

1. 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.

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.

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

- STOCK
- SUPER STOCK
- RELIC MOD
- SPORT MOD
- SUPER MOD
- PRO MOD '73 AND OLDER
- IFS SNO – PRO

GENERAL COMPETITION RULES

GENERAL COMPETITION RULES from Oval Sprint apply.

GENERAL SNOWMOBILE REQUIREMENTS

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

NOTICE: Effective 1 Jun 09, titanium parts will not be allowed in Vintage Oval Racing.

DRIVE

1. (Mandatory in all classes except Stock and Super Stock where it is recommended.) The clutch cover must conform to the rule for Modified Oval Sprint classes.

SKI SUSPENSION AND STEERING

1. Leaf Spring Snowmobiles must have functional steel leaf springs.
2. Springs must be steel or OEM-for-the-model if some other material.
3. **IN ALL CLASSES: Offset ski stance not allowed unless produced by the OEM for the model.**
4. All ISF snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel measured at bumper.

TRACK SUSPENSION

1. All ISF snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel measured at bumper.

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

TRACK AND TRACTION

1. No cleated tracks allowed.
2. Traction devices must conform to Oval Sprint rules.

FRAME AND BODY

1. Engine, chassis and component ID numbers should be maintained, but are not required as in Oval Sprint.
2. Maximum overall width of any snowmobile is 45 inches (outside of skis or body, whichever is wider).

IGNITION AND ELECTRICAL

1. Programmable ignition systems allowed in all classes. Ignition reprogramming is not allowed in the staging area or on the racetrack.
2. Any OEM production taillight, with the brake element on whenever the engine is running is mandatory.

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. No limited production or race only models (such as '76 and '77 Yamaha SRX, Mercury Snow Twister, Ski Doo Blizzard, Arctic Cat Z OR EXT).
2. Entries will be segregated into classes based upon engine cooling (i.e. Fan, Free-air, Liquid).

SUGGESTED CLASSES

STOCK 250	264cc maximum
STOCK 300	317cc maximum
STOCK 340	358cc maximum
STOCK 440	464cc maximum
STOCK 600	680cc maximum
STOCK 800	836cc 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 class limit (see above).**
6. Aftermarket pistons allowed.
7. Intake concept (for the engine) must be maintained (i.e. piston port, reed valve, etc.)
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 exhaust system must be used.

DRIVE

1. Any snowmobile brand OEM primary clutch allowed.
2. Secondary clutch must be OEM-for-the-model chassis.
3. Chaincase must be OEM.
4. Chaincase may be moved up to two inches
5. Any track drive shaft and track drive sprockets may be used.
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 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. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track,
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. 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.

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.

OVAL SPRINT COMPETITION

- Entries will be segregated into classes based upon engine cooling (i.e. Fan, Free-air, Liquid).

SUPER STOCK SUGGESTED CLASSES

SUPER STOCK 250	264cc maximum
SUPER STOCK 300	317cc maximum
SUPER STOCK 340	358cc maximum
SUPER STOCK 440	464cc maximum
SUPER STOCK 800	836cc maximum

ENGINE

- The engine must be OEM-for-the-model.
- Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition.
- Any internal modifications allowed to the engine.
- No external modifications allowed. Engine must maintain OEM-for-the-model appearance.
- Engine bore size may be increased up to class limit (see above).**
- Aftermarket pistons allowed.
- Intake concept (for the engine) must be maintained (i.e. piston port, reed valve, etc.)
- Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Air intake silencers (air boxes) may be removed.
- Cooling system concept (for the engine) must be maintained and fully functioning (i.e. free-air, fan, etc.).
- Must be naturally aspirated.
- OEM-for-the-model exhaust system must be used.

DRIVE

- Any snowmobile brand OEM primary clutch allowed.
- Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
- Chaincase must be OEM.
- Chaincase may be moved up to 2 inches.
- Any track drive shaft and track drive sprockets allowed.
- Track drive shaft may be relocated a maximum distance of 2 inches.
- For chassis' without jackshaft, a jackshaft may not be added.
- Jackshaft models may use any jackshaft.
- Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

- Skis must be aluminum or steel.
- Leaf springs must be steel and functional. Leaf spring minimum length: 20 inches.**
- Shock absorbers must be oil only, gas shock absorbers not allowed.**
- Spindles and cross member ends must be enclosed.**
- Ski spreaders allowed. Maximum increase 3 inches (each ski).
- No Cobra skis allowed.
- Steering column must be OEM-for-the-model (chassis). The handlebars and/or handlebar mounting bracket may be modified or replaced.
- Any commercially available handlebar allowed.

TRACK SUSPENSION

- Any track suspension from a stock qualified, 1985 or older model is allowed.
- Remote adjusters are not allowed.

