

# THE GREAT NORTH WOODS VINTAGE SNOWMOBILE RACE SERIES

2015 RULES rev.6

ALL NEW CHANGES ARE NOTED IN RED

The Great North Woods Vintage Snowmobile Race Series was started by a group of individuals interested in creating a fun new fundraising event to benefit the local snowmobile clubs grooming efforts. At its inception we would never have imagined it would expand to the level it has from our first race numbers of approximately 25 sleds to where it is now. We have grown with the series and continue to try to make mindful changes/decisions to benefit the race series, racers and the three clubs who sponsor the series. Although sometimes we have to make unpopular decisions they are always made with insight and the good of the race series in mind. The race committee will continue to make every effort to generate decisions that are fair to all parties involved, please remember the rules are there to keep racing fair, competitive and most of all FUN! We will continue to expand as necessary along with the series to preserve our vision of having a fun competitive multi-club fund raiser that runs as if it were a professional event.

We will be tracking race results with our Motosponder race lap timing system. All racers will be required to purchase a transponder (\$10 good for the whole season) in order to race. **However, in order to accumulate series points and qualify for series final trophies** you must first become a "VINTAGE FANATIC" fees Detailed below **We must receive your "Vintage Fanatic" payment and signup by January 1, or you will not be eligible to accumulate series points or qualify for series final trophies.** At "Vintage Fanatic" signup we would like to have your race registration paperwork also if possible but if you have not yet decided which sleds or classes to run you still can register race day but it will cost you **MORE** money! **Discounts for Pre-registration are only valid to within 7 days of the race. This means that if we receive your pre-registration 6 days prior to the race you will be expected to pay the day of race fee, so please plan ahead!**

## **Powder-puff, Youth & 120 series classes**

You will need to become a "Vintage Fanatic". A fee of \$25 per season per person will be charged. This fee will award you the following benefits:

- \* You will be eligible to accumulate series points, and qualify for series final trophies
- \* You will receive 1 free transponder (\$10 value)
- \* Race results and lap times will be available online
- \* Pre-registration reduced to \$25
- \* Race day registration reduced to \$35

## **General Series Classes** (all other than powder-puff, youth, and 120cc)

You will need to become a "Vintage Fanatic". A fee of \$40 per season per person will be charged. This fee will award you the following benefits:

- \* You will be eligible to accumulate series points, and qualify for series final trophies
- \* **Pre-**registration reduced to \$30 per sled and class jumps reduced to \$20.00 per Class jump
- \* Race day registration reduced to \$40 Race day class jump reduced to \$25
- \* You will receive 1 free transponder (\$10 value)
- \* Race results and lap times will be available online

**You must participate in at least 3 out of the 4 series races. Series points are based on each racer's top 3 final results. Those participating in all 4 races will have their lowest point score dropped. At the conclusion of the final race the top 3 finishers in points for all classes will be awarded a series trophy.**

Points schedule as follows:

1 <sup>st</sup> place = 6 pts.	4 <sup>th</sup> place = 3 pts.	7 <sup>th</sup> place = 0 pts.
2 <sup>nd</sup> place = 5 pts.	5 <sup>th</sup> place = 2 pts.	
3 <sup>rd</sup> place = 4 pts.	6 <sup>th</sup> place = 1 pts.	

Morning inspections are mainly a **safety** check with a few other key inspection items ex: are but not limited to engine, carbs, clutch, exhaust. Additional tech inspections can occur any time during the day! Racers among the top 3 finishers are required to go to the tech trailer following each **final** race. Balls numbered 1-3 may be picked from a bucket. The number picked will be the sled teched. If you are racing the same sled in the class that is staged at the line stop and tell the tech on your way to the starting line. Classes teched will be chosen at random each week. If there is strong suspicion of foul play track officials reserve the right to a closer tech inspection at any point during the day. Sleds are subject to inspection and testing of carburetors, compression, exhaust, cylinder bore, stroke, and porting. **This will be done with a bore scope, compression tester, and other noninvasive tools whenever possible.** This is to keep the racing action fair and fun for all involved. Please be accommodating we may have already checked your sled but if your number comes up we may check it again. Only the racer and one crew member will be allowed in the inspection area with 2 race officials. If the sled fails inspection it will be disqualified and scored zero points for that race and all fees forfeited. **Disqualification decisions will be made by at least 3 technical committee board members.**

