

General Information and Class Rules

Our group is 100% volunteers and we will not tolerate a lot of BS. If you act like a butt head, you will be told, not asked, to leave the grounds. Any abuse of any of the crew will not be tolerated. Just enjoy the races and be a decent human, we don't feel it's too much to ask.

- **All classes have a 3/8 inch past the high point of the track stud limit, like everyone else, so we know you understand it.**
- **All race sleds must have a working tail light to race 1157 or led equivalent to compete.**
- **All sleds must have a working tether switch to compete.**

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

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

DRIVER RESPONSIBILITY

1. The driver has the responsibility for the actions of his crew. It is the driver's responsibility to see that all crewmembers are aware and abide by all rules and guidelines.
2. The condition of a snowmobile is the responsibility of the driver. A driver may be disciplined if the driver's snowmobile is modified to defraud the officials or other competitors. (Don't cheat)

> Drinking of intoxicating beverages is **strictly** forbidden by any participant.

DRIVER PROTECTIVE EQUIPMENT

It is the responsibility of the racer to select protective equipment that will provide adequate protection. Even though race rules committees develop guidelines, we do not endorse or guarantee specific products or manufacturers of protective equipment. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.

1. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections.

2. We encourage all drivers to wear helmets that continue to display High Vis Colors/International Orange that cover 75% for Oval Racing.
 3. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2010 Snell Foundation Approval Code or European equivalent are also approved.
 4. We strongly recommend that at least one hundred forty-four (144) square inches of visible area on the back will be blaze orange in color at all events. Jackets / Pullovers / Jerseys will be teched lying flat on the ground front and back.
Gloves and clothing, along with at least above ankle leather boots are mandatory.
- NO NUDE RACING**
5. Eye protection mandatory when racing
 6. The use of upper body protection equipment is mandatory,
 7. Shin and knee guards are recommended. Shin and knee guards should be worn on both legs.
 8. Upper Arm Pads and Elbow pads are highly recommended in all forms of racing.
 9. Neck bracing is driver preference and is not required.
 10. Drivers, crew members, team owners, staff, and support people may not be physically on the race surface at any time once an event has started. This includes walking the track to inspect for changing track conditions and other concerns. Anyone doing so will be penalized at the race director's discretion. Penalties may range from a verbal warning to ejection from the facility.

RACE STARTING PROCEDURES

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race . This is defined as when the sleds were summoned to leave the pits. The two-minute clock starts when the first sled of the group leaves the pit and enters the race course. All the other sleds in the event/heat/final are required to be on the line within the two- minute window
2. The Race Director, flagman or scoring crew may have a restart at their discretion. The Race Director's decision is final.
3. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart.

BLOCKING AND STUPID DRIVING

1. The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the Race Director.

Any dangerous or driving like an a-hole, bumping, chopping, or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestants to disqualification at the discretion of the Race Director.

CLEAN OUT / SAFETY STANDS

1. Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory.
2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory, and they must extend at least to the center of the rear axle. Safety stands must maintain enough height to prevent track encountering ground/ice surface.
3. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.

EJECTION FROM RACE SITE

1. The Race Director and staff have the right to eject any person(s) from the pit, paddock (staging area) or racetrack area acting in a poor, unsafe manner.

CLUTCH GUARDS

1. Clutch guards must exceed the specifications and limits established in standard clutch guard requirements, Composite materials may be used ,Belting required on all sleds except 120s and Suit Suckers
2. The rear of the tunnel must be enclosed with steel or aluminum comparable in strength to the tunnel material. The tunnel enclosure is required to reduce the possibility of skis and driver's extremities entering the tunnel area. The enclosure shall cover the rear and both sides and extend forward to the rear suspension mounting bolt. The bottom of the enclosure shall be no higher than one (1) inch above the center of the rear axle (with the driver in place). The tunnel enclosure must be securely welded, bolted, or riveted to the tunnel.

Tear Down for Post Race Inspection:

Tear down will be conducted at Tech Directors discretion ,if the racer decide's not to participate they will be disqualified .

