

Race Rules 2015

Race Rules 2015

Notice 1: The driver/pit crew, in signing the entry, elects to use the course of the event at driver's/pit crew own risk, and thereby releases the sanctioning organization together with their assigns, officers, representatives, agents, employees, and member, sponsoring organization owners of properties on which sanctioned events are to be held from all liability from injury to person, property, and or/reputation 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.

Notice 2: A participant is any person taking part in any event sanctioned by or affiliated with International Snowmobile Racing, Inc., in any form, including but not restricted to drivers, sled owners, mechanics, crew members, sponsors, track officials, pit area personnel, manufactures and press representatives. All such person shall be considered public figures that have by their own choice become involved in snowmobile racing events, with the full understanding that he or she must abide by the rules the regulations established and published by ISR. All participants are considered to be responsible for their personnel conduct.

Notice 3: The driver has the responsibilities for the actions of his crew. It is the driver's responsibility to see that all crew members are aware and abide by all rules and guidelines.

Notice 4: These rules will be used along with the rules printed in the ISR yearbook .For a copy of ISR year book please contact ISR directly.

Alcohol Testing

The I-500 reserves the right to test race participants for alcohol at any time during time trials hours of operation and on race day for the protection of all involved in the racing events throughout race week. A second test may be conducted at the request of the driver the driver will not be allowed to leave the test area and must remain under the direction of race officials until it is completed. If positive results are obtained a second time, the driver may have a blood alcohol test conducted within an hour of the second test at War Memorial Hospital (at drivers expense). The results of this test will be diver to the Deriver in a sealed envelope to be returned to I-500 Racing Committee. The I-500 reserves the right to determine the type of alcohol testing to be used.

Qualifying

Any driver found to have a positive test for alcohol during qualifying will have any official times for that day disqualified. In order to participate further in I-500 racing activities, the driver will be required to attain approval to do so from the I-500 Racing Committee.

Race Day

Race Rules 2015

All participants in the I-500 are subject to alcohol testing. A driver with positive results will be removed from competition. The team may still compete with their back-up driver only if the said driver has an official time posted for the same sled. The sled will lose field position and will be required to start at the back of the pack. The driver's name will be replaced with the back-up drivers name on all officials racing records for the event.

Race Rules 2015

1. A registration form, waiver, and fee are required for each entry/driver. The entry fee must accompany the registration form and waver in order to receive a time trial position or entry onto the track surface. A \$500 fee for each team plus a \$50 for each driver will be charged. It is mandatory that each driver must register. The number of time trial attempts per team is limited only by the hours of operation set each day.
 - A. All first time drivers must submit a written resume to the Race Director prior to going on the track for the first time. The driver's selection committee will review the resume and determine if said driver meets the requirements to participate in the I-500. The race director will notify the said driver of the committee's decision.
2. The driver will be given an identifying credential which must be worn until the completion of the race.
3. Each registered driver will bring their machine to the Technical Inspection Building for Safety and Technical inspection prior to their first-time trial attempt. Each machine will have a serial number stamped on the chassis and engine at this time. These numbers will be recorded along with the model and serial numbers. A machine entered in the race must have the same chassis and engine used in time trials. The chassis or engine of the qualifying machine with its identifying number must be returned and verified by the Technical Director if, for any reason, it is rendered useless before the race.
4. All participating machines must be complete machines. Hoods must be securely fastened and must remain in place during time trials. IN the event of damage, hoods must be repaired or replaced. No blaze orange may be added on the hood or sled.
5. A warm-up lap will be allowed before the electronic timer is activated. A green flag will automatically be waved upon the completion of the warm-up lap to signify that the time has been activated unless the driver signals a wave-off between the cones.
6. **Two complete laps will be required to constitute a successful time trial attempt. Fastest elapsed time of one lap (must complete two laps to be an attempt)will be recorded as the official method of determining race qualifiers, not mph.**
7. In the event a machine becomes disabled during an attempt, a tow vehicle will be dispatched to tow the machine into the pits.
8. A team automatically terminates a time trial attempts if they voluntarily leave the racing surface before receiving the checkered flag.
9. The driver of the machine **CANNOT** receive outside assistance once he has entered the racing surface for a time trial attempt.
10. Upon successfully completing a time trial attempt (*two (2) laps under the clock*), the team may be required to pass through technical inspection before going back into their pit area.