### **Pre-assigned Race Numbers:**

Please contact the Pittsburg race chairman via e mail [landryco@myfairpoint.net](mailto:landryco@myfairpoint.net) to confirm your race number. Numbers must be a contrasting color to the sled and must be at least 6" tall BLOCK STYLE affixed to both sides of the cowling. Racers must supply materials for the numbers. If you raced last season your #s will be reserved for you during pre-registration of first race only. To race in the Great North Woods Series you will also be required to have a classification letter on your hood to designate your primary class example (27F). **This season if you don't have the letter you will not be racing. Class designation letters can be as small as 3". No other letters before or after your number.** This is to help with race day organization.

**To help designate classes a number and letter combination has been established.**

Sgl + twin to 250cc	<b>A</b>	120cc 4stroke stock	<b>S</b>	Twin up to 295cc	<b>F</b>
Single up to 295cc	<b>B</b>	120cc 4stroke mod	<b>M</b>	Twin up to 340cc	<b>G</b>
Single up to 400cc	<b>C</b>	Powder-puff to 440		Twin up to 440cc	<b>H</b>
Single Pure Stock	<b>S</b>	Youth 10-13 to 340		F/A Stock 340cc	<b>D</b>
Single Outlaw	<b>O</b>	Youth 14-17 to 340		F/A Mod 340cc	<b>W</b>
Novice 340	<b>N</b>	50 and older	<b>V</b>	F/A Mod 440cc	<b>M</b>

**Check In** and registration begin at **7:30 AM**. Please try to pre-register, this will save you money, us valuable race time, and lots of race day hassle, as well as guarantees you a race spot. Please be checked in and ready by 9am. There will be an additional charge for registration from 9AM to 9:30AM and absolutely no registering after 9:30AM. Racing starts at 10AM sharp Tech from 7:30 to 9:45.

### **Entry Fees**

\* Transponder \$10 each 1 transponder **per operator** for the season.

### **Pre-Registration**

Vintage Fanatic: \$30 per sled, to enter same sled in additional classes will be \$20 per class (Note you Must still check in with the registration trailer on race day even if you have pre-registered)

Vintage Fanatic Youth, Powder-puff, and 120cc classes \$25 per class

Non Fanatic: \$35 Per sled, to enter same sled in additional classes will be \$25 per class (Note you must still check in with the registration trailer on race day even if you have pre-registered)

Non Fanatic Youth, Powder-puff, and 120cc classes \$30 per class

### **Race Day Registration**

Vintage Fanatic: \$40 per sled, to enter same sled in additional classes will be \$25 per class

Vintage Fanatic Youth, Powder-puff, and 120cc classes \$35 per class

Non Fanatic: \$45 Per sled, to enter same sled in additional classes will be \$30 per class

Non Fanatic Youth, Powder-puff, and 120cc classes \$40 per class

### **General Rules And Procedures** (All Classes)

**Green Flag/Green light:** Start Race

**Red Flag:** Stop, maintain pre red flag position

**Black Flag:** Penalty or disqualification, go directly to pits, race personnel will address penalty

**White Flag:** One lap remaining

**Checkered Flag:** End of race

**Yellow Flag:** Caution, slow down, proceed single file without passing until clear of the incident

**Absolutely no crossing of the track:** on foot or machine during races.

**Pushing Bumping or Hitting** if deemed intentional you will be black flagged and disqualified

**Starting procedure:** Heats and finals will be motocross style, racers lined up with engines running  
When the light turns green start racing. (start procedure subject to change with track conditions)

**If your sled stops running you will have the option of working on it in the infield only**

**If you protest a competitor's sled** You must put up \$100 to the race committee. The sled will then go through a normal in depth post-race tech inspection. **Sled protester must be a participant in that class.** If the owner refuses the sled will be disqualified. If the protested sled is found illegal your money will be refunded and the Protested sled disqualified **for that race.** If the sled is deemed legal you forfeit the \$100 to the protested sled owner!

