

ICE LE MANS RACING

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.

If class rules are not followed, the class name shall not be used and the class shall be run as a specialty class with ISR's prior approval.

and the yellow flag immediately after the

SPORT DIVISION CLASSES

CLASS	CC LIMIT	DETAILS
600 FAN OPEN	600cc	Fan cooled
STOCK 440	440cc	Liquid
STOCK 600	600cc	Liquid, Single expansion chamber
WOMENS 440 FAN	440cc	Fan cooled
MASTERS 700	600 cc Liq.	Min. 35 years old
PARENT 380	Jr. Novice	Parents of Jr. Nov.

DIVISIONS AND CLASSES

LE MANS RACE DRIVER DIVISIONS

- Pro
- Semi Pro
- Pro
- Sport

- Drivers may only enter in one division (Sport, Semi-Pro, or Pro), no driver movement between categories during the event.

PRO DIVISION CLASSES

CLASS	CC LIMIT	DETAILS
STOCK 600 FAN	600cc	Fan cooled
STOCK 440	440cc	Liquid
STOCK 600	600cc	Single expansion chamber
600 OPEN	600cc	Liquid cooled
CHAMP 440	440cc	Liquid cooled
PRO SPRINT	440cc Fan 500cc Fan	Reed valve Piston port
WOMENS' 440 STOCK	440cc	Liquid cooled

SEMI PRO DIVISION CLASSES

	CC LIMIT	DETAILS
600 FAN OPEN	600cc	Fan cooled
STOCK 440	440cc	Liquid
STOCK 600	600cc	Single expansion chamber
600 OPEN	600cc	Liquid cooled
CHAMP 440	440cc	Liquid cooled
SPRINT	440cc Fan 500cc Fan	Reed valve Piston port

SPECIAL SANCTIONS & CLASSES

- Can be any snowmobile event that does not fall under any of the specific circuits or classes, but meets established safety standards, applicable laws and/or approved insurance coverages.
- All Specialty Sanctions and Classes must be approved in writing by ISR prior to competition.

FOUR STROKE ENGINES

- In order to be eligible for competition, a four-stroke powered snowmobile must be classified through the ISR four-stroke classification procedure.

GENERAL COMPETITION RULES

GENERAL REGULATIONS

- PASSING** - A driver must always be prepared for another snowmobile to pass and must therefore be on the lookout for other snowmobiles approaching from behind. Drivers will not hinder or obstruct an overtaking vehicle. A slower driver is to move over for the passing snowmobile.
- DRIVERS RESPONSIBILITY** - It is the driver's responsibility to inform the nearest race official of any injured drivers on the racecourse.
- A driver and his snowmobile shall be considered a unit and once a race has begun, neither will be substituted. If a driver qualified on a snowmobile, both must be in the same final event of the class and/or event. In the event a driver's snowmobile is damaged beyond repair, the driver will be allowed to use a different snowmobile providing it is equal to or smaller in displacement than his originally entered snowmobile. He must notify the Tech Director and will be required to start at the penalty line while using the alternate snowmobile.
- YELLOW FLAG**-drivers may continue to race, but must not pass between the yellow flag immediately before the incident

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- incident. In case of inadvertent display of yellow flags, the Race Director will rule on driver conduct.
5. RED FLAG-Immediately stop racing, return to the start line if possible. The race will be restarted.
 6. FURLED BLACK FLAG-warning to a driver of a violation. No action required.
 7. UNFURLED BLACK FLAG-driver disqualified from that race.
 8. CROSSED WHITE AND GREEN FLAGS- halfway point in race.
 9. GREEN FLAG-the course is clear for racing.
 10. WHITE FLAG-one lap remaining.
 11. There shall be a penalty starting line located 50 feet behind the starting line.

REGISTRATION-ENTRY REGULATIONS

1. All entry fees must be paid in full before driver can practice or race.
2. Any class event can be eliminated when there are less than two (2)

- official entries at the close of registration.
3. Entry fees will be regulated on a regional basis.
 4. Payback in sport classes is limited to trophies only. Payback in all other classes will be regulated on a regional basis.
 5. Drivers may be assessed a late registration fee.

VERIFICATION & CONTROL

1. All Classes: Tech Director will select the snowmobiles for mandatory teardown and inspections. Snowmobile driver will be notified at the completion of race if he is to report to teardown.
2. Any time during or after the event there may be teardown or inspections to check for technical or safety violations.

DRIVER RULES

1. Senior competitor must be at least eighteen (18) years of age. Refer to JUNIOR COMPETITION section for information on racing for those under 18 years of age.

ICE Le MANS COMPETITION

2. Drivers and their crew members must abide by all (Rules and Regulations) set forth under the chapters of this manual titled Competition Race Director Authority, Snowmobile Equipment, Verification and Control, Driver Protective Equipment and Enforcement and Discipline.
3. Driver Infractions/Disqualifications in one Ice Le Mans, Sno-Cross and Cross Country event will be forwarded to all ISR Ice Le Mans, Sno-Cross and Cross Country affiliates.
4. Drivers and crews are required to conform to sponsorship agreements as long as driver's number system is not compromised. Recommended size for any sponsor's emblem should not exceed sixteen (16) square inches on the front or twenty four (24) square inches on the back of the driver's uniform.
5. Radio communication allowed between crew and driver.