Race Rules 2015

11. Any mechanical changes (*examples: crankcase and chassis*) must be approved by the Technical Director.
12. The same machine must start that qualified for the race.
13. Sleds with the **FASTEST** time trials will be positioned as the position for the race.
14. The Timing Coordinator reserves the right to extend the time trials for the registered entries beyond the time trial deadline if mechanical problems warrant an extension.
 - a. The Race Director reserves the right to suspend the entire time trial operation for any safety reasons such as snow storms, severe cold, unsafe track conditions, etc. The Race Director/General Chair Person may refund all or part of the entry fee at their discretion.
15. To be eligible for qualifying money, the same machine must start the race.
16. Pit area **MUST** be cleared of all non-qualified teams by 11:00 p.m. on Thursday or vehicles will be towed at the owner's expense. The next two fastest non-qualified team in line may park on top of the hill in case there is a scratch.
17. All persons operating timing equipment will be certified by the Time Coordinator.

Drivers Meeting

1. Additional race day rule supplements will be outlined at the mandatory driver's meeting. The driver's presence and signature at the drivers meeting indicates the team's presence and all rule issues outlined and set forth during the drivers meeting will be considered rules in operation during the I-500 Snowmobile Race. Failure to follow all set rules detailed at the drivers meeting can result in penalties added and possible disqualification from the event.
2. The qualifying driver and all back-up drivers must attend the mandatory driver's meeting. The qualifying driver must be a member of the team. Any driver missing official roll call at this meeting will be disqualified unless arrangements are made with the Race Director. There will be a driver only portion of the meeting.

General Race Rules

The Race Director has the authority to make the final determination concerning all aspects of the race and race facility. The Race Director may cancel or shorten any event for reasons of safety regarding competitors, spectators, pit crews and shall have the voice of authority to discipline participants for any rule violation. The Race Director has the right to eject any person(s) from the pit, paddock, staging area or race track area. See ISR book.

1. **Race Registration for qualified teams will be open Friday at 10:00 a.m. All teams MUST be registered and have their race entry fee PAID by Friday at 2:00 p.m. At 2:00 p.m. sharp, registration will close. Any team missing registration will be disqualified.**
2. A driver **MUST** be 18 years of age on the day of qualification trials for the race and must meet the I-500 Racing requirements.
3. Drivers may compete only on the machine that corresponds with its qualifying number, their wrist band number and the team for which they have signed up at race registration.