Protest of Results Process: If a racer that competes in the same class, on the given race day, chooses to protest a race result due to the racer feeling a competitor does not comply with the rules of the respective class:

A verbal protest to the Tech Director with a \$200 cash deposit is required, a description of the concerned area and the Tech director will accept the funds. Review and possibly due a partial to complete tear down of the area of concern (engine, suspension, exhaust, etc) If the sled in question is found to be legal, the driver-owner of the sled in question will receive the \$200 funds. If the sled is found to be in violation of the rules, the funds are returned to the racer who filed the protest.

When tear down is taking place, the Tech Director has the discretion to move the unit inside a secure area with a single representative (driver/owner) and (1) person who filed the protest. IOU director or staff may also be present with the Tech Staff. The protest has to be filed within 30 mins of completion of the sled's final race of the day. The sled will not be reassembled but a careful tear down will be done. IOU staff are not responsible for any parts damaged during removal but care will be used.

Class Rules - General Rules Apply

120 CC Kids Stock

1. No motor or pipe modifications, stock clutch, gear changes allowed. Tied down front end allowed, no rev limiters needed.
2. Dot Helmet required, elbow pads recommended
3. No counter weight or ballast on left front

503 Mod IFS Only

1. Any IFS sled under 503cc, mod or stock

RELIC RULES

I.O.U. Tech Staff reserves the right to call bullshit if you try to get tricky!

Any 1971 or older air-cooled racing snowmobile is eligible for this class.

RELIC MOD SUGGESTED CLASSES RELIC

1. Single 358 max. Fan/FA RELIC

2. 340 358cc maximum
3. 800 836cc maximum

1. The engine must be OEM-for-the-model or A pre approved replacement option by the Relic class drivers
2. Any internal modifications allowed to the engine.
3. External modifications allowed.
4. Intake and exhaust concepts must be maintained.
5. Engine bore size may be increased up to class limit .
6. Aftermarket pistons allowed.
7. Intake concept must be maintained (i.e., piston port, reed valve, etc.).
8. Any round slide carburetor allowed. Flat slide carburetors allowed. Fuel injection is not allowed.
9. Air boxes may be removed.
10. Any exhaust allowed.
11. No liquid cooling allowed.
12. Must be naturally aspirated.
13. Torque stops may be added.

DRIVE RULES

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
3. Any OEM chain case from a stock qualified snowmobile, 1985 or older model is allowed.
4. Chain case may be moved up to 2 inches.
5. Any track drive shaft and track drive sprockets allowed.
6. Track drive shaft may be relocated a maximum distance of 2 inches.
7. For chassis without jackshaft, a FULL LENGTH jackshaft may not be added.
8. Jackshaft models may use any jackshaft.
9. Brake components may be replaced. Must be commercially available.

SKIS 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 OEM steel steering column may be used. The handlebars and/or handlebar mounting bracket may be modified or replaced.
6. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. Any OEM track suspension from a stock qualified, 1985 or older model is allowed. Wheels may be added or removed. No billet wheels.
2. Remote adjusters are not allowed.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track and good cleated tracks allowed. Track must fit within the confines of the tunnel without modification to track.

R-TRACKS ALLOWED

2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. Frame must be OEM-for-the-model.
2. Frame reinforcement allowed.
3. Frame must maintain stock dimensions.
4. Tunnels may be lengthened for fitment of rubber track and close off panel.
5. Hood must be OEM-for-the-model.
6. Windshield may be modified, replaced, or removed BUT W/S TRIM IS REQUIRED IF W/S IS IN PLACE.
7. Headlight must be taped or removed.
8. Any fuel tank may be used.
9. Seat must look like a snowmobile seat, Minimum seat thickness is 3 inches.

SUIT SUCKER

400 cc Max MID MOUNT MOTORS ONLY

(Yes we know they're slow, that's the point)

1. Any round slide carb
2. Two stud per lug max
3. Stock motor and pipe
4. Stock means Stock
5. Any drive clutch
6. Oem - Stock driven clutch
7. Steel Skis
8. Must look Stock, this is not a mod class.
9. Rubber or cleated tracks allowed. A rubber conversion is allowed but skid must maintain original concept from a 1985 or older snowmobile, 121 length max and no alterations at all, no add-on cable adjusters, no cutting, no changes from the stock skid 1985 older.

