

**GENERAL COMPETITION RULES**

**DRIVER AND SNOWMOBILE RULES**

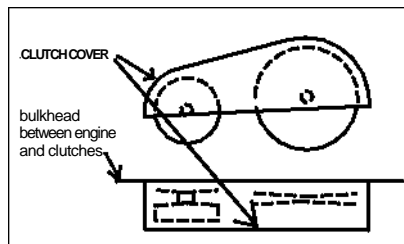
1. A driver and his snowmobile shall be considered a unit and once the class qualification and racing has begun, neither will be substituted until after the final race in the class.
2. The maximum number of snowmobiles allowed on the starting line for a race depends upon the width of the track at the narrowest point. There must be 5 feet of track width for each snowmobile at the narrowest point. If there are two rows of snowmobiles on the starting line, neither row may have more than the maximum number of snowmobiles allowed.
3. All races will be a minimum distance of at least three (2 to 3) complete laps.
4. A driver must always be prepared for another snowmobile to pass and must therefore be on the lookout for other snowmobiles approaching from behind.
5. After an accident all sleds involved need to move to track race entrance area for safety inspection by tech or a Director before race resumes.
6. Under the red flag drivers only may work on their snowmobiles on the course proper and must use only parts and tools carried on the course by themselves at the beginning of the event restart. If the sled leaves the race track it is disqualified.
7. If two (2) or more snowmobiles do not travel fifty feet from the starting line, the race will be restarted.
8. The Race director & PVR Directors will make all decisions
9. All drivers must attend the mandatory drivers meeting daily
10. Safe Jacs & shin guards are required in all classes
11. Snell 2005, 75% bright Orange helmet
12. Working tether, no cutoff switches other than handlebar rocker or push pull switch by throttle lever.
13. Tether must be worn when sled is running at all times.
14. Snow flap must touch the ground with driver seated & be pinned or chained
15. Track stands must be used when running a sled up. No lifting a sled to run it up. Stand must be USSA legal, rear & side guards installed.
16. Tail-lights are 1157 bulb on bright element or an equivalent LED. Tail-light must be lit prior to getting on track.
17. No Cobra skis & no alum leaf springs (cobras only on a Manta)
18. All metal ski loops must be padded & have a 1-inch min. width. Plastic ski loops are ok with a 1-inch min. width.
19. Min 6 inch numbers on sled sides in contrasting colors & back of drivers jacket.

20. All drivers under 21 years of age will be required to show proof of age, birth certificate or drivers license when asked (please send a copy with your membership form)
21. All headlights removed or disabled and tape over lens if not removed.

**GENERAL SNOWMOBILE REQUIREMENTS**

**DRIVE**

1. (Mandatory in all classes except Stock and Super Stock where it is recommended.) The clutch cover must be separate of cowl configuration and cover clutches down to center of clutch bolt or below. Must be .060 inch, 6061T6 aluminum or equivalent steel material and be covered with 6 inch wide belting. Snowmobile with removable side panels may bolt clutch cover to side panel to meet this



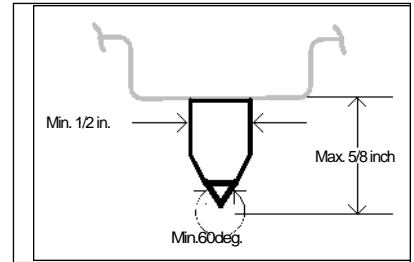
- requirement. See illustration.
2. Brake control handle must remain in OEM location (left, front side). Double brake system allowed as long as it remains on the left side.
3. Brake components must be commercially available and may not be modified or altered.

**SKI SUSPENSION AND STEERING**

1. All IFS snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel Measured at bumper.
2. Titanium suspension springs allowed in all modified classes.

**SKIS AND SKI RUNNERS**

1. Carbides (one (1) cutting edge) plus one (1) additional edge may extend no more than 5/8 inch from the lowest surface of the ski. Only one (1) cutting edge ski is permitted on independent front suspension snowmobiles. Any ski edge with over 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 (60) degrees inside included angle.