Race Rules 2015

4. **There will be no driver substitutions (the team a driver signs up with is the only team they will compete with on race day)**
5. There will be an automatic suspension for driver who race under another driver's number.
6. Each machine entered in the race must have a team of no less than two (2) drivers.
7. All race machines entered in the race with pass through a technical inspection two (2) hours prior to the start of the race. The exact time will be announced at the drivers meeting.
8. A pace machine will be used for the start of the race and during the race when safety conditions dictate. **ABSOLUTELY NO PASSING** of the pace sled. A mandatory penalty will be implied. **This is your warning.**
 - a. Under caution pits will not be open until all sled are bunched up behind pace sled. So it is up to you to determine when the pits are open.
9. All machines must enter and leave the track at the designated pit entrance or exit. If disabled, machine will be returned to the pit area only by an official tow vehicle.
10. Pit speeds will be monitored and will not exceed 25 MPH.
11. Repair or replacement of damaged or worn parts is permitted with the following restrictions:
 - a. Repair permitted by **DRIVER ONLY** when the machine is outside of the machines designated pit area. Crew members may not assist the driver in any manner outside of the machines designated pit area.
 - b. In the interest of safety, the tow vehicle operator may remove any temporarily disable machine from the track upon direction from the Race Director, or officials, upon the proper signal form the Race Director.
 - c. No spectator or crew member may assist the driver in returning the machine to the pit or pit area.
 - d. Here may be a designated area for disable machines dropped from the race.
12. **BLOCKING AND FOOLISH DRIVING:**
 - a. The deliberate blocking of a faster machine is cause for disqualification at the discretion of the Race Director.
 - b. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the Race Director. Any dangerous or foolish driving, bumping, crowding, chopping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestant to disqualification at the discretion of the Race Director.
13. A race may be declared complete when one machine has completed a lap more than ½ the total race distance, 251 laps, at dusk, or as conditions dictate. This is left to the discretion of the Race Director.
14. The race will be declared complete when one machine completes 500 laps. However, at the discretion of the Race Director, the race may be declared complete at dusk for safety reasons.
15. At the conclusion of the I-500 the first ten (10) finishers must go directly from the track to the Technical Inspection Building. If no protest is filed within 30 minutes, the machines may return to the pit area. The winner will be awarded the prizes at the awards banquets. Positions will be determined by total laps completed at the time the winner crosses the finish line. There may be a

Race Rules 2015

tear down of machines for inspection in the first 10 positions and for any machine winning more than \$500. The next five (5) machines may be held, but not town down unless necessary.

Race Restart Procedure

16. A. The Race Director may have a restart at his discretion. Race Director's decision is final.
 - B. In the event of an accident involving one (1) or more machines, the Tech Director may at his sole discretion rule said machine(s) mechanically unsafe *in* the restart. These machine(s) must be fully safety inspected and approved by the Race/Tech Director before further completion will be permitted. If only one (1) lap or less has been raced, the order of sleds for the restart will be the same as the beginning of the race (with the following exceptions):
 1. Any sled unable to immediately return to the starting line will be placed to the rear of the restart sequence.
 2. After more than one (1) lap has been raced, the restart positions of the machines revert, to the last officially counted lap.
 3. With the Race Director's permission, only one (1) crew member, per machine, will be allowed on the track in the event the competitor cannot start his/her machine alone. No mechanical work can be performed by the crew member.

Race Director Authority

1. The Race Director and Technical Director will be certified by the sanctioning organization.
2. The Race Director shall be responsible for the conduct of the race. He shall have the right to make the determination concerning all aspects of the race and race facility, including design (these rules and regulations now withstanding).
3. He shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event.
4. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
5. Race Director may not have vested interest in the outcome of an event over which he/she officiates. He/She may not officiate over a class in which he/she had a vested interest.
6. The Race Director may cancel any race or the complete event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give drivers adequate notice in advance.
7. A Race Director may judge the mechanical integrity of all timing equipment.
8. Only drivers or team spokesman (no other participants) will have discussions with the Race Director about protest, and driving complaints, etc, and may approach the Race Director before the day's events, after an event, or at the direction of the Race Director.
9. The Race Director has the authority to judge the racing abilities of competitors and take appropriate action to ensure the safety of the event.

Race Rules 2015

10. The Race/Tech Director shall have the authority to determine structural integrity.
11. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' machines. The Technical Director may not officiate over a class in which he has a vested interest.
12. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
13. Decisions of the Race/Tech Director may be reviewed by the board of the sanctioning body.

Protest

DISCUSSION WITH THE RACE DIRECTOR- Drivers or Team Spokesman **ONLY** will have discussions with the Race Director. Discussions can involve but are not limited to protest, driving complaints, etc., and may approach the Race Director before the event, after the event or at the direction of the Race Director.