10. Metal clutch guard required
 11. Working tail lamp
 12. Working tether
 13. No exotic metals, titanium etc. is not allowed
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SUPER MOD FA/LQ Combo

- 1 250 264 cc maximum
- 2 300 317cc maximum
- 3 340 358cc maximum
- 4 440 464 cc maximum
- 5 S/M Single Cyl

1. The engine must be OEM for the brand and 1985 production or earlier.
2. Any 1985 FA, FAN, LQ MOTORS ALLOWED
3. Crankcase and cylinders must be from the same stock qualified 1985 or older brand.
- 3.5 Must retain the original number of cylinders.
4. Internal modifications allowed.
5. External modifications allowed.
6. Crankcase may be modified internally, stock appearance and dimension required
7. Reed block cages may be added to cylinders or crankcase.
8. Engine bore size may be increased up to class limit (see above).
9. Any carburetor allowed. Fuel injection is not allowed.
10. Any exhaust allowed.
11. Must be naturally aspirated.
12. Any primary clutch allowed.
13. Any secondary clutch allowed. Roller secondary clutches allowed.
14. Any chain case or belt drive system allowed.
15. Jackshaft installation allowed.
16. Any track drive shaft and track drive sprockets allowed.
17. Track drive shaft may be relocated.
18. Brake components may be replaced.
19. If brakes are relocated to the front drive shaft any external components must be properly shielded to avoid driver contact.

SKIS 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 on each ski.
4. No Cobra skis allowed.
5. Any handlebar or steering column allowed.

TRACK SUSPENSION

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

TRACK AND TRACTION

1. Any commercially available one-piece molded rubber track or a good cleated track allowed.

FRAME AND BODY

1. Bulkhead must be an original bulkhead or a reproduction .
 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. (Hood and belly pan can be widened to cover increased width)
 5. Frame/front axle assembly must be enclosed in belly pan, hood assembly, or side pods.
 6. You must run a hood
 7. Windshield may be modified, replaced, or removed.
 8. Headlight may be removed.
 9. Any fuel tank may be used.
 10. Any seat allowed
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MOD STOCK

MS 340 340 cc 358cc Max

MS 440 440 cc 464cc Max

Any 1985 or older, stock qualified or limited production racing snowmobile with leaf springs is eligible. Fan, Free-air, Liquid race together

1. Engine must be OEM for the brand and 1985 production or earlier.
2. Engine and engine mounting plate and mounts must remain in the original OEM location for the model.
3. Any internal modifications are allowed to the engine.
4. Limited external modifications are allowed to the engine. Original engine concept must be maintained aka Piston port, Reed valve, etc.
5. Engine bore size may be increased up to class size.
6. Any carburetor is allowed. Flat slide carburetors are allowed.
7. Any exhaust system is allowed.

DRIVE

1. Any OEM primary clutch is allowed.
2. Any OEM secondary clutch is allowed. Roller secondary clutches are allowed.
3. Any OEM 85 and older chain case is allowed.
4. Any OEM 85 older track drive shaft is allowed. Any track drive sprocket 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 AND STEERING

- 1 Any aluminum extrusion replacement ski may be used. Leaf spring minimum length: 20 inches.
2. 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.
3. Any OEM steel steering column may be used. The handlebars and/or handlebar mounting bracket may be modified or replaced.
4. Ski spreaders up to 3" (inches) per side allowed.
5. Steering systems must remain in OEM location. Steering that was not located below the chassis OEM may not be relocated.

TRACK SUSPENSION

1. Any OEM track suspension from a stock qualified, 1985 or older model is allowed. Wahl or other aftermarket suspensions are not allowed. Suspension limiting devices may be added. Wheels may be added, changed, or removed . No billet wheels.
2. No lightening of the rails allowed.

TRACK AND TRACTION

1. Any commercially available one-piece molded rubber or good cleated track allowed.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. Frame must match the brand.
2. Stock spindle width must be maintained. No offsets as measured from center of tunnel to center of spindles.
3. Hoods must be OEM for the model, or an exact replacement.
4. Any fuel tank is allowed.

