

PRO VINTAGE RACING RULES

2011-12

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 upon 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. A driver may be black flagged for unsafe driving. If you are black flagged, you must safely and immediately leave the race track.
10. All drivers must attend the mandatory drivers meeting each day.
11. Safe jackets and shin guards are required for all drivers.
12. At a minimum, all drivers must wear a Snell 2005 or newer helmet that is at least 75% orange.
13. A USSA legal track stand with rear and side guards must be used when running a snowmobile up. You may not lift a snowmobile up to run it.
14. 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.
15. 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.
16. Exotic fuels are not allowed. Testing may be conducted at the discretion of the PVR administration.
17. Radio communications between crew and driver are not allowed while driver is on the track.
18. Any driver under the age of 21 years old may be required to provide proof of age when applying for membership in PVR.
19. All drivers and participants in a PVR event must have a current signed waiver on file with PVR.
20. The PVR Board of Directors along with the Race Director will make all final decisions.

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.

Updated 06-05-11

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

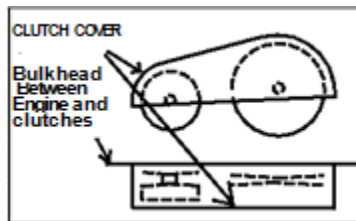
OE = Original Equipment by a snowmobile manufacturer

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.

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:



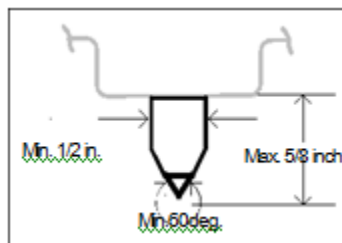
2. Brake control handle must remain in OEM location (left front side).
3. Brake components must be commercially available and may not be modified or altered.

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 $\frac{1}{2}$ 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.

TRACK SUSPENSION

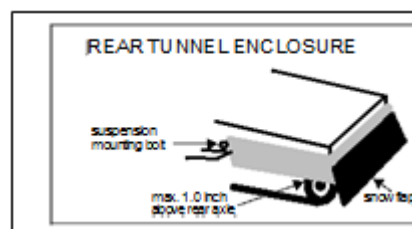
1. Springs must be steel.
2. Titanium suspension springs are allowed in all modified divisions.
3. Slide rail lubrication system is allowed, if not in violation of local environmental regulations.
4. Remote adjustors are not allowed. A remote adjustor is a system which allows the manual or automatic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

TRACK AND TRACTION

1. Track studs may be no longer than 3/8 inches above the track lug.
2. Cleated or rubber tracks are allowed if in good condition (i.e. no frayed edges, torn belts, cuts, etc.)
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 ½ 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 may be removed, replaced, or modified.
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 two inches.
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 can 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.

PVR OVAL RACE DIVISIONS

Suggested Divisions:

- PURE STOCK
- SUPER STOCK
- RELIC MOD
- MOD STOCK
- PRO MOD
- SUPER MOD
- IFS & IFS-X SNO-PRO
- SPECIALTY CLASSES

The intent of these divisions is to establish classes and races in which all can compete at their level of personal and equipment ability. 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 class: Pure Stock - 1973 & older

This is an entry level division. Snowmobiles must maintain original appearance. This is NOT a mod class.

Pure Stock - 1973 & older

Any stock qualified canned or barrel exhaust, single carburetor 1973 or older model is eligible. May run up to 400cc fan cooled engine. High performance trail sleds (such as GP, Blizzard, SST, Nitro, etc.) are not allowed. No exotics or special builds are allowed. No exotic materials may be used (i.e. no titanium, no carbon fiber, etc)

Engine

1. Engine must match chassis, brand, and model.
2. Engine, engine mounts, and exhaust must remain in original OEM locations.
3. Stock single pipe exhaust system only may be used.
4. No internal or external modifications are allowed.

Drive

1. Comet Duster clutch may be used. Springs, cams, and weights may be changed.
2. Secondary clutch must be OEM.
3. Original clutch guarding must remain in place. At minimum, steel clutch guard covering both clutches and top of belt is required.
4. Chain case must be OEM. Chain and gears may be changed.

Skis, Suspension and Steering

1. Skis must be steel and must maintain original design. Aluminum skis are NOT allowed.
2. Ski spreaders are NOT allowed.
3. Ski braces will be allowed for safety.
4. Handlebars must be original. Up to a 4 inch hook may be added on left side.