1. All protests **MUST** be made in writing on a standard formal Protest Form, accompanied by a \$500.00 cash protest fee, paid director to the Race Director when the protest form is picked up.
2. All formal protests must be made within 15 minutes of the finish of the race.
3. Validity of the protest will be determined by the Race Director.
4. When the official protest is made with the fee, tear down will not be complete until the protest is satisfied or proven unwarranted.
5. If the protest is invalid, the protest fee will be split by the organization and the team being protested.
6. If a filed protest is withdrawn, the accompanying fee will be forfeited and split in #5.
7. There is no need for a formal protest in the case of driving infractions during the race. Reports of alleged infractions should be made to the Race Director who will, in turn, request a report from the Race Officials or Pit Marshall.
8. A protest must be valid in the eyes of the Race Director's or the Race Director will have the option not to accept it for action.
9. No protest will be accepted that refers to the Race Director's or Technical Director's judgment decision and/or their equipment.
- 10. It shall not be possible to protest or appeal Technical Inspection equipment, scoring or timing equipment.**

Inspection Procedure

The condition of the machine is the responsibility of the driver. A driver may be disciplined if driver's machine is modified so as to defraud the officials or other competitors.

1. Drivers and/or machines will perform tear down to the point required by Technical director. The driver and/or mechanic will be the only person(s) allowed with the machine in the inspection area; inspected machine will not be reassembled by the inspection group.

Race Rules 2015

2. Pre-race safety inspections are mandatory at all races. Passing a pre-race safety inspection is no guarantee that a snowmobile complies with all rules for the event. Post-race technical inspections determine machine compliance.
3. Only snowmobiles having passed pre-race inspection will be allowed on the track.
4. **Fuel Test:** Team statements as to team fuel components will be binding on the team for fuel analysis. Teams will allow officials to test their fuel at any time. See ISR rule book.

Flag Rules

1. Green flags signal the start of the race, course if clear or race is in progress.
2. Yellow flag signals caution. The maximum speed allowed under the yellow flag will be 35 MPH. When the yellow flag is displayed, racers **MUST** slow down, hold their positions and **NO PASSING UNTIL THE GREEN FLAG IS DISPLAYED OR THE RED FLAG IS GIVEN WHICH AUTOMATICALLY STOPS THE RACE**. All laps under the yellow flag are scored as part of the race.
 - A. There will be no local yellows. When you see the yellow flag anywhere on the track, the whole course is yellow.
3. Red Flag means the race will **STOP** immediately. The red flag will be used if, in the opinion of the Race Director and the flagman of the track, it is unsafe to continue the race. Machines will be brought to the starting line and kept on the track proper. Teams will be notified by the race official's when/if they can return to the pits and when/if there will be a restart. If you are in the pits during a red flag, you are **NOT** to do any work on your sled until the machines on the track start to move for the restart.
4. Black Flag means report to the designated official. A driver will be given two (2) laps to report to the designated official. If driver receives a black flag twice for the same violation, he/she may be disqualified.
5. White Flag means the drivers have started their last lap.
6. Checkered flag means the race is completed.
7. Any flag rule changes will be discussed at the mandatory driver's meeting.

Infractions

1. Consumption of alcoholic beverages or illegal drugs during the race or time trials by any driver, mechanic or pit crew member may result in disqualification. Member of the pit crew, etc., are the responsibility of the team to whom they are assigned. Violators will be prosecuted to the fullest extent of the law.
2. Any competitor who issued a check that is invalid or returned for insufficient funds or the equivalent or stops payment on said check that has been issued for race entry or membership fees will receive an automatic suspension of one year from the date the check has been made good, and will be prosecuted to the fullest extent of the law.
 - A. If the participant stops payment on a check or credit card, participant gives up right to protest or appeal until fully payment if made.

Race Rules 2015

3. Any rule or regulation not specifically covered by these rules and regulations will be subject to interpretation by the Race Director, committee and the decision of this body will be deemed final. No protest of the decision will be accepted.

General Safety Rules

Any person of a team that does not abide by the safety regulations set by the I-500/ISR will be subject to immediate disqualification.