**Officials rulings:** Officials have the last say, all rulings will be accepted and uncontested. The rules are there to keep racing fun, safe, and competitive. **You must have fun! No whining! Please remember It's just a trophy!**

**Race Length** (All classes except 120cc)

Qualifiers: 5 laps

Last chance qualifier: 5 laps (subject to race entries, track size and conditions)

Feature races: 10 laps

**120cc race length**

Qualifiers: 3 laps

Feature races: 7 laps

**(length of all races is subject to change based on track length and conditions)**

**Driver:** Agrees to accept all decisions of the race officials unconditionally.

Must provide own ABC type fire extinguisher in pit area and bring to tech in AM.

Must be 18 years or older. With exception to youth and 120cc (A picture ID is required)

No alcohol or drugs allowed

Chest protector **REQUIRED** for safety in ALL classes.

An approved **motorsports** helmet with shield or goggles is mandatory, No safety glasses. Eye protection infractions will result in a black flag.

**Snowmobile operation:** No on track repairs allowed, must be moved to infield

Driver should attempt to get snowmobile into infield and wait for tow vehicle

Excessive speed or horseplay in the pit area will not be tolerated and may result in a penalty

If you lose any major part example ski, seat, hood you will be black flagged

Snowmobile needs to be on a safety stand in pit area or on starting line for warm ups. All stands must have a backboard large enough to block the entire track to prevent any track clips or debris from injuring anyone. If the sled is running the tether needs to be hooked to someone!

## Improved stock race rules Fan Cooled only! Includes only classes listed below:

250cc single & twin combined will run as 1 class, 295 single, 295 twin, 400 single, 340 twin, 440 twin

### Snowmobile and chassis (18+ class) Chest protector required for safety

\*The board is willing to allow newer model years **ONLY** if the chassis and another of the correct year can be taken to a board member **PRIOR TO RACE DAY ONLY** for a side by side comparison, if the newer chassis is proven to be exactly the same as the legal chassis then it will be allowed to run.

Any other components within the chassis that are different will be considered illegal. **NO INSPECTIONS RACE DAY!**

\*Must be a production line model offered as a 1974 or earlier model with a 1973 date of manufacture Or earlier. Sleds with a 74 date of manufacture do not qualify to race. No special performance kits or Models, no limited production R&D models. Must be fan cooled and fan must still function.

\*Must have original style ignition for year, make, and model, No jackshaft chassis

\*No performance kits oem or aftermarket ex. GYT kits. Heads, cylinders, exhaust, ignition, carburetors. No twin tuned pipes stock or aftermarket-none!

\*Tether switch is mandatory. It must be working before, during, and after the race. Tether must be clipped to clothing NOT glove. Tether cord must also be attached to person any time the engine is running. Cord must not extend past the back of the snowmobile without coming disconnected.

\*Chain case and secondary clutch must be original for chassis and must maintain stock clutch covers/ must Have primary clutch covered.

\*Skis: original/stock replacement. You can use skis from another manufacturer as long as no newer than 1974. No aluminum/plastic skis/ skins. Tips must have padded protection around hoops and edge.

\*Carbide runners are allowed no length limit but only 1 per ski, no additional keels or carbides, carbide or runner will not stick down more than 3/4" from bottom of ski.

\*Ski spreaders are allowed to 3" per side measured bolt hole to bolt hole.

\*No leaf spring supports of any kind, you may add or subtract leafs

\*Snow flaps must touch the ground when the sled is sat on, must be tethered to tunnel with less than 2 1/2" movement between the tunnel and the base of the flap

\*Any tunnels that are not squared off by the snow flap and leave a triangle opening will need some sort of Closure like aluminum riveted to the tunnel to close the opening. Ex. Ski-doo r/v or arctic cat

\*No late model seats, springs or suspension. Seat must be vintage appearing no risers or extra foam

\*Brake upgrades are permitted as long as drive components are not modified!

### Tracks:

\*Original or stock replacement up to 3/4" lug height, changing track drivers is permitted

\*Any sleds with cleats from the factory must be riveted not bolted; rivets must be short and made of steel. Cleats cannot be sharpened, ends cannot be welded shut and they must be original size design.

\*Tracks can be changed from cleated to rubber but once switched cannot be changed back to cleated. Sleds that did not come optioned with cleated tracks cannot change to cleated.