**TRACK SUSPENSION**

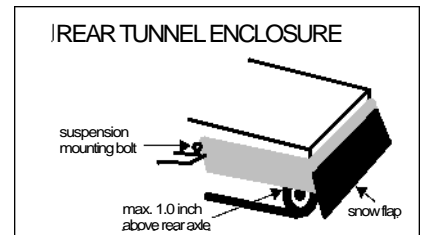
1. All IFS snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile.
2. Titanium suspension springs allowed in all modified classes.
3. Slide rail lubrication systems allowed if not in violation of local environmental laws.

**TRACK AND TRACTION**

1. The track studs may be no more than 3/8 inches above the track lug.
2. On one-piece molded rubber tracks: Plates welded onto track clips must be no longer or wider than track clip. Only one plate allowed per track clip. Rubber between ends of track clip may be trimmed to allow welding on stud plate.

**FRAME AND BODY**

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



3. All casting numbers, model numbers must be left intact and affixed to the corresponding components of the engine and chassis.

# VINTAGE OVAL COMPETITION

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

There will be differences from circuit to circuit in choice of classes, displacement categories, eligible models and year breaks. Classes and rules will be reviewed annually with the possibility of revisions.

## VINTAGE OVAL DIVISIONS

- PURE STOCK
- SUPER STOCK
- RELIC MOD 1971 AND OLDER
- MOD STOCK 73 AND OLDER
- SUPER MOD
- PRO MOD '73 AND OLDER
- IFS SNO-PRO
- SPECIALTY CLASSES

All snowmobiles in all classes must conform to all applicable rules in the GENERAL RULES AND REGULATIONS section unless otherwise specified here.

### SKI SUSPENSION AND STEERING

1. Leaf Spring Snowmobiles must have functional steel leaf springs.

### TRACK SUSPENSION

1. Springs must be steel or OEM-for-the-model if other material.

### TRACK AND TRACTION

1. Traction studs shall not exceed 3/8" maximum over the highest part of the track.
2. Cleated tracks are allowed if in good condition. Ie no frayed edges, torn belts, cuts, weathered.

### FRAME AND BODY

1. Engine, chassis and component ID numbers should be maintained, but are not required.

### IGNITION AND ELECTRICAL

1. No programmable or driver controlled/controllable ignitions allowed. (i.e. dip switches,remotes, dragon button, cannot be covered or hidden.) No switchable ignitions, no external switched ignitions, no remote controlled ignition systems unless specified in the specific division rules.

## PURE STOCK

In stock and stock based classes, 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 single pipe, LEAF SPRING MODEL 1985 or older is eligible. No exotics or special builds Mercury Trail Twister 340's, Polaris 340 TX's are legal (not Starfires, TJets, gpx...)
2. 340 cc F/A or 400 cc Fan single pipe only
3. This is an entry-level class.

### SUGGESTED CLASSES

PURE STOCK	340/400 cc maximum
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### ENGINE

1. The engine must be OEM-for-the-model.
2. Engine, engine mounts and exhaust must remain in original OEM-for-the-model locations (of the chassis).
3. Engine bore size may be increased up to 0.060 inches over class size.
4. Must be naturally aspirated.
5. Stock Single Pipe exhaust system only may be used.

### DRIVE

1. Comet Duster Clutch may be used, Springs, Cams, and weights may be changed.
2. Secondary clutch must be OEM-for-the-model chassis.
3. Chain-case must be OEM. Chain and gears may be changed.

### SKI SUSPENSION AND STEERING

1. Skis must be original.
2. Leaf springs must be steel and functional.
3. The handlebars must be original but can be bent for driver comfort.

### TRACK SUSPENSION

1. Original track suspension only.

### TRACK AND TRACTION

1. Commercially available one-piece molded rubber track allowed. No R rated tracks. If changing to a rubber track, changes include no advantage. Cleated tracks are legal if in good condition. 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 original.
2. No modifications allowed to frame.
3. Hood must be OEM-for-the-model.
4. Headlight must be taped.
5. Fuel tank must be OEM-for-the-model
6. Seat must be original

## SUPER STOCK

In stock and stock based classes, 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 (i.e. Fan, Free-air, Liquid).