1. Every machine attempting time trials and competing in the I-500 race is required to be equipped with an operable tether switch. Cords must be secured by a positive method other than an alligator type clip. Maximum tether cord length will be four (4) feet. Verified length will be determined at the cord's fully extended length.
 - A. A tether cord must be secured to the driver or mechanic at any time the machine's motor is operating. A protective warm-up stand must be placed under the sled to elevate the track before the motor is started. Operator must be wearing a helmet while testing or bringing the sled to and from the timing chute or Technical Inspection Building.
2. No engine fuel other than pump gasoline and all AV gas will be allowed. No special additives will be allowed. Local Fire Marshall Rules and regulations will prevail. Dry gas will be allowed up to three percent (3%) of fuel volume. Bulk fuel tanks can be used and MUST conform to the following rules; if asked you must provide all information in writing about fuel type, oil type, and any additives.
 - A. Bulk fuel tanks will be constructed of at least eighteen (18) gauge metal. There shall be steel supports of adequate strength to support both tank and contents.
 - B. Gas shall not be dispersed by any method requiring pressure on the container. All refueling of machines will be from approved type closed fueling systems either gravity or hand pump operated.
 - C. Container shall be painted red and marked with three (3) inch letters as follows: **Flammable Liquid – Keep fire away.**
 - D. Container shall be spaced in a remote area at least fifteen (15) feet from open flame. **Example: "Welders, Torches" etc.**
 - E. Container shall have a minimum of three quarters (3/4) inch free opening vent.

Race Rules 2015

- F. Container shall have a shut off valve at the end of the dispensing hose and also at the container opening.
- G. Container set up will be subject to the inspection and approval of the RACE/TECH Director and local Fire Marshall.
- H. All teams assigned to pit area shall have at least one (1) fully charged, five (5) pound dry chemical fire extinguisher accessible.

Protective Equipment

1. Mandatory personal protective equipment;
 - A. Full coverage helmets, gloves and clothing along with, at least, above the ankle boots are mandatory. Helmets will be aircraft type and carry the 2005 Snell Foundation Approval Code, helmets carrying European standards ECE 22.05 are also approved. These items are also mandatory in the warm-up areas.
 - B. Shin and knee guards will be worn for both the time trials and the race. Shin guards must be worn on both legs and extend from the instep to above the knee cap and be constructed of an impenetrable material.
 - C. Eye protection is required in both the time trials and the race.
 - D. The use of approved upper body protection equipment is mandatory.
 - E. It is MANATORY that at least 144 square inches of visible area on both sides of the driver's front and back be Blaze Orange in color.**
 - F. It is mandatory that the driver's helmet must be 100% International Blaze Orange. The Race/Tech Directors decision will be deemed final as to helmet color legality. There may be driver name added to chin bar on either or both sides.**

Race Rules 2015

2. Snowmobile stands, also referred to as warm-up stands that catch and retain spend studs and other items thrown by an operating track will be mandatory. Whenever the rear of the machine is raised to clean out the engine or track, a warm-up stand must be used. A warm-up stand must be used in both the pit area and the track area. This safety stand will be constructed of a material sufficient to withstand any and all debris thrown from the track.
3. No temporary construction of the following types will be permitted in the pit area:
 - A. Tents
 - B. Makeshift wooden enclosures.
4. **No animals will be allowed in the pit area at any time.**
5. No ATVs will be allowed in the pit area during the time trials or the race except those used by race officials/medical personnel.

Sled Requirements

Pro Mod 600 is a modified class, but it does require the chassis and engine to originate from stock qualified models.

All aspects of modifications are contingent upon inspection by the Technical Director. The Technical Director may remove any sled from competition that does not meet the requirements of the class. In the event of an accident, the Technical Director may at his/her sole discretion, rule said machine is unsafe to continue to participate in the vent. These machines must be fully inspected by the Technical Director prior to continuation of competition by said sled. (See General Competition Rules in the ISR Rule Book). Violation of these rules may result in explosion from the race.