\*No traction devices of any design or size.

\*You may change gear ratio, clutch springs /weights. Secondary must be stock for year, make, model

\*Belts may be different but clutch center to center distance must be maintained to stock specs.

### Suspension:

\*Interchanging of rear suspensions between brands is allowed up to model year 1976. Max. Track length of 121" must provide proof of where the suspension came from if questioned.

### Handlebars:

\*Must be original style bars for the make of snowmobile up to 74 model year. They may be reinforced but cannot be extended or raised. Hooks are permitted. No bending or straightening of bars allowed.

### Fuel tanks:

\*Must be factory style fuel tank and secured safely. Any fabricated tank must pass tech inspection.

**Motor regulations: No models with kohler K340-2AS, SK340-2AS, K440-2AS**  
**These models do qualify for other classes, please inquire.**

\*Fan cooled motors only. Fan must remain operational. Absolutely no reed induction motors

\*Motor must be 74 or older and an available option for year/ model chassis entered in the race

\*Original clutch to 1974 for make being run in race, comet duster 94c, or power bloc 50/ALT

\*Carburetors can be changed from diaphragm to mikuni. If the sled came with single carb the limit is 38mm, If the sled came with dual carbs the limit is two 34mm. No rifle bores, power jets, or dial-a-jets.

Round slide Mikuni only! No flat slides! **When adapting to Mikuni original manifolds cannot be Shortened or modified Other than be welded to. Weld grinding will only be allowed in the Immediate area of the welded On adapter, absolutely no further in stock manifold.**

\*Exhaust must be original type or stock replacement for model sled entered into race. No twin tuned pipes stock or aftermarket! No aftermarket performance exhaust, no oem performance exhaust kits!

\*Pistons are original or stock replacement up to .060" oversize allowed.

\*No port grinding other than cylinder chamfering, must retain stock port sizing. Bead blasting for cleanup only, cannot remove casting lines or port material. No polishing of any type. No porting or polishing of any internal engine part.

### **Race Rules Powder-puff Same as improved stock fan classes except:**

\*All sleds run up to 440cc twin Women only! Open class, F/A ,outlaw sleds not permitted

### **Race Rules Youth classes Same as improved stock fan classes except:**

\*Youth under 18 years old only, 340cc limit max, Open class F/A and outlaw sleds not permitted.

\*No class jumping! Parent/ guardian must be present to sign waiver.

### **Race rules Seniors age 50+ same as improved stock fan classes except:**

#### **Sleds that meet all other qualifications and have the kohler k340-2as can run**

\*Up to 340 F/A or 440 fan cooled only.

\*Can only run **two** classes, **this class and one other.**

\*Must be a minimum of 50 years of age.

\*Only free air can have jackshaft.

### **Race Rules Pure Stock non performance bogie wheel Single Snowmobile and chassis (18+ class) Chest protector required for safety!**

\*The board is willing to allow newer model years **ONLY** if the chassis and another of the correct year can be taken to a board member **PRIOR TO RACE DAY ONLY** for a side by side comparison, if the newer chassis is proven exactly the same as the legal chassis it will be allowed to run. Any components within the chassis that are different will be considered illegal. **NO INSPECTIONS RACE DAY!**

\*Must be a production line model offered as a 1974 or earlier model with a date of manufacture of 1973 Or earlier. Sleds with a 74 date of manufacture do not qualify to race.

\*Fan cooled single cylinder with functioning fan. Must have points style ignition, No jackshaft chassis

\*No performance models ex: TNT,GP,SS etc. or performance kits oem/aftermarket ex. GYT kits.

Heads, cylinders, exhaust, ignition, carburetors.

\*Tether switch is mandatory, must be working before, during, after race, clipped to clothing NOT glove must be attached to person if engine is running can't extend past back of sled without disconnecting.

\*Chain case must be original, must maintain stock clutch covers, must have primary clutch covered.

\*Stock replacement type skis of any manufacturer up to 1974 only. No aluminum/plastic skis/skins.

Tips must be padded around hoops/edge. No leaf spring support you may add/subtract leafs.