### SUPER STOCK SUGGESTED CLASSES

SUPER STOCK 250	250cc maximum
SUPER STOCK 300	300cc maximum
SUPER STOCK 340	340cc maximum
SUPER STOCK 440	440cc maximum
SUPER STOCK 800	800cc maximum

### ENGINE

1. The engine must be OEM-for-the model. No sleeving down of engine.
2. Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition.
3. Any internal modifications allowed to the engine.
4. No external modifications allowed. Engine must maintain OEM-for-the model appearance.
5. Engine bore size may be increased up to 0.060 inches over class size.
6. Aftermarket pistons allowed.
7. Intake concept (for the engine) must be maintained (i.e. piston port, reed valve, single carb, twin carb, ect. )
8. Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Air intake silencers (air boxes) may be removed.
9. Cooling system concept (for the engine) must be maintained and fully functioning (i.e. free-air, fan, etc.).
10. Must be naturally aspirated.
11. OEM-for-the-model and year exhaust system must be used.

### DRIVE

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
3. Chaincase must be OEM.
4. Chaincase 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 jackshaft may not be added.
8. Jackshaft models may use any jackshaft.
9. Brake components may be replaced. Must be commercially available and not modified.

**SKI SUSPENSION AND STEERING**

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional and a minimum of 20" long.
3. An aluminum extrusion replacement ski may be used. Shock absorber, if used, must be emulsion type shock with only direct linkage between spindle and ski as OEM design. No internal floating piston type, or high- pressure gas shocks allowed..
4. Ski spreaders allowed. Maximum increase 3 inches (each ski).
5. No Cobra skis allowed.
6. Steering column must be OEM-for-the model (chassis). The handlebars and/or handlebar mounting bracket may be modified or replaced.
7. Any commercially available handlebar allowed.

**TRACK SUSPENSION**

1. Any OEM track suspension from a stock qualified, 1985 or older model is allowed. No Whal suspensions.
2. Remote adjustors are not allowed.
3. Rail Center dimension change to fit rubber track application allowed.

**TRACK AND TRACTION**

1. Any commercially available one-piece molded rubber track allowed. Cleated Tracks are legal if in good condition. 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 brand.
2. Frame reinforcement allowed. Frame must maintain stock dimensions.
3. Hood must be OEM-for-the-model and year. Windshield may be modified, replaced or removed.
4. Headlight must be taped.
5. Fuel tank must be OEM-for-the-model or an aftermarket reproduction.
6. Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is 3 inches.

**RELIC MOD**

Any 1971 or older air-cooled, stock qualified or OEM racing snowmobile is eligible for this class.

**SUGGESTED CLASSES**

RELIC Single	340 FAN/FA
RELIC 340	340cc maximum
RELIC 440	440cc maximum
RELIC 650	650cc maximum
RELIC 800	800cc maximum

**ENGINE**

1. The engine must be OEM-for-the-model.
2. Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition. No offsetting of the engine.
3. Any internal modifications allowed to the engine.
4. No external modifications allowed. Engine must maintain OEM-for-the-model appearance.
5. Engine bore size may be increased up to 0.060 over class size.
6. Intake concept must be maintained (i.e. piston port, reed valve, etc.).
7. Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Fuel injection not allowed.
8. Air intake silencers (air boxes) may be removed.
9. Any exhaust allowed. A commercially available silencer is recommended but not required.
10. No liquid cooling allowed.
11. Must be naturally aspirated.