1. All chassis must be I.S.R. qualified Stock Chassis.
2. Four Stroke Engines
 - .ISR will determine Four stroke eligibility

Race Rules 2015

A. Snowmobiles with pressure charged four stroke engines will be performance rated and classified accordingly.

3. Any ISR stock qualified chassis that is less than 15 years old may be used.

A. Sleds must be stock in appearance. Items that affect appearance are: hood, belly pan, tunnel, fuel tank and windshields.

B. TUNNEL MUST REMAIN OEM STOCK WIDTH. Chassis ID number must be stamped in tunnel.

1. Tunnel and/or bulkhead may be replaced with any stock qualified parts within the brand. Chassis reinforcement allowed. Structural integrity must be maintained.
2. Chassis ID number must be stamped in tunnel. No duplicated chassis number, each separate chassis must have its own unique number.

C. The seat *MUST* retain OEM contour. Padding may be added or removed. Must maintain 6" of thickness.

D. Twin cylinder to 500 cc minimum weight is 400 pounds. Engines above 500cc and all triples minimum weight is 400 pounds. This includes chain lube and engine coolant.

E. The throttle must be thumb operated on right side handle bar.

F. The rear tunnel opening will be enclosed with a comparable tunnel material.



G. Access openings for component accessibility will be allowed, but *MUST* be closed with material of equal strength and in the color scheme of the sled.

H. Windshields must be in place at the start of the race. Must have safety edging. **A mandatory sled number must be on windshield with min.7" letters (safety yellow is recommended)**

Race Rules 2015

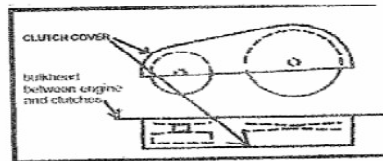
- I. Wiring and insulation may be removed.
 - J. Handlebars may be altered to fit the driver. The base of the handle bar column MUST remain in its original position (not to the left or the right). All ends must be plugged.
 - K. **Headlights must be unplugged if possible. The lens must either be removed or fully taped. Must be completely taped with no visible light showing if not unplugged**
 - L. Headlight opening must be entirely enclosed.
 - M. No air hoses/devices will be allowed. (e.g. Ram air)
 - N. **Taillight must be illuminated when machine is off to start race. Must Be an approved DOT LED Taillight per ISR rulebook Min 8 sq. in. of illumination**
4. Engine: All engines must be from a qualified model production based, within the manufacturers' line of 600cc or less in displacement. Chassis and engine must be from the same OEM manufacturer.
- A. Stock qualified; naturally aspirated 4-stroke engines, ISR will determine eligibility
 - B. All systems are to be fueled by natural aspiration. (No Super/Turbo Chargers).
 - C. Interchange of production based engines allowed within the brand, engine must retain original configuration.
 - D. 2 stroke Allowed engines will have began with a displacement of 600cc's or less and be a production based engine. (Cylinders may not be sleeved down to reach 600 cc's). Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 thousandths (1/2 mm).
 - E. Engine must retain original number of cylinders and have started from a stock production engine. Internal engine port concept may be modified or changed. (Extra exhaust, intake, transfer port and or valves may be added or eliminated). All components may be modified.
 - F. Aftermarket cylinder heads will be allowed.

Race Rules 2015

- G. There will be no interchanging of cylinders, crankcase, or crankshaft between other OEM engine models or brands.
- H. If the original OEM Stock intake concept is to be changed, it may only be changed by adding reed valve induction to only the cylinders or crank case.
- I. No special casting procedures/castings allowed.
- J. The engine may not be moved sideways, but may be raised or lowered.
- K. The engine must retain original cooling concept, but additional cooling mediums may be added. (Water cooled sleds may add radiators or additional extrusions within the confines of the snowmobile).
- L. All 2 stroke crank cases must have originated from a 600cc or less motor.