5. Any seat is allowed.
 6. Brake components may be replaced.
 7. No exotic metals, titanium etc. is not allowed
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SUPER STOCK

This is a stock-based class, no change or modification is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

1. Any stock qualified Leaf Spring Model 1985 or older is eligible.
2. Entries will be segregated into classes based upon engine cooling: Fan - Free air

SUPER STOCK CLASSES

SUPER STOCK- SINGLE

SUPER STOCK 340- 358 cc maximum

SUPER STOCK 440- 464 cc maximum

ENGINE

1. The engine must be OEM for the model and year
2. Engine, engine mounts and exhaust must remain in original OEM locations.
3. Any internal modifications allowed to the engine. Cylinder head hold down kits allowed. Heads may not be changed to accept hold down kits.
4. No external modifications allowed. Engine must maintain OEM for the model appearance. (One timing hole is allowed)
5. Engine may only be bored to the class limit from which it is derived. No Stroke change is allowed.
6. An engine support may be added between engine and frame.
7. Aftermarket pistons allowed.
8. Intake concept (for the engine) must be maintained (i.e., piston port, reed valve, etc.)
9. Round slide Mikuni carburetors from a stock qualified snowmobile only. No other carburetors allowed. No Flat slide/D.slides allowed. Air intake silencers (air boxes) may be removed.
10. Cooling system concept (for the engine) must be maintained and fully functioning (i.e., free-air, fan, etc.).
11. Must be naturally aspirated.
12. OEM for the model and year exhaust systems must be used.
13. Any 1985 and prior OEM ignition allowed.

DRIVE

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
3. Chain Case must be an original equipment part from any snowmobile '85 and older.
4. Chain Case may be moved up to 2 inches.
5. Any track drive shaft and track drive sprockets allowed.
6. Track drive shaft may be relocated a maximum distance of 2 inches.
7. For chassis without a jackshaft, a jackshaft may not be added.
8. Jackshaft models may use any jackshaft. No titanium jackshafts allowed
9. Brake components may be replaced. Must be commercially available and not modified.

SKIS AND STEERING

1. Skis must be aluminum or steel.
2. Leaf springs must be steel and functional. Leaf spring minimum length: 20 inches.
3. Shock absorbers must be oil only, gas shock absorbers not allowed. Any hydraulic or gas single body shock allowed, no remote reservoir shocks allowed.
4. Spindles and cross member ends must be enclosed.
5. Ski spreaders allowed. Maximum increase 3 inches (each ski).
6. Any OEM or commercially available spindle is allowed. No modification to the spindle housing is allowed.
7. No Cobra skis allowed.
8. Steering column must be OEM-for-the-model (chassis). The handlebars and/or handlebar mounting bracket may be modified or replaced.
9. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. Remote adjusters are not allowed.
2. Any OEM track suspension from a stock qualified, 1985 or older model is allowed. Suspension limiting devices may be added. Wheels may be added, changed, or removed. No billet wheels allowed.

TRACK AND TRACTION

1. Any commercially available one-piece molded rubber or good cleated 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. Frame must be OEM for the year and brand.
2. Frame reinforcement allowed. Frame must maintain stock dimensions.
3. Hood must be OEM-for-the-model. Windshield may be modified, replaced, or removed.
4. Headlight must be taped or removed and blocked with like material.
5. Any fuel tank may be used but must remain in stock location.
6. Any seat may be used but must remain in the original location. Seat must retain 3 inches of thickness.
7. No exotic metals, titanium etc. is not allowed

This is a stock based class, we are not new and if you try some BS you will get caught. If you want a mod, grow a set and build one.

F-500

1. The snowmobile must have originated from 1989-1992 Polaris Indy 500 or 1989-1992 Polaris Indy 400 carbureted models. All model variations of Deluxe, SKS, SP and Standard models allowed. No Indy Trail models of any type allowed. Indy 500 chassis numbers end in 64. Example 0890764 is a 1989 model, 0900764 is 90 model, 0910764 is a 91 model, 0920764 is a 92 model.
2. Any hood, engine, and logo need not match.
3. 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.
4. Minimum weight is 400 pounds.
5. Maximum overall width of the sled is 45 inches.
6. No titanium or exotic materials on the sled: bolts, brackets, studs, backers etc. Period.