\*Round bar runners only no carbide, no additional keels or runners, runner will not stick down more than 9/16" from bottom of ski, No ski spreaders, no square stock runners

\*Snow flaps must touch the ground when the sled is sat on, must be tethered to tunnel with less than 2 1/2" movement between the tunnel and the base of the flap

\*Any tunnels that are not squared off by the snow flap and leave a triangle opening will need some sort of Closure like aluminum riveted to the tunnel to close the opening. Ex. Ski-doo r/v or arctic cat

\*No late model seats, springs/suspension Seat must be stock vintage appearing no risers/extra foam

#### **Tracks:**

\*Original or stock replacement up to 3/4" lug height, changing track drivers is allowed

\*Any machines with cleats from the factory must be riveted not bolted; rivets must be short and made of steel. Cleats cannot be sharpened, ends cannot be welded shut they must be original size/design.

\*Tracks can be updated but swapping between cleated/rubber is **NOT** permitted unless that particular year/make/model was available from factory with that option You must provide suitable proof!

\*No traction devices of any design or size.

\*You may change gear ratio, clutch springs/weights. Secondary must be stock for year, make, model

\*Belts may be different but clutch center to center distance must be maintained to stock specs.

#### **Suspension:**

\*Stock bogie wheel suspension for year, make, and model

**Handlebars:**

\*Must be original bars for the year, make, and model. They may be reinforced but cannot be extended or raised. Hooks are **NOT** permitted. No bending or straightening of bars is allowed.

**Fuel tanks:**

\*Must be factory style fuel tank and secured safely. Any fabricated tank must pass tech inspection.

**Motor regulations:**

\*Nonperformance model fan cooled motors only. Fan must remain operational. Absolutely no reed induction motors

\*Motor must be 1974 or older and an available option for the chassis entered in the race

\*Original clutch for year, make, and model only, no aftermarket replacement types

\*Carburetors are original size and style for year/make/model of sled/ motor being run. If you have a non-diaphragm carburetor you must be able to prove it was original equipment. Example: Walbro WF carburetor can only be used if it came on that year/make/model and must retain internal fuel pump.

Use of external fuel pumps only where Mikuni came stock. HR size carb maximum

\*Original exhaust for year/make/model. No tuned pipes stock or aftermarket!

\*Pistons are stock replacement up to .060" oversize allowed.

\*No port grinding, only edge chamfering. Must have stock port sizing. Bead blasting for cleanup only, cannot remove casting lines/port material. No porting /polishing of any type on any internal engine parts.

**Race Rules Novice class same as improved stock except:**

\* Up to 340cc single or twin cylinder fan cooled

\* Must either be new to racing or must not have had a top 3 placement **for series**.

\* If you place top 3 for the season you **may** be asked to move up to regular classes next season

\* If you race this class you can **only race one other class** (this is to keep this class novice)

**Race Rules Outlaw Single****Outlaw class sleds can only run Outlaw and Mod classes****Snowmobile and chassis (18+ class) Chest protector required for safety!**

\*The board is willing to allow newer model years **ONLY** if the chassis and another of the correct year can be taken to a board member **PRIOR TO RACE DAY ONLY** for a side by side comparison, if the newer chassis is proven exactly the same as the legal chassis it will be allowed to run. Any components within the chassis that are different will be considered illegal. **NO INSPECTIONS RACE DAY!**

\*Must be a production line model offered as a 1974 or earlier model year with a date of Manufacture of 1973 or earlier. Sleds with a 74 date of manufacture do not qualify to race. No limited production R&D models. Engine must be fan cooled and fan must still function. No Jackshaft chassis

\*Tether switch is mandatory must work before/during/after race clipped to clothing NOT glove must be attached to person if engine is running, cannot extend past back of snowmobile without disconnecting.

\*Must maintain stock clutch covers, must have primary covered.

\*Skis: steel leaf spring skis only, must have padded protection around hoops and edge

\*Carbide runners are allowed, dual carbides are allowed carbide or runner will not stick down more than 3/4" from bottom of ski.

\*Ski spreaders are allowed to 3" per side measured bolt hole to bolt hole.