Track and Suspension

1. Suspension must match chassis, brand, and model. No modifications are allowed.

Track and Traction

1. Track must match chassis, brand, and model.
2. Track must be in good condition.

Frame and Body

1. Frame must be original and must not be altered. Frame reinforcement is not allowed.
2. Hoods must match model and make. If there is no difference in appearance between years, the hoods are not required to be year specific.
3. Fuel tank must be OEM for the model.
4. Seat must be OEM for the model.

PURE STOCK DIVISION

Suggested class: Pure Stock - 1985 & older

This is an entry level division. Snowmobiles must maintain original appearance. This is NOT a mod class.

Pure Stock - 1985 & older

Any stock qualified single pipe leaf spring model 1985 or older is eligible. May run up to 340cc free air or 400cc fan snowmobile, single pipe only. No exotics or special builds allowed. Mercury Trail Twister 340s, Polaris TX 340s, 76 SkiDoo RV single pipe model are allowed. Starfires, Tjets, GPX, etc are not allowed. No exotic materials may be used (i.e. no titanium, no carbon fiber, etc)

Engine

1. Engine must match chassis, brand, and model.
2. Engine, engine mounts, and exhaust must remain in original OEM locations.
3. Engine bore size may be increased up to 0.020 inches over class size.
4. Stock single pipe exhaust system only may be used.
5. No internal or external modifications are allowed.

Drive

1. Comet Duster clutch may be used. Springs, cams, and weights may be changed.
2. Secondary clutch must be OEM.
3. Original clutch guarding must remain in place. At minimum, steel clutch guard covering both clutches and top of belt is required.
4. Chain case must be OEM. Chain and gears may be changed.

Skis, Suspension and Steering

1. Skis must be steel and must maintain original design. Aluminum skis are NOT allowed.
2. Ski spreaders are NOT allowed.
3. Ski braces will be allowed for safety.
4. Handlebars must be original but may be bent for driver comfort. Up to a 4 inch hook may be added on left side.

Track and Suspension

1. Any 1985 or older unaltered stock suspension is allowed.
2. No alterations are allowed to the rear skid, except for an OE type or eyebolt type limiter strap. It cannot be a type which is mounted outside of the tunnel.
3. Cutting of rails and/or rail tips is not allowed.
4. The track may be converted to a rubber track as long as the suspension used is stock for the make (i.e. a 1985 Polaris rubber track and suspension may be used on a Polaris chassis, but this same suspension could not be used on a Yamaha) Holes may be drilled in tunnel to accommodate this conversion.

Track and Traction

1. "R" rated tracks are not allowed.
2. Cleated or rubber tracks are allowed if in good condition.

Frame and Body

1. Frame must be original and must not be altered. Frame reinforcement is not allowed.
2. Hoods must match model and make. If there is no difference in appearance between years, the hoods are not required to be year specific.
3. Fuel tank must be OEM for the model.
4. Seat must be OEM for the model.

SUPER STOCK DIVISION

Suggested Classes:	Super Stock 250	250cc maximum
	Super Stock 340	340cc maximum
	Super Stock 440	440cc maximum

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)

Engine

1. Engine must be OEM for the model. No sleeving down of engine.
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.
6. Aftermarket pistons 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 carburetors from stock qualified snowmobile are allowed. Flat slide carburetors are not allowed.
9. Cooling system concept for the engine must be maintained and fully functioning (i.e. fan, free air, liquid)
10. Exhaust system must be OEM for the model and year. Pipes may not be wrapped unless OEM.

Drive

1. Any snowmobile brand OE primary clutch is allowed.
2. Any snowmobile brand OE secondary clutch is allowed. No roller secondary clutches are allowed.
3. Original clutch guarding must remain in place and must cover both clutches and top of belt.
4. Chain case must be OEM.
5. Any track drive shaft and track drive sprockets are allowed.
6. Track drive shaft may be relocated a maximum distance of two inches.
7. A jackshaft may not be added to a chassis that did not come with one.
8. Brake components may be replaced with commercially available unaltered components.

Skis, Suspension and Steering

1. Leaf springs must be functional and a minimum of twenty inches long.
2. An aluminum extrusion replacement ski may be used which must maintain stock configuration. Exotic modifications are not allowed. A shock absorber, if used, 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.
3. Steering column must be OEM for the model. The handlebar mounting bracket may be modified or replaced.
4. Any commercially available handlebar is allowed.

Track Suspension

1. Any OE track suspension from a stock qualified, 1985 or older model is allowed. Wahl suspensions are not allowed.
2. A replacement shock may be used but must be a steel body shock which is non-rebuildable and non-adjustable. The shock must follow the OEM design of the suspension used, and must match the brand, model, and year of the suspension.
3. Rail center dimensions may change to accommodate a rubber track to fit.
4. 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.
5. An OE type or eyebolt type limiter strap may be added.