5. **Rotating Components:** Chains, pulleys, and other exposed moving components will be isolated from the driver and other competitors by shields capable of retaining all accidental explosions and impacts. The clutch cover must be separate of cowl configurations 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" wide belting. Snowmobiles with removable side panels may bolt clutch cover to side panel to meet this requirement.

- A. Primary and secondary clutches may be replaced with any properly filed clutch, any combination of OEM springs, weights, ramps, etc., may be used. Clutch and components must be covered. Clutch and components must have originated from a commercially available snowmobile clutch.

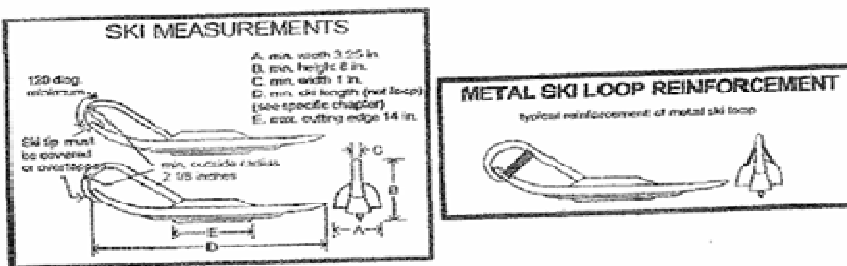


- B. The chain case components may be altered, but must remain in OEM location.
- C. Jackshaft and drive axle must remain in OEM location.

Race Rules 2015

6. **Skis:** All loops must be at least one (1) inch wide and 5/8 inch thick or 1 inch diameter round material. The arc of the leading edge of the ski loop must have an outside radius of at least 2 1/8 inches and extend at least 120 degrees upward (see illustration). Plastic ski loops must be affixed with steel bolts. The ski loop must overlap the end of the ski and secure to the underside or it must cover the leading edge of the ski entirely.

A. Any seventeen (17) inch ski may be used as long as it meets the safety specifications. No ski will be permitted that violates the purpose or intent of these rules. **NO ALUMINUM SKI'S.**



B. Any ski that conforms to these rules are allowed including multiple edged runners and multi-keeled skis. Any ski edge over 1/2" turndown is considered a cutting edge. The ski runner (carbide or wear bar) may be altered to a single plane angle of not less than sixty (60) degrees inside the included angle. Ski runner must not extend more than 5/8 inch below of the lowest points of the ski. Multi-Runner skis may be used but must be a commercially available ski. May not add multi runner to a ski that was not manufactured as a multi runner ski..

C. Maximum length of carbide per ski is fourteen (14) inches total.

D. Ski loops, must be securely fastened by means of bolts or welding. All metal ski loops must be padded.

E. Ski tip (not including at the loop) must be turned up 1.5 inch from the bottom of the ski (not including the keels(s) or ski runner).

7. **Carburetor:** Any carburetor allowed. Fuel injection not allowed unless OEM for model.

Race Rules 2015

8. **Bumpers:** No front bumpers other than OEM (or factory designed replacements) will be allowed.
9. **Fuel Tanks:** Only one fuel tank allowed. Tank must be OEM approved or a commercially available aftermarket tank meeting or exceeding OEM standards. **Maximum fuel tank capacity is 13.0 U.S. gallons.** Fuel tank may be changed between different brands. The changing of fuel tanks for refueling purposes is allowed. There must be an appropriate shutoff valve to control gas leakage. The refueling systems **MUST** be approved by the Technical Director. **NO** pressured fuel tanks allowed.
10. **Snow Flap:** A rear snow flap of sufficient material to retain a stud (if thrown from the tank) will be installed in a permanent manner, and shall be held down so as to contain all mud, snow, water, etc. at all speeds. (Examples of materials: 3/16 inch 2 ply snowmobile track), when there is a rider on the sled, the snow flap will be in contact with the racing surface. The use of springs and/or other elastic material to hold down the flap is **NOT** acceptable.
11. **Brakes:** Brakes may be changed or altered, but must be operational at all times. Liquid cooling systems are allowed. Existing vents may be used to direct cooling to the braking mechanism. The master cylinder and caliper assembly (or a suitable replacement) **MUST** be commercially available.
12. **Other:** **NO USE OF INTERNATIONAL (BLAZE) ORANGE COLOR IS ALLOWED ANYWHERE ON THE SLED.**
13. An **approved DOT LED** taillight must be illuminated whenever the snowmobile is on the racing surface, whether the engine is running or not. **Min. 8 sq. in. of illuminated surface**
14. A single foot stirrup loop and/or pad may be added. It **MUST** be securely fastened and may not extend beyond the outside edge of the hood configuration. The maximum length is fourteen (14) inches.
15. **Ski Suspension and Steering:**
 - A. Front suspension must be OEM concept (trailing arm, a-arm, etc.). Suspension parts may be modified or replaced.
 - B. Skis and ski supplies must be equidistant from the snowmobile centerline.
 - C. Any spring may be used on the suspension, May be shortened or heated. Springs may be removed and replaced with another type of cushion device.
 - D. Any shock allowed.