\*Snow flaps must touch the ground when the sled is sat on, must be tethered to tunnel with less than 2 1/2" movement between the tunnel and the base of the flap

\*Any tunnels that are not squared off by the snow flap and leave a triangle opening will need some sort of Closure like aluminum riveted to the tunnel to close the opening. Ex. Ski-doo r/v or arctic cat

\*Seats: vintage appearing seats

\*Brakes: Brake upgrades are permitted

**Tracks:**

\*Replacement tracks will be allowed to 3/4" lug height Changing track drivers is permitted

\*Any machines that had cleats from the factory must be riveted on not bolted, all rivets must be short and made of steel. Cleats cannot be sharpened, ends cannot be welded shut and they must be original size/design. Tracks may be replaced with rubber or cleats. No studs, pins, claws etc. NONE

**Suspension:**

\*Interchanging of rear suspensions between brands is allowed up to model year 1978. Max. track length of 121" must provide proof of where the suspension came from.

**Handlebars:**

\* Can use any style. Bars may be reworked in any manner; changes must be welded not adjustable

**Fuel tanks:**

\*Must be factory style fuel tank and secured safely. Any fabricated tank must pass tech inspection.

**Motor regulations:**

\*Any fan cooled single cylinder engine base available in a snowmobile up to and including the 74 model year. Absolutely no reed or rotary induction motors Points ignition only!

\*Up to 400cc maximum bore, stock stroke, other internal mods are permitted

\*Fan components must remain intact and operational

\*Clutches: Any primary or secondary clutch

\*Carburetors: Any carburetors

\*Exhaust: up to your imagination

**Race Rules 340cc Improved Stock Free Air single exhaust****Snowmobile and chassis (18+ class) Chest protector required for safety!**

\*The board is willing to allow newer model years **ONLY** if the chassis and another of the correct year can be taken to a board member **PRIOR TO RACE DAY ONLY** for a side by side comparison, if the newer chassis is proven to be exactly the same as the legal chassis then it will be allowed to run. Any other components within the chassis that are different will be considered illegal. **NO INSPECTIONS**

**RACE DAY!**

\*Must be a production line model offered as a **1978** or earlier model with date of manufacture of **1977** Or earlier. Sleds with a **78** date of manufacture do not qualify to race.

\*Must have original style ignition for model

\*No performance models/kits oem/aftermarket ex. GYT kits. Heads/cylinders/exhaust/ignition, carbs. No twin pipes. Stock or aftermarket!

\*Tether switch is mandatory, must work before, during, after race, clipped to clothing NOT glove, must be attached to person if engine is running, can't extend past back of sled without disconnecting.

\*Chain case must be original for chassis and must maintain a minimum of stock clutch covers, must have primary clutch covered.

\*Stock replacement type skis of any manufacturer no newer than **1978**. No aluminum/plastic skis/skins. Tips must be padded around hoops/edge. No spring supports you may add/subtract leafs.

\*Carbide runners are allowed, no length limit but only 1 per ski, no additional keels or carbides, carbide or runner will not stick down more than  $\frac{3}{4}$ " from bottom of ski.

\*Ski spreaders are allowed to 3" per side measured bolt hole to bolt hole.

\*Snow flaps must touch the ground when the sled is sat on, must be tethered to tunnel with less than 2  $\frac{1}{2}$ " movement between the tunnel and the base of the flap

\*Any tunnels that are not squared off by the snow flap and leave a triangle opening will need some sort of Closure like aluminum riveted to the tunnel to close the opening. Ex. Ski-doo r/v or arctic cat

\*No late model seats, springs, or suspension. Seat must be vintage appearing no risers or extra foam

\*Brake upgrades are permitted as long as drive components are not modified!

**Tracks:**

\*Original or stock replacement up to  $\frac{3}{4}$ " lug height, changing track drivers is allowed

\* Any sleds with cleats from the factory must be riveted not bolted rivets must be short and made of steel. Cleats cannot be sharpened, ends cannot be welded shut and must be original size and design.

\*Tracks can be changed from cleated to rubber but once switched cannot be changed back to cleated. Sleds that did not come optioned with cleated tracks cannot change to cleated.

\*No traction devices of any design or size.

\*You may change gear ratio, clutch springs/weights. Secondary must be stock for year, make, model

\*Belts may be different but clutch center to center distance must be maintained to stock specs.

**Suspension:**

\*Interchanging of rear suspensions between brands is allowed up to model year **1978**. Max. track length of 121" must provide proof of where the suspension came from.