**DRIVE**

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
3. Any snowmobile brand OEM chain-case.
4. Chaincase 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. *Jackshafts not allowed in Relic single, relic 340 and 440 unless:*

*Machine came equipped from OEM. If this is the case, a copy of the OEM documentation must be presented at time of registration. (i.e. Operators manual, service manual showing original equipment.)*

*Machine was a previously grandfathered Panther bulkhead mod sled from the 2006 season. NOTE: PVR has records of those grandfathered sleds. Grandfather clause terminated when sled is sold or destroyed.*

*Jackshafts are allowed in 650 and 800 cc classes under these conditions:*

*Machine came equipped from OEM. There is documentation of proof at time of registration.*

*A Panther bulkhead mod is allowed but must use original bulkhead from a Panther, no manufactured or cloned bulkheads and/or parts for jackshaft*

Final decision will be by board review.

8. Brake components may be replaced. Must be commercially available.

**SKI SUSPENSION AND STEERING**

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional.
3. An aluminum extrusion replacement ski may be used. Shock absorber, if used, must be emulsion type shock with only direct linkage between spindle and ski as OEM design. No internal floating piston type, or high- pressure gas shocks allowed.
4. Ski spreaders allowed. Maximum increase 3 inches (each ski).
5. No Cobra skis allowed.
6. Steering column must be OEM-for-the-model chassis. The top of the steering column may be modified to accept handlebar mounts only.
7. Any commercially available handlebar allowed.

**TRACK SUSPENSION**

1. Any OEM track suspension from a stock qualified, 1985 or older model. No Whal suspensions
2. Remote adjustors are not allowed.

**TRACK AND TRACTION**

1. Any commercially available one-piece molded rubber track allowed. Cleated Tracks are legal if in good condition. 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-model.
2. Frame reinforcement allowed. Frame must maintain stock dimensions.
3. Hood must be OEM-for-the-model.
4. Windshield may be modified, replaced or removed.
5. Headlight must be taped.
6. Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.
7. Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is 3 inches.

**Mod Stock 1973 and Older**

1. Any air cooled Stock Qualified or limited production race model with leaf spring is allowed.
2. No Porter Front ends.

**SUGGESTED CLASSES**

MOD STOCK 300	300cc maximum
MOD STOCK 340	340cc maximum
MOD STOCK 440	440cc maximum

**ENGINE**

1. The engine must match chasis
2. Engine, engine mounts and exhaust must remain in original OEM locations.
3. Any internal modifications allowed to the engine. No external engine modifications allowed.
4. Engine bore size may be increased up to 0.060 over class size
5. Any snowmobile Carburetor is allowed. Flat Slide Carburetors are allowed. Fuel Injection is not allowed.
6. Air intake silencers (air boxes) may be removed.
7. Any exhaust allowed. A commercially available silencer is recommended but not required.
8. Must be naturally aspirated.

**DRIVE**

1. Any primary clutch allowed.
2. Any secondary clutch allowed. Roller secondary clutches allowed.
3. Any snowmobile chaincase allowed. Must be in original location. Chaincase may be moved up to 1 inch.
4. Any track drive shaft and track drive sprockets allowed.
5. Track drive shaft may be relocated a maximum distance of 1 inch from OEM location.
6. Brake components may be replaced. Must be commercially available and not modified.

**SKI SUSPENSION AND STEERING**

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional.
3. *An aluminum extrusion replacement ski may be used. Shock absorber, if used, must be emulsion type shock with only direct linkage between spindle and ski as OEM design. No internal floating piston type, or high-pressure gas shocks allowed.*
4. Ski spreaders allowed. Maximum increase 3 inches (each ski).
5. No Cobra or exotic built skis allowed.
6. Any commercially available handlebar or steering column allowed.

**TRACK SUSPENSION**

1. Any OEM track suspension from a stock qualified, 1985 or older model. Wheels may be changed. No Whal suspensions

**TRACK AND TRACTION**

1. Any commercially available one-piece molded rubber track allowed. Cleated Tracks are legal if in good condition. 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-model.
2. *Stock spindle width, no offset as measured from center of tunnel to center of spindles.*
3. Frame reinforcement allowed. Hood must be OEM-for-the-model.
4. Windshield may be modified, replaced or removed.
5. Headlight may be removed.
6. Any fuel tank allowed.
7. Any seat allowed.

