassis allowed/ NO reinforcement to trailing arms. NO use of titanium or carbon fiber.

### **ENGINE**

1. Motor must remain stock, uncut externally.
2. Max 503cc fan cooled.
3. NO sleeving down cylinder.
4. Phazer OEM reed motors allowed, original carbs ONLY.
5. Engine Cooling - Engine cooling concept must remain intact and operational in stock location.
6. Stock intake concept must remain.
7. Can only use stock carburetors, year, make and model.
8. No fuel injection allowed.
9. Engine electrical system (ignition) must remain stock for year, make, and model. After market replacement is allowed. No performance ignition allowed. Lighting coil must remain functional.
10. Exhaust system must remain stock for year, make, and model. No modifications to stock exhaust.
11. Engine must match chassis, brand and model.
12. Only original gasket material allowed for engine assembly. NO copper.
13. Original cooling for the engine cannot be modified.

### **DRIVE**

1. Primary and secondary clutch must match make and model of sled your racing with no carbon fiber clutch covers allowed.
2. Brake components may be replaced with commercially available unaltered components i.e.. pads, stock disc rotor.
3. Stock chain case for year, make and model must be used.
4. Hydraulic break may be added without modifying the original chain case.
5. Chain case, drive shaft and jack shaft must remain in stock location.
6. NO aluminum or titanium jack shaft or drive shaft. MUST be stock

### **SKIS, SUSPENSION, AND STEERING**

1. No gas shocks allowed. MUST have original shocks. Can replace with needed.
2. Sway bar must remain in stock position and stock from that year, and model sled.
3. Skis must be aluminum or steel, shorter skis allowed, min of 12" long.
4. Carbide runners must be centered on ski, no offset in front end allowed.
5. A max of 6" long carbide is allowed, steel host bar maybe longer
6. Stock radius arms on trailing arm only. NO widened or reinforced armes.
7. Handlebar MUST remain stock.
8. Replacement of front springs allowed.
9. The front may be lowered and chained or cabled down.

### **TRACK SUSPENSION**

1. Stock suspension with stock hydraulic shocks no matter what OEM came with.
2. Marginal snow wheels may be removed but all rear suspension shocks and springs MUST remain in suspension.
3. Any rear suspension springs may be used.
4. NO drilling in more adjustment holes. MUST use holes provided, manufactures adjustments ONLY. NO quick adjust limiter straps. NO after market suspension arms, NO F-500 components.
5. Suspension must match year, make, and model.

### **TRACK AND TRACTION**

1. No R tracks allowed or cutting of the track allowed, no hooker studs allowed. You must maintain OEM track size, I.E. if it
2. was 15x121 from the factory that is what you MUST run.
3. Suspension MUST remain stock for the year, make and model.
4. You may run any factory production track. Reclipping is allowed.

### **FRAME AND BODY**

1. Stock seat ONLY allowed. Seat must match year, make and model. NO cutting of foam. Color does not matter and recovering is allowed.
2. Stock fuel tank ONLY allowed. It MUST match make, model and year.
3. Hood and belly pan must remain stock for year, make and model. Windshield can be removed. NO cutting on the hood or belly pan.
4. Gauges and gage pod MUST be left on sled. They do not need to be functional. DOES NOT need to be exact gauge. NO data acquisition.
5. NO carbon fiber or champ looking items allowed, this is NOT champ class. It MUST look like it is intended to from the mfg.
6. Triangles or tipped foot plate on left side is allowed for comfort. Baskets, push plates etc. are NOT allowed.
7. All safety items in general rules are required, i.e.. Clutch guard, tunnel protector, tether, etc.
8. NO left side lube/fuel tanks above the running board.
9. Frame MUST be original and may NOT be altered.
10. Drilling of holes in chassis/frame to move suspension is NOT allowed.

## **End of 441-503cc Pure Stock IFS Fan**

## **440 WC class**

1. The engine must be OEM for the brand and 1985 production or earlier.
2. Any 1985 cylinder for the brand may be used. Liquid cylinders allowed and may be modified to air cooled. Cylinders must carry original identifying numbers to indicate cylinder type and production build. No cylinders of any type newer than 1985 may be used.
3. Crankcase and cylinders must be from the same stock qualified 1985 or older brand. Must retain the original number of cylinders.
4. Crankcase may be modified internally provided the engine remains its external stock appearance and dimension except as noted in these rules.
5. Reed block cages may be added to cylinders or crankcase. Notice: Existing engines built prior to the 2018 season may be used for two seasons, so owners will have the opportunity to amotorize their investment. After the 2019 season, engines with newer than 1985 cylinders and engines with cylinders interchanged for the brand will no longer be legal for use.
6. Engine bore size may be increased up to class limit (see above).
7. Any round or flat slide, or D-slide snowmobile carburetor allowed. Fuel injection is not allowed.
8. Air intake silencers (air boxes) may be removed.
9. Any exhaust allowed. A commercially available silencer is required.
10. Must be naturally aspirated.

### **DRIVE**

1. Any primary clutch allowed.
2. Any secondary clutch allowed. Roller secondary clutches allowed.
3. Any snowmobile chain case.
4. Jackshaft installation allowed.
5. Any track drive shaft and track drive sprockets allowed.
6. Track drive shaft may be relocated
7. Brake components may be replaced. (must be commercially available and not modified)
8. If brakes are relocated to front drive shaft any external components must be properly shielded to avoid driver contact.

### **SKI SUSPENSION AND STEERING**

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional.
3. Ski spreaders allowed. Maximum increase 3 inches (each ski).
4. No Cobra skis allowed.
5. Any commercially available handlebar or steering column allowed.

### **TRACK SUSPENSION**

1. Any track suspension allowed.
2. Remote adjustors are not allowed.

### **TRACK AND TRACTION**

1. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

### **FRAME AND BODY**

1. Reproduction chassis are allowed but must be built using exact measurements of bulkhead of the original production snowmobile.
2. Frame must 1985 and older or a 1985 or older reproduction.
3. Frame reinforcement allowed.
4. Frame may be widened up to a 40" center-to-center carbide width.
5. Hood must be OEM for the brand.
6. Windshield may be modified, replaced or removed.
7. Headlight may be removed.
8. Any fuel tank may be used.
9. Any seat allowed.

### **End of 440 WC class rules**



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