ENGINE

1. No component of the engine may be altered, changed, or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. No engine kits allowed. OEM Engines are as follows: EC50PL-01, EC50PL-02
2. Blueprinting is not allowed. No removal of material whatsoever allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.

3. No changes in engine dimensions can be made by gasket adjustments. Gaskets may be trimmed but must remain OEM and OEM thickness.
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. (Gasket sets must retain original compressed spec dimensions. Gasket sets that are designed to cover several model years and may have unapproved dimensions are not allowed.) It is the racers responsibility to obtain the correct gaskets and engine components.) Nominal head gasket is 1.85MM plus/minus .2mm. Nominal base gasket is .45mm plus/minus .1mm. Cometic head/base gasket kit C1086 (Wahl#17-836) is also allowed.
6. Replacing OEM carburetor slide valve and replacement jet components without modification is allowed in Formula 500. No modification to the carburetor body allowed. OEM Carb for the model was VM38SS-50L0IA.
7. No additional fuel pumps for fuel delivery may be added. Additional fuel pumps may be used for slide lube distribution.
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 the exhaust chamber may be repaired or replaced but must maintain original tuned length and inside diameter. NO OTHER CHANGES ALLOWED.
13. Pipe wrap for hood paint protection may be used but must not fully encompass the pipe. Any pipe wrap or shield can be requested to be removed for inspection by the technical inspector at any time.
14. No changes or repairs allowed to "Y" pipe.
15. Engine must remain in stock location and must use stock engine plate and mounts. Torque limiters allowed.

DRIVE

1. Drive clutch must be a P-85 Polaris.
2. Any commercially available driven clutch and internal components allowed.
3. Clutches and components may be modified. (Micro-Belmont or other "Quick change" clutches allowed but must be based off a P85 Polaris clutch.) (Carbon fiber primary clutch covers are allowed.)

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 if the pad contacts are aluminum or titanium hubs allowed.
8. Any commercially available brake master cylinder will be allowed.
9. Any OEM direct fit 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 the chain case.
10. Brake cooling duct, inside the hood, is allowed

SKI SUSPENSION & STEERING

1. Ski suspension and steering must be OEM for the model unless otherwise specified.
2. Radius rods and tie rods may be replaced or modified.
3. Maximum total offset allowed is 1 inch, measured from the center of the 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.
4. Must use all original suspension mounting points on chassis and struts.
5. Shock absorbers must be OEM for the model or like replacements.
6. May use any spring or spring adjusters. Titanium springs are not allowed.
7. Sway bars may be replaced but must fit in stock location thru bulkhead.
8. 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.
9. Suspension components may be reinforced but no geometry changes are allowed except camber.
10. 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 the 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.
11. Throttle lever may be replaced but must be thumb operated with a direct mechanical operated mechanism on rear side of right handlebar.

SKIS & SKI RUNNER

1. OEM (for the brand) or aftermarket skis allowed. Ski mount on the spindle may be narrowed to allow ski mounting.
2. Minimum flat length of the 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 cutting edge length is 6 inches per ski. Must be one continuous cutting edge with no other sharp edges on the ski. Measurement includes production gaps to prevent carbide damage from mounting procedures or ski rockers. The leading or trailing carbide may be altered to conform to measurement specs.

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 usable, vertical travel with the driver seated.
3. May drill new holes in the tunnel or rail to change mounting locations. May not drill an excessive number of holes for lightening.
4. May modify or replace springs. Titanium springs are not allowed.
5. Shock absorbers must be OEM for the model or like replacements.
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 a slide lubrication system.

TRACK & TRACTION

1. Any commercially available 121-inch by 15 inch is allowed. Minimum track lug height is 0.50 inch.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
3. No weld on hooker plates.
4. No studs allowed directly under rails.
5. Traction products must conform to $\frac{3}{8}$ stud length rule.
6. No titanium studs allowed.
7. Stud backing plates must be steel, aluminum, or plastic only. No other materials allowed.