**SUPER MOD**

1. Any 1985 or older Stock Qualified or limited production race model with leaf spring is allowed.
2. 1972 and 73 Chaparrals also allowed.
3. Chaparrals must maintain OEM front-end dimensions and use designated oil only shocks (no gas shocks).
4. Approved part numbers for Chapparals and OEM dimensions will be supplied.
5. On Chapparals, sway bar must be used and in OEM location. A larger diameter sway bar may be used.
6. Programmable ignition systems Allowed. Ignition reprogramming is not allowed in the staging area or on the racetrack.

**SUGGESTED CLASSES**

SUPER MOD 300	300cc maximum
SUPER MOD 340	340cc maximum
SUPER MOD 440	440cc maximum
SUPER MOD 650	650cc maximum
SUPER MOD 800	800cc maximum

**ENGINE**

1. The engine must match chasis.
2. Any internal modifications allowed to the engine. External Engine Mods allowed with exception of Case Reeds.
3. Engine bore size may be increased up to 0.060 over class size.
4. *Any snowmobile Carburetor is allowed. Flat Slide Carburetors are allowed. Fuel injection is not allowed.*
5. Air intake silencers (air boxes) may be removed.
6. Any exhaust allowed. A commercially available silencer is recommended but not required.
7. 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. Any track drive shaft and track drive sprockets allowed.
5. Track drive shaft may be relocated

6. Brake components may be replaced. Must be commercially available and not modified.

**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. Cleated Tracks are legal if in good condition. 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-model.
2. Frame reinforcement allowed.
3. Frame may be widened up to a 40" center-to-center carbide width. No offset as measured from center of tunnel to center of spindles.
4. Hood must be OEM for the model.
5. Windshield may be modified, replaced or removed.
6. Headlight may be removed.
7. Any fuel tank allowed.
8. Any seat allowed.

**PRO MOD '73 AND OLDER**

1. Any air cooled Stock Qualified or limited production race model with leaf spring is allowed.
2. 1972 and 73 Chaparrals also allowed.
3. Chaparrals must maintain OEM front-end dimensions and use designated oil only shocks (no gas shocks).
4. Approved part numbers for Chapparals and OEM dimensions will be supplied.
5. On Chapparals, sway bar must be used and in OEM location. A larger diameter sway bar may be used.

6. 73 EXT's can run Porter Front ends. This must be a one piece front like the kit in 73 Bulk head assembly. No spreaders allowed on Porter front ends.

**SUGGESTED CLASSES**

PRO MOD 300	300cc maximum
PRO MOD 340	340cc maximum
PRO MOD 440	440cc maximum
PRO MOD 650	650cc maximum
PRO MOD 800	800cc maximum

**ENGINE**

1. The engine must match chassis.
2. Any internal modifications allowed to the engine. External engine mods allowed except the addition of any reeds or exhaust valves.
3. Engine bore size may be increased up to 0.060 over class size.
4. Any snowmobile carburetor is allowed. Flat slide carburetors are allowed. Fuel injection is not allowed.
5. Air intake silencers (air boxes) may be removed.
6. Any exhaust allowed. A commercially available silencer is recommended but not required.
7. 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. Any track drive shaft and track drive sprockets allowed.
5. Track drive shaft may be relocated.
6. Brake components may be replaced. Must be commercially available and not modified.

**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.

**TRACK AND TRACTION**

1. Any commercially available one-piece molded rubber track allowed. Cleated Tracks are legal if in good condition. 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-model.
2. Stock Spindle width, no offset as measured from center of tunnel to center of spindles
3. Frame reinforcement allowed. Hood

- must be OEM for the brand.
4. Windshield may be modified, replaced or removed.
  5. Headlight may be removed.
  6. Any fuel tank allowed.
  7. Any seat allowed.