Track and Traction

1. Cleated or rubber tracks are allowed if in good condition.

Frame and Body

1. Frame must be OEM.
2. Frame must maintain stock dimensions.
3. Hoods must be OEM for the model and year, or an exact replacement.
4. Fuel tank must be OEM for the brand, or an aftermarket replacement which maintains the original appearance.
5. Seat must maintain OEM contour and stock appearance for the model. The seat and tank combination must appear to be stock (i.e. like the original trail seat). No custom seats allowed. Minimum seat thickness is three inches.

RELIC MOD DIVISION

Suggested Classes:	Relic Single	340 Fan/Free Air
	Relic 340	340cc maximum
	Relic 440	440cc maximum
	Relic 800	800cc maximum

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

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. Intake concept for the engine must be maintained (i.e. piston port, reed valve, etc.)
7. Any round slide carburetors from stock qualified snowmobile are allowed. Flat slide carburetors are not allowed.
8. Any exhaust system is allowed.

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 came 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. 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.

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. Cleated or rubber tracks are allowed if in good condition.

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. Fuel tank should be OEM for the model, or an aftermarket replacement tank.
4. Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is three inches.

MOD STOCK DIVISION

Suggested Classes:	Mod Stock 300	300cc maximum
	Mod Stock 340	340cc maximum
	Mod Stock 440	440cc maximum

Any 1974 or older air cooled, stock qualified or limited production racing snowmobile with leaf springs is eligible.

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. 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 0.060 inches over the class size.
6. Any carburetor is allowed. Flat slide carburetors are allowed.
7. 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 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.

Skis, Suspension and Steering

1. Any aluminum extrusion replacement ski may be used which must maintain stock configuration. 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. Any commercially available handlebar or steering column may be used.

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 changed.

Track and Traction

1. Cleated or rubber tracks are allowed if in good condition.

Frame and Body

1. Frame must match the brand.
2. A newer frame may be used up to 1977 but must maintain 1974 or older stock dimensions and appearance.
3. Stock spindle width must be maintained. No offsets as measured from center of tunnel to center of spindles.
4. No porter front ends are allowed.
5. Hoods must be OEM for the model, or an exact replacement.
6. Any fuel tank is allowed.
7. Any seat is allowed.

PRO MOD DIVISION

Suggested classes:	Pro Mod 300	300cc maximum
	Pro Mod 340	340cc maximum
	Pro Mod 440	440cc maximum
	Pro Mod 800	800cc maximum

Any 1974 or older air cooled 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). 1973 Arctic Cat EXTs may run a Porter front end. This must be a one piece front like the kit in the 1973 bulkhead assembly. Ski spreaders are not allowed in conjunction with a Porter front end. Relic Mod sleds are allowed to compete in this division.

Engine

1. Engine must match chassis.
2. Any internal modifications are allowed to the engine.
3. External modifications are allowed to the engine. However, **no** reed or exhaust valves are allowed.
4. Engine bore size may be increased up to 0.060 inches over the class size.
5. Any carburetor is allowed. Flat slide carburetors are allowed.
6. 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. Shafts' center line may be a maximum of ten inches.
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. Any commercially available handlebar or steering column may be used.

Track Suspension

1. Any track suspension is allowed.

Track and Traction

1. Cleated or rubber tracks are allowed if in good condition.

Frame and Body

1. Frame must match the brand.
2. A newer frame may be used up to 1977 but must maintain 1974 or older stock dimensions and appearance.
3. Stock spindle width must be maintained. No offsets as measured from center of tunnel to center of spindles.
4. Hoods must match the brand and maintain the correct appearance for the model, or be an exact replacement.
5. Any fuel tank is allowed.
6. Any seat is allowed.

SUPER MOD DIVISION

Suggested Classes:	Super Mod 300	300cc maximum
	Super Mod 340	340cc maximum
	Super Mod 440	440cc maximum
	Super Mod 800	800cc maximum

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.

Engine

1. Engine must match chassis brand.
2. Any internal modifications are allowed to the engine.
3. External modifications are allowed to the engine. However, **no** case reeds or exhaust valves are allowed.
4. Engine bore size may be increased up to 0.060 inches over the class size.
5. Any carburetor is allowed. Flat slide carburetors are allowed.
6. 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 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 must be steel or aluminum.
2. Any commercially available handlebar or steering column may be used.