FRAME & BODY

1. Must use 1989-1992 Polaris Indy 500 chassis.
2. Chassis may be reinforced.
3. May alter or replace hood, windshield, belly pan, seat, fuel tank and foot stirrups. Carbon fiber hood and carbon fiber handguards are allowed. No other carbon fiber body parts are allowed. May remove bumpers, dash panels, oil tank, lights, and wiring.

IGNITION & ELECTRICAL

1. Ignition system must be OEM stock for this engine, no modification allowed. May not lighten the flywheel.
 2. Lighting coils may not be removed. Lighting coils must be functional and generate current.
 3. Instruments, gauges, and headlight may be removed.
 4. Data acquisition and data acquisition systems allowed for engine management only. No methods of chassis data acquisition allowed. Go-Pro or equivalent camera may be mounted in any position on sled but not on driver. Playback tachometers will be allowed to record engine rpm only. No additional data acquisition instrumentation is allowed on the sled during a race event. Tachometers with the ability to record multiple functions may only be used in the tachometer mode. No additional sensors or pickups allowed. GPS mode allowed. Absolutely no functions that require pick-ups and adapters allowed.
 5. A red LED tail light must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. Tail Light must be a minimum of 8 square inches of continuous illuminated LED surface or a production snowmobile OEM LED tail light.
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F-440 FAN CLASS

1. The sled must have the original OEM engine, frame, cowl, suspension, and variable speed converters supplied by the manufacturer for that model.
2. Sleds competing in this class must be 1996 or older 440 CC maximum engine volume. (Fan Cooled only)
3. Only hydraulic welded body, non-revalvable, non-repairable shocks will be used in the front suspension and chassis. If a legal chassis and engine stock production sled originally came with a gas charged, re-valvable shock, the shocks must be replaced with a hydraulic, welded body shock. Shock may not be altered in any way. This is a method of cost control for this class.
4. A red tail light must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. Tail Light must be a minimum of 8 square inches of continuous illuminated surface or a production snowmobile OEM tail light.

ENGINE

1. No component of the engine may be altered, changed, or enlarged from the engine manufacturer's original Stock specifications, nor may any additional components be added to the engine.
2. Blueprinting will not be allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.
3. Must retain stock bore and stroke.
4. OEM or OEM style replacement pistons are allowed for replacement. Pistons may be up to .020 (.5mm) overbore. Pistons must be OEM or SPI replacements only. No Wiseco pistons allowed.
5. Aftermarket engine gaskets may be used, but original factory spec thickness is required. No changes in engine dimensions can be made by gasket adjustments.
6. Only original type gasket materials are allowed for engine assembly.
7. No engine update or performance kits/options allowed.
8. Oil injection pumps may be removed.
9. Only OEM carburetors are allowed. Must be OEM for the year, make and model.

WINDSHIELD

1. Windshields may be removed or shortened, if used, must be mounted in the OEM mounting location.

SEAT/FUEL TANK

1. Seat/fuel tank must remain OEM for the model. Seat may be recovered.
2. Seat must maintain the original profile as produced. No alterations to the stock seat except for mounting fasteners and location allowed.

BRAKES

1. Brakes may be changed or altered but must remain in the stock location.

FRONT SUSPENSION

1. Any snowmobile suspension spring allowed.
2. Limiter strap allowed but must maintain two inches of travel.
3. Front suspension shocks must be welded body hydraulic shocks.

TORSION BARS

1. Must be OEM for the model.
2. OEM diameter and linkage must be maintained.

TRACK SUSPENSION

1. The complete suspension must be used as furnished and filed by the manufacturer. There will be no suspension options permitted in Stock classes. Travel may be limited with straps or chains but must maintain two inches of usable travel.
2. No gas shocks allowed. Must use hydraulic welded body shocks.
3. Front rail/skid frame shock may be defeated but must be in place.

SUSPENSION WHEELS

1. OEM for the model suspension wheels, marginal snow wheels may be added or removed.
2. OEM for the model rear idler wheels may be added. Aftermarket replacements allowed. OEM style bearings only. No exotic metal or ceramic bearings allowed.