TRACK AND TRACTION

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

FRAME AND BODY

- Frame must be OEM for the brand.
- Frame reinforcement allowed. Frame must maintain stock dimensions.
- Hood must be OEM-for-the-model. Windshield may be modified, replaced or removed.
- Headlight must be taped.
- Fuel tank must be OEM-for-the-model or an aftermarket replacement.
- 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	358 max. Fan/FA
RELIC 340	358cc maximum
RELIC 440	464cc maximum
RELIC 650	680cc maximum
RELIC 800	836cc maximum

ENGINE

- The engine must be OEM-for-the-model.
- Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition.
- Any internal modifications allowed to the engine.
- No external modifications allowed. Engine must maintain OEM-for-the-model appearance.
- Engine bore size may be increased up to class limit (see above).**
- Aftermarket pistons allowed.
- Intake concept must be maintained (i.e. piston port, reed valve, etc.).
- Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Fuel injection not allowed.
- Air intake silencers (air boxes) may be removed.
- Any exhaust allowed. A commercially available silencer is required.
- No liquid cooling allowed.
- Must be naturally aspirated.

DRIVE

- Any snowmobile brand OEM primary clutch allowed.
- Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.

- Any snowmobile brand OEM chaincase.
- Chaincase may be moved up to 2 inches.
- Any track drive shaft and track drive sprockets allowed.
- Track drive shaft may be relocated a maximum distance of 2 inches.
- For chassis' without jackshaft, a jackshaft may not be added.
- Jackshaft models may use any jackshaft.
- Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

- Skis must be steel or aluminum.
- Leaf springs must be steel and functional.
- Ski spreaders allowed. Maximum increase 3 inches (each ski).
- No Cobra skis allowed.
- Steering column must be OEM-for-the-model chassis. The top of the steering column maybe modified to accept handlebar mounts only.
- Any commercially available handlebar allowed.

TRACK SUSPENSION

- Any OEM track suspension from a stock qualified, 1985 or older model.
- Remote adjusters are not allowed.

TRACK AND TRACTION

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

FRAME AND BODY

- Frame must be OEM-for-the-model.
- Frame reinforcement allowed. Frame must maintain stock dimensions.
- Hood must be OEM-for-the-model.
- Windshield may be modified, replaced or removed.
- Headlight must be taped.
- Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.
- Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is 3 inches.

SPORT MOD

- Any Stock Qualified or limited production race model with leaf springs is allowed.
- Engine & mount must remain in original location.
- Driver is allowed to remain in this division indefinitely or until he/she wins a title. (This rule will be reviewed on a yearly basis). No Pro Mod Drivers allowed (except single-cylinder class drivers).

SUGGESTED CLASSES

SPORT MOD 300	317cc maximum
SPORT MOD 340	358cc maximum
SPORT MOD 440	464cc maximum
SPORT MOD 800	836cc maximum

ENGINE

- 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.
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 class limit (see above).**
6. Aftermarket pistons allowed.
7. Intake concept must be maintained (i.e. piston port, reed valve, etc.).
8. Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Fuel injection not allowed.
9. Air intake silencers (air boxes) may be removed.
10. Any exhaust allowed. A commercially available silencer is required.
11. No liquid cooling allowed.
12. 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 chaincase.
4. Track drive shaft may be relocated
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. Leaf springs must be steel and functional.
3. Ski spreaders allowed. Maximum increase 3 inches (each ski).
4. No Cobra skis allowed.
5. Steering column must be OEM-for-the-model chassis. The handlebars and/or handlebar mounting bracket may be modified or replaced.
6. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. Any track suspension allowed.

TRACK AND TRACTION

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

FRAME AND BODY

1. 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 may be removed.
6. Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.
7. Any seat allowed.

SUPER MOD

1. Any 1985 or older Stock Qualified leaf spring model 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 Chapparrals and OEM dimensions will be supplied.
5. On Chapparrals, sway bar must be used in OEM location. A larger diameter sway bar may be used. To mount a larger diameter sway bar, the location may be moved up or down to clear drive.

SUGGESTED CLASSES

SUPER MOD 300	317cc maximum
SUPER MOD 340	358cc maximum
SUPER MOD 440	464cc maximum
SUPER MOD 650	680cc maximum
SUPER MOD 800	836cc maximum

ENGINE

1. The engine must match chassis.
2. **Any internal modifications allowed. External modifications allowed. Intake and Exhaust concept must be maintained.**
3. **Engine bore size may be increased up to class limit (see above).**
4. **Carburetors must be round slide type, no flat slide carburetors allowed. Fuel injection is not allowed.**
5. **Variable exhaust port valves not allowed.**
6. Air intake silencers (air boxes) may be removed.
7. Any exhaust allowed. A commercially available silencer is required.
8. 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. 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.
4. Hood must be OEM for the brand.
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.
8. Any seat allowed.