DRIVER MAY BE DISQUALIFIED FOR:

1. Running without a hood or shroud in position.

2. Running with altered numbers.
3. Running with bibs not in position.
4. Receiving unauthorized assistance.
5. The driver or a group of drivers attempt to harass race officials in any manner.
6. Course cutting. (A driver may reenter the course at the point of exit or wait for last place snowmobile to pass and reenter at alternate point.)
7. Dangerous driving tactics.
8. Failure to stop for Post Race Technical Inspection.
9. Failure to use proper safety equipment.
10. Unsafe operation in the pit area.
11. Allowing non-registered drivers to operate driver's snowmobile on track during a practice lap or during race.
12. Standing on rear bumper of snowmobile at the start line. (The Race Director has the authority to disqualify or impose some other penalty for this infraction.)
13. Passing in a yellow flag zone.

DRIVER MAY BE PENALIZED FOR:

1. Jumping the start.
2. Causing a restart.
3. Performing work other than refueling or resetting kicker (front torque arm jacker) while under a red flag. (Violators will be moved to the penalty line for the restart.)
4. Drivers not participating in all heat races will be started at the penalty line in the final.
5. Drivers who approach the start line in the wrong staging order will be started at the penalty line for that race.

COURSE DESCRIPTION

1. The course shall be marked adequately and safely.
2. The narrowest part of the track will govern the number of snowmobiles to start at one time. Track width will determine the number of snowmobiles on the track. Five (5) feet of track width per snowmobile will be considered a standard requirement for senior events.
3. Barbed wire or unmarked stumps, rocks, or other hazards shall not be found within forty (40) feet of the racecourse.
4. The finish line banner must have a minimum ground clearance of ten (10) feet to the bottom of the finish line banner, and twenty five (25) feet between supports.
5. The course shall be checked before the race can be started and any discrepancies found shall be corrected.
6. SEE COURSE DIAGRAM IN THE APPENDIX.

ENGINE

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

DRIVE

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

SKI SUSPENSION AND STEERING

1. Maximum carbide-to-carbide ski stance cannot exceed 43.5 inches measured under the spindle. Carbide runner must be centered on the ski board.
2. Carbides, (one (1) cutting edge) plus one (1) additional edge, may not extend 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 per ski edge with over 1/2 inch turndown constitutes a legal keel cutting edge.
3. All snowmobiles must have a minimum of two (2) inches of usable suspension travel with the rider's weight on the seat. Measurement is taken vertically at the front bumper. The driver is responsible for demonstrating suspension travel.

TRACK SUSPENSION

1. All snowmobiles must have a minimum of two (2) inches of usable suspension travel with the rider's weight on the seat. Measurement is taken vertically at the rear bumper. The driver is responsible for demonstrating suspension travel.

TRACK AND TRACTION

1. The track studs may be no more than 3/8 inches above the flat of the track or cleat.

IGNITION AND ELECTRICAL

1. A functional secondary safety shutoff switch (kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handle bar.
2. In the event of a driver becoming dislodged from his snowmobile or a crash and the engine continues to run or the safety disconnect switch fails to function or is not properly fastened/attached to the driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred.
3. Tail light failure during the race is not subject to disqualification.

when specified.

NOTICE: See Oval Sprint Stock class rules in this publication.

OPEN (MODIFIED) CLASSES

GENERAL

CLASS	RULES
Semi Pro Sprint600	See Sprint 600 class in Oval Sprint chapter.
Pro Sprint	
Pro/Semi Pro Champ	See Champ rules in Oval Sprint chapter.

1. Snowmobiles must meet safety guidelines.
2. All competing snowmobiles will be individually inspected by race officials for safety and structural integrity.
3. Minimum weight is 350 pounds.
4. Maximum overall snowmobile width is 45 inches.

ENGINE

1. In all classes, snowmobiles are required to have a functionally silenced exhaust system. Exhaust must exit through the belly pan.
2. The following minimum standards for straight-thru silencers are required:
 - a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
 - b. Inner pipe (perforated core) must contact sound absorbing material.
 - c. Outer pipe must be at least 3/4 in. larger than inner pipe.
 - d. Minimum silencer length 3 in.

DRIVE

1. The clutch cover must be separate from cowl configuration, and cover clutches to center of bolt or below. Clutch cover guards must be .060 inch 6061T6 aluminum or equivalent and be covered with six (6) inch belting. Snowmobiles with removable side panels may bolt clutch cover guard to side panel to meet this requirement.

SKI SUSPENSION & STEERING

1. Turning carbide length unlimited.

TRACK & TRACTION

1. Track must be one-piece molded rubber, commercially available and marketed through normal sales activity.

GENERAL SNOWMOBILE RULES

GENERAL

1. Composite materials may be used only

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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.