Race Rules 2015

- E. Sway bars may be added.
- F. Trailing arms must be OEM length. Mounting location must be OEM for the chassis.
- G. Handle bar column must remain in its original position (not left or right). Handle bars may be altered to fit the driver. All ends must be plugged.
- H. Machine must maintain two (2) inches of usable vertical suspension travel with the driver seated.
- I. The center to center distance of any cutting edges cannot exceed 45" in relation to their opposing cutting edge. For skis with dual cutting edges, this will be measured from outside cutting edge on each ski to the inside cutting edge on the other and vice versa.

16. Track Suspension:

- A. Any suspension may be used. Track suspension may be located anywhere in the tunnel forward or backward.
- B. Track suspension and track must be centered in the tunnel with a maximum of 1.25 inches between the edge of the track and the tunnel on each side.
- C. Machine must maintain two (2) inches of usable vertical suspension travel with the driver seated.

17. Track and Traction:

- A. **Track must be a commercially available one-piece molded rubber track. It must be race-rated by the molder of the track. Track must fit within the confines of the OEM tunnel without modification.**
- B. No cleats may be added.
- C. No traction product shall extend more than 3/8 inch above the height of the track lugs.
- D. Stud backing plate cannot be over two and one quarter (2 ¼) inches in width and length.

18. Slide lubrication systems will be allowed. The holding tank must be mounted under either the running board or under the hood or in the rear seal storage compartment. The lubricant MUST be biodegradable.

19. **With the exception of megaphones, any exhaust system modification or replacement is allowed but will be functionally silent. "This will be determined by the Race/Tech Director". The exhaust emission pipe MUST NOT protrude more than three (3) inches beyond the chassis or cowl configurations and must be commercially available (See ISR Rule Book).**

Final decision pertaining to the rules or to the rule interpretation shall be the responsibility of the I-500 Technical Director, Race Director, or a unanimous decision of the I-500 Rules Committee.

THE INTERNATIONAL RACING COMMITTEE AND I-500 BOARD OF DIRECTORS WILL NOT TOLERATE PROFANE OR ABUSIVE BEHAVIOR FROM ANY DRIVER OR TEAM MEMBER. BEHAVIOR OF THIS TYPE WILL RESULT IN IMMEDIATE DISQUALIFICATION FROM CURRENT EVENTS, AND POSSIBLY FUTURE EVENTS AND REMOVAL FROM I-500 PREMISES.

Race Rules 2015

The bridge to and from the pits may be closed at anytime, but WILL be closed after the 450th lap of the I-500. The only exception will be I-500 Officials and medical related issues.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OR COMPLIANCE WITH THE RULES AND REGULATIONS IN THIS PUBLICATION. THEY ARE INTENDED AS A GUIDE OF THE CONDUCT OF THE SPORT, AND ARE IN NO WAY A GAURANTEE AGAINST INJURY OR DEATH TO SPECTATORS OR PARTICIPANTS.