SLIDE LUBRICATORS

1. Slide rail lubrication systems allowed. TRACK 1. No "R" rated tracks allowed.
2. Any OEM track of original dimensions may be used. Dimensions are defined as track length, width, and drive specified dimension. Example wide X121" Long with 2.52 Drive Pitch. No pitch changes allowed. Track height must be no greater than 1" (one inch) lug height. **
3. Re-clipping/repair is allowed.
4. No hooker studs.

FRAME AND BODY

1. Must have a stock hood and belly pan.
2. Headlight may be removed but the hole must be covered if removed. Headlight retention is encouraged as it is a stock-based class.
3. Frame must not be altered, or bracing added. No drilling of holes in chassis or frame to move suspension.
4. No chassis or suspension component reinforcement allowed.

CLUTCH

1. Primary and secondary clutch must match year, make and model of snowmobile.

SKIS

1. Any approved alum race or stock ski, ski loop and ski loop attachment.
2. Maximum of 6-inch carbides.

EXHAUST

1. Must retain OEM exhaust system. No altering allowed. This includes removal of sound deadening material.

HANDLEBAR

1. Handlebars may be replaced, including extensions, to fit the driver. Handlebar column must remain in its original position and centered to the chassis.

WEIGHT

1. Sled weight must be within 20 pounds of original filed weight for the model. The 20-pound max variance is allowed due to the allowed removal of the air box and sound deadening foam inside the engine compartment. Filed weights for the models competing in this class are on record.

CLASS SPECIFIC RULES

1. No use of titanium or carbon fiber components.
2. No use of F500 suspension components in either the front or rear suspensions.
3. No use of F-500 specialized suspension components in either front or rear suspensions. No Hooper/Wahl or other aftermarket F-500 legal kits allowed.
4. Offset of any chassis is limited ½ " (.500 inch) center to center.

INTENT AND SPIRIT OF THE CLASS

This class is designed to be an affordable, fun, class of competition. It can be a starting point for a young driver or a level of competition for older drivers who no longer wish to compete in high-level classes. This is a factory stock produced snowmobile. The way it was produced is the way it must be run. If it is not listed, it does not mean you can alter it. If you desire a class with more liberal rules, or the ability to be creative in construction, please build something else.

440 LIQUID COOLED 1996 & OLDER

Same stock based class as above 440 Fan IFS but allow for Liquid Cooled engines,
Any OEM shock is allowed.

DRIVER LIABILITY RELEASE COVENANT NOT TO SUE

1. The driver/pit crew, in filing an application to enter the event, elects to use the course of the event at driver's /pit crews own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, tech personal, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property and/or reputation from tech decisions that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by

any construction or condition of the course over which the event is held and or piece of equipment that participant entered into competition.

2. Drivers/pit crew and other participants further acknowledge and fully understand that there may also be other risks that are not known or foreseeable at this time, and the above and released persons cannot control these risks, nor have the released persons judged the participants' skill level or ability prior to allowing the participants to participate and consequently is not in a position to guarantee the participants' personal health or safety during the programs, events or activities.

DRIVER/PIT CREW KNOWINGLY AND VOLUNTARILY ASSUMES ALL SUCH RISKS, BOTH KNOWN AND UNKNOWN, ANTICIPATED AND UNANTICIPATED, EVEN IF ARISING FROM THE NEGLIGENCE OF THE RELEASED PERSONS OR OTHERS, AND THE PARTICIPANTS ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE PARTICIPANTS' PARTICIPATION.

3. In consideration of permission and as a requirement of participation at IOU events, drivers, pit crew and other participants hereby covenant and agree not to sue the sanctioning organization, or its heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held, and further agree to fully release, indemnify and hold harmless those persons from any and all causes of action, demands, claims, and loss of injury to person or property or damages, of any nature whatsoever, whether the participation is supervised, unsupervised, however the injury is caused, including, but not limited to the negligence of any released persons.

**If you have any questions on these rules, please email
iceovalunlimited@gmail.com**