**IFS SNO PRO**

1. Only 82 or older IFS single-track limited production OEM racing snowmobiles allowed. No non-OEM, aftermarket or custom designs allowed.
2. No Champ or Sprint chassis allowed.
3. Reproduction chassis are allowed but must be built using exact measurements of bulkhead of the original 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 race snowmobiles.)

**SUGGESTED CLASSES**

SNO PRO 250	250cc maximum
SNO PRO 340	340cc maximum
SNO PRO 440	440cc maximum

1. The engine brand need not match the chassis brand
2. Any 83 and older snowmobile engine is allowed.
3. No variable timing exhaust valves allowed.
4. Any internal modifications allowed to the engine.
5. Engine bore size may be increased up to 0.060 over class size.
6. Any snowmobile carburetor is allowed. Fuel injection is not allowed.
7. Any exhaust allowed. A commercially available silencer is recommended but not required.
8. Must be naturally aspirated.

**DRIVE**

1. Any primary clutch allowed.
2. Any secondary clutch allowed. Roller secondary clutches allowed.
3. Chaincase must be in OEM location.
4. Driveshaft must remain in the OEM-for-the-model location.
5. Any track drive shaft and track drive sprockets allowed.
6. Brake components may be replaced. Must be commercially available and not modified.

**SKI SUSPENSION AND STEERING**

1. Skis must be steel or aluminum.
2. Any commercially available handlebar allowed.
3. Any shock absorbers allowed.
4. Sway bar may be replaced with a larger diameter sway bar.
5. Maximum overall width is 45 inches.

**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 allowed. Cleated Tracks are legal if in good condition. 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. Maximum snowmobile width 45 inches.
2. Hood must be OEM-for-the-model.
3. Shock and sway bar must stay in an original location.
4. Windshield may be modified, replaced or removed.
5. Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.
6. Any seat allowed.

**IFS SNO PRO X**

In the X classes, IFS Sno Pro rules apply unless otherwise stated here.

**SUGGESTED CLASSES**

SNO PRO 250X	250cc maximum
SNO PRO 340X	340cc maximum
SNO PRO 440X	440cc maximum

**ENGINE**

1. The engine brand need not match the chassis brand.
2. External modifications limited to the addition of a reed valve system to a piston port engine only.

**DRIVE**

1. Driveshaft must remain in the OEM location for the model.
2. Any OEM for the brand chain case may be used.
3. Track drive axle must be within 2 inches of the OEM-for-the-model location.

**SKI SUSPENSION AND STEERING**

1. Sway bar and shock absorber locations may be changed.
2. Sway bar may be replaced.

**FRAME AND BODY**

1. Any 82 or older Sno Pro Hood must be used.
2. A 1986 and older Polaris Indy Chasis is allowed must be O.E.M. No reproductions.
3. No Tapered tunnel Indy chassis allowed.

## SPECIALTY CLASSES

Specialty classes can be any Vintage Oval Competition or class that does not fall under Vintage Oval class structure but meets established safety standards, applicable laws and complies with approved insurance coverage.

### (EXAMPLE) 73 and Older MOD FAN SINGLE

1. Any stock qualified leaf spring, fan-cooled, single cylinder non-race model allowed.
2. The engine and chassis must be same brand.
3. Recommend 340 cc maximum.

#### ENGINE

1. Engine, exhaust and mounts must remain in OEM location for the chassis.
2. Internal modifications allowed to the engine.
3. Engine bore size may be increased up to 0.060 inches over class size.
4. Intake concept must be piston port.
5. Any carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Fuel injection not allowed.
6. Air intake silencers (air boxes) may be removed.
7. Engine must be functionally fan-cooled.
8. Any exhaust allowed. A commercially available silencer is recommended but not required.
9. Must be naturally aspirated.

#### DRIVE

1. Any clutches allowed.
2. Drive shaft may be relocated.
3. Any track drive shaft and track drive sprockets allowed.
4. Brake components may be replaced. Must be commercially available and not modified.

### SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum.
2. Steering column must be OEM-for-the-model chassis. The handlebars and/or handlebar mounting bracket may be replaced.
3. Any commercially available handlebar allowed.