Track Suspension

1. Any track suspension is allowed.

Track and Traction

1. Cleated or rubber tracks are allowed if in good condition.

Frame and Body

1. Frame must be OEM for the model.
2. Frame may be widened up to a forty inch center to center carbide width. No offsets as measured from center of tunnel to center of spindles.
3. Hoods must match the brand and maintain the correct appearance for the model, or be an exact replacement.
4. Any fuel tank is allowed.
5. Any seat is allowed.

IFS SNO PRO DIVISION

Suggested Classes:	IFS Sno Pro 250	250cc maximum
	IFS Sno Pro 340	340cc maximum
	IFS Sno Pro 440	440cc maximum

Any 1982 or older IFS single track limited production OEM racing snowmobile is eligible. Non-OEM aftermarket or custom designs are not allowed. Champ or sprint chassis are not allowed. Reproduction chassis are allowed but must be built using exact measurements of of bulkhead of the production snowmobile. (i.e. 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.

Engine

1. Engine brand does not need to match chassis.
2. Any 1983 or older snowmobile engine is allowed.
3. Variable timing exhaust valves are not allowed. RAV engines are not allowed.
4. Any internal modifications are allowed to the engine.
5. Limited external modifications are allowed. Any reed or exhaust valves are not allowed.
6. Engine bore size may be increased up to 0.060 inches over the class size.
7. Any carburetor is allowed. Flat slide carburetors are allowed.
8. Any exhaust system is allowed.

Drive

1. Any primary clutch is allowed.
2. Any secondary clutch is allowed. Roller secondary clutches are allowed.
3. Chain case must be in OEM location.
4. Drive shaft must remain in the OEM for the model location.
5. Any track drive shaft and track sprockets are allowed.
6. Brake components may be replaced with commercially available unaltered components.

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.
4. Maximum overall width allowed is 45 inches.

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. Cleated or rubber tracks are allowed if in good condition.

Frame and Body

1. Maximum overall width allowed is 45 inches.
2. Spindles are not required to be enclosed.
3. Shock and sway bar must remain in the original OEM location.
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.

IFS-X SNO PRO DIVISION

Suggested Classes:	IFS-X Sno Pro 250	250cc maximum
	IFS-X Sno Pro 340	340cc maximum
	IFS-X Sno Pro 440	440cc maximum

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

Engine

1. Limited external engine modifications are allowed.
2. Case reeds and exhaust valves are not allowed.

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 may be changed.
2. Sway bar may be replaced.

Frame and Body

1. Any 1982 Sno Pro hood may be used, or an exact replacement.
2. A 1986 or older Polaris Indy chassis is allowed but must be OEM (no reproductions).
3. Tapered tunnel Indy chassis are not allowed.

SPECIALITY DIVISION

Suggested Classes:	Pro Mod 340 Single Fan
	Womens Pro Mod 340 Single
	Womens Super Stock
	Juniors 1 - 12 to 14 years old
	Juniors 2 - 15 to 17 years old
	Masters
	Super Seniors
	Stock Single 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.

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 carburetor is allowed. Flat slide carburetors are not allowed.
7. Engine must be functionally fan cooled.
8. Any exhaust system is allowed.

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 came 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.

Track Suspension

1. Any track suspension is allowed.

Track and Traction

1. Cleated or rubber tracks are allowed if in good condition.

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.

Womens Pro Mod 340 Single

This class is for women drivers only. Pro Mod 340 Single Fan rules (see above class) apply.

Womens Super Stock 340 Free Air

This class is for women drivers only. Super Stock rules apply. Maximum 340cc free air engine is allowed.

Juniors 1

This class is for drivers 12 through 14 years old. No one under the age of 18 may compete in any other classes. Pro Mod 340 Single Fan, Super Stock 340 Free Air, or Super Stock 250 Liquid maximum snowmobile are eligible.

Juniors 2

This class is for drivers 15 through 17 years old. No one under the age of 18 may compete in any other classes. Pro Mod 340 Single Fan, Super Stock 340 Free Air, or Super Stock 250 Liquid maximum snowmobile are eligible.

Masters

Drivers must be a minimum of 50 years old to compete in this class. Pro drivers are not allowed. Pro Mod (1973 or older) rules apply but may run up to a 1985 snowmobile. Maximum 340cc free air engine is allowed.

Super Seniors

Drivers must be a minimum of 62 years old to compete in this class. Pro drivers are not allowed. 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 340cc engine is recommended.

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.
6. Aftermarket pistons are allowed.
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.

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.

Track Suspension

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

Track and Traction

1. Cleated or rubber tracks are allowed if in good condition.

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.