PRO MOD '73 AND OLDER

1. Any Stock Qualified leaf spring model 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 Chapparrals and OEM dimensions will be supplied.
5. On Chapparrals, sway bar must be used in OEM location. A larger diameter sway bar may be used. To mount a larger diameter sway bar, the location may be moved up or down to clear drive.

SUGGESTED CLASSES

PRO MOD 300	317cc maximum
PRO MOD 340	358cc maximum
PRO MOD 440	464cc maximum
PRO MOD 650	680cc maximum
PRO MOD 800	836cc maximum

ENGINE

1. The engine must match chassis.
 2. Any internal or external modifications allowed to the engine.
 3. **Engine bore size may be increased up to class limit (see above).**
 4. **Any round slide or flat slide snowmobile carburetor allowed. Fuel injection is not allowed.**
- NOTICE: Above rule will be reviewed at the 09 Rules Meeting.**
5. Air intake silencers (air boxes) may be removed.
 6. Any exhaust allowed. A commercially available silencer is 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.

OVAL SPRINT COMPETITION

- Any commercially available handlebar or steering column allowed.

TRACK SUSPENSION

- Any track suspension allowed.

TRACK AND TRACTION

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

FRAME AND BODY

- Frame must be OEM-for-the-model.
- Frame reinforcement allowed. Frame may be widened up to a 40" on center carbide width. Hood must be OEM for the brand.
- Windshield may be modified, replaced or removed.
- Headlight may be removed.
- Any fuel tank allowed.
- Any seat allowed.

IFS SNO PRO

- Only 82 or older IFS single-track limited production OEM racing snowmobiles allowed. No non-OEM, aftermarket or custom designs allowed.
- No Champ or Sprint chassis allowed.
- 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	264cc maximum
SNO PRO 340	358cc maximum
SNO PRO 440	464cc maximum

ENGINE

- The engine brand need not match the chassis brand.
- Any 82 and older snowmobile engine is allowed.
- No variable timing exhaust valves allowed.
- Any internal modifications allowed to the engine.
- Engine bore size may be increased up to class limit (see above).
- Carburetors must be round slide type, no flat slide carburetors allowed. Fuel injection is not allowed.
- Any exhaust allowed. A commercially available silencer is required.
- Must be naturally aspirated.

DRIVE

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

SKI SUSPENSION AND STEERING

- Skis must be steel or aluminum.
- Any commercially available handlebar allowed.
- Steering column must be in OEM for the model location.
- Any shock absorbers allowed.
- Sway bar may be replaced with a larger diameter sway bar.
- Maximum overall width is 45 inches.

TRACK SUSPENSION

- Any track suspension allowed.
- Remote adjusters are not allowed.

TRACK AND TRACTION

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

FRAME AND BODY

- Maximum snowmobile width 45 inches.
- Hood must be OEM-for-the-model.
- Shock and sway bar must stay in original locations.
- Windshield may be modified, replaced or removed.
- Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.
- 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	264cc maximum
SNO PRO 340X	358cc maximum
SNO PRO 440X	464cc maximum

ENGINE

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

DRIVE

- Jackshaft must remain in the OEM location for the model.
- Any OEM for the brand chaincase may be used.
- Track drive axle must be within 2 inches of the OEM-for-the-model location.

SKI SUSPENSION AND STEERING

- Sway bar and shock absorber locations may be changed.
- Sway bar may be replaced.

FRAME AND BODY

- Any 82 or older Sno Pro hood allowed.

SPECIALTY CLASSES

- All special sanctions and specialty classes must be approved in writing by ISR and the rules committee before competition.
- 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) MOD FAN SINGLE

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

ENGINE

- Engine, exhaust and mounts must remain in OEM location for the chassis.
- Internal modifications allowed to the engine.
- Engine bore size may be increased up to class limit.
- Intake concept must be piston port.
- Any carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors and fuel injection not allowed..
- Air intake silencers (air boxes) may be removed.
- Engine must be functionally fan-cooled.
- Must be naturally aspirated.

DRIVE

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

SKI SUSPENSION AND STEERING

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

TRACK SUSPENSION

- Any track suspension

TRACK AND TRACTION

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

FRAME AND BODY

- Frame must be OEM-for-the-model.
- Frame reinforcement allowed.
- May shorten or lengthen for track length.
- Hood must be OEM for the make.
- Windshield may be modified, replaced or removed.
- Headlight may be removed.
- Fuel tank must be OEM-for-the-model or an OEM or aftermarket replacement snowmobile tank.

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.