#### TRACK SUSPENSION

3. Any track suspension

#### TRACK AND TRACTION

1. Any commercially available one-piece molded rubber track allowed. Cleated Tracks are legal if in good condition. 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-model.
2. Frame reinforcement allowed.
3. May shorten or lengthen for track length.
4. Hood must be OEM for the make.
5. Windshield may be modified, replaced or removed.
6. Headlight may be removed.
7. Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.

**Womens Fan:** For women only. 1973 and older Mod Fan single rules apply.

**Jrs 1** For young men & women, 12-14 years of age (no one under 18 years of age can run any other classes). 0-340 CC, Single Fan Mod; SuperStock F/A, SuperStock Fan, or SuperStock 250 L/C, only.

**Jrs 2** For young men & women, 15-17 years of age (no one under 18 years of age can run any other classes). 0-340 CC, Single Fan Mod; SuperStock F/A, SuperStock Fan, or SuperStock 250 L/C, only.

**NOTE:** Jr. racers will get a heat & final at all races.... This is to give them more seat time. No Mod sleds, other than single cylinder fan cooled, are allowed.

**MASTERS:** You must be age 50 & older to compete. No top 5 Pro drivers allowed. PVR board will determine if you are a top 5 driver. 1973 and older Pro-mod rules apply. 340cc Maximum. May use up to a 1985 model.

#### STOCK SINGLE FAN

In stock and stock based classes, 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 1973 or older fan cooled model is eligible. No limited production or race models allowed.
2. Recommended 340 cc maximum.

#### ENGINE

1. The engine must be OEM-for-the model.
2. Engine, engine mounts and exhaust must remain in original OEM-for-the-model locations (of the chassis).
3. Any internal modifications allowed to the engine.
4. No external modifications allowed. Engine must maintain OEM-for-the-model appearance.
5. Engine bore size may be increased up to 0.060 inches over class size.
6. Aftermarket pistons allowed.

7. Intake concept (for the engine) must be maintained.
8. Must use stock carburation. Air intake silencers (air box) may be removed.
9. Cooling system concept (for the engine) must be maintained and fully functioning (i.e. fan).
10. Must be naturally aspirated.
11. OEM-for-the-model exhaust system must be used.

#### DRIVE

1. Stock OEM clutch. *Comet Duster clutch may be used. Springs, cams & weights may be changed*
2. Secondary clutch must be OEM-for-the-model chassis.
3. Chain case must be OEM.
4. Chain case may be moved up to one inch.
5. Any track drive shaft and track drive sprockets may be used.
6. Track drive shaft may be relocated a maximum distance of 1 inch.
7. For chassis' without jackshaft, a jackshaft may not be added.
8. Jackshaft models must use OEM for the model jackshaft.
9. Brake components may be replaced. Must be commercially available and not modified.

#### SKI SUSPENSION AND STEERING

1. Skis must be OEM-for-the-model or an aftermarket replacement.
2. Leaf springs must be steel and functional.
3. Ski spreaders allowed. Maximum increase 3 inches (each ski).
4. Only oil filled shocks can be used on the skis. (No Gas Shocks)
5. Spindles must be enclosed.
6. No Cobra skis allowed.
7. Steering column must be OEM-for-the-model chassis. The handlebars and/or handlebar mounting bracket may be replaced.
8. Any commercially available handlebar allowed.

#### TRACK SUSPENSION

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

#### TRACK AND TRACTION

1. Commercially available one-piece molded rubber track allowed. No R rated tracks. Cleated tracks are legal if in good condition. 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 brand.
2. No modifications allowed to frame.
3. Hood must be OEM-for-the-model.

4. Windshield may be modified, replaced or removed.
5. Headlight must be taped.
6. Fuel tank must be OEM-for-the-model or an aftermarket replacement.
7. Seat must maintain OEM contour and stock appearance for the model.  
Minimum seat thickness is 3 inches.

**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.**

***A current signed waiver must be on file prior to participation at PVR sanctioned events.***