**Handlebars:**

\*Must be original style bars for the make of snowmobile up to **78** model year. They may be reinforced but cannot be extended or raised. Hooks are permitted. No bending or straightening of bars is allowed.

**Fuel tanks:**

\*Must be factory style fuel tank and secured safely. Any fabricated tank must pass tech inspection.

**Motor regulations:**

\*F/A or fan cooled motors up to 340cc. Absolutely no reed or rotary induction motors

- \*Motor must be 1978 or older and an available option for the chassis entered in the race
- \*Original clutch to 1978 for make being run in race, comet duster 94c, or power bloc 50/ALT
- \*Carburetors can be changed from diaphragm to mikuni. If the sled came with single carb the limit is 38mm, If the sled came with dual carbs the limit is two 34mm. No rifle bores, power jets, or dial-a-jets. Round slide Mikuni only! No flat slides! **When adapting to Mikuni original manifolds cannot be Shortened or modified Other than be welded to. Weld grinding will only be allowed in the Immediate area of the welded On adapter, absolutely no further in stock manifold.**
- \*Exhaust must be original type or stock replacement for model sled entered in race. No twin pipes Stock/ aftermarket NONE! no aftermarket performance exhaust, no oem performance exhaust kits!
- \*Pistons are original or stock replacement up to .060" oversize allowed.
- \*No port grinding, only edge chamfering. Must have stock port sizing. Bead blasting for cleanup only, cannot remove casting lines/port material No porting /polishing of any type on any internal engine parts

## **Race Rules 340 Mod Free Air**

### **Snowmobile and chassis (18+ class) Chest protector required for safety!** **Any outlaw class legal sled can jump into this class**

- \*The board is willing to allow newer model years **ONLY** if the chassis and another of the correct year can be taken to a board member **PRIOR TO RACE DAY ONLY** for a side by side comparison, if the newer chassis is proven exactly the same as the legal chassis it will be allowed to run. Any components within the chassis that are different will be considered illegal. **NO INSPECTIONS RACE DAY!**
- \*Up to 1978 F/A or fan engine and chassis. Engines/chassis can be mixed Leaf spring front end only!
- \*Tether switch is mandatory must work before/during/after race clipped to clothing NOT glove must be attached to person if engine is running, cannot extend past back of snowmobile without disconnecting.
- \*Skis: any with leaf spring suspension. Ski spreaders allowed to 3" per side bolt hole to bolt hole.
- \*Carbide runners allowed including dual but cannot stick down more than 3/4" from bottom of ski.
- \*Snow flaps must touch the ground when the sled is sat on, must be tethered to tunnel with less than 2 1/2" movement between the tunnel and the base of the flap
- \*Any tunnels that are not squared off by the snow flap and leave a triangle opening will need some sort of Closure like aluminum riveted to the tunnel to close the opening. Ex. Ski-doo r/v or arctic cat
- \*Brake upgrades and modern seats are permitted

### **Tracks:**

- \*Original or replacement up to 3/4" lug height, changing track drivers is allowed
- \*Any machines that had cleats from the factory must be riveted on not bolted, all rivets must be short And made of steel, can be interchanged between rubber and cleated
- \*Studs allowed 2 per track pitch no more than 3/8" taller than the track lug, if they show up taller you will be grinding or not racing. Studs only no paddles claws or scoops!

### **Suspension:**

- \*Interchanging of rear suspensions between brands is allowed.

### **Handlebars:**

- \* Can use any style. Bars may be reworked in any manner; changes must be welded not adjustable

### **Fuel tanks**

- \*Must be factory style fuel tank and secured safely. Any fabricated tank must pass tech inspection.

### **Motor regulations:**

- \*F/A or fan cooled motors. Any motor can be bored or stroked to a 360cc limit. Must be 78 or older
- \*Can use any carburetors and clutches
- \*Engine mods up to your imagination within the specs above. Must be 78 or earlier F/A or Fan only

## **Race Rules 440 Mod Free Air**

### **Snowmobile and chassis (18+ class) Chest protector required for safety!**

- \*The board is willing to allow newer model years **ONLY** if the chassis and another of the correct year can be taken to a board member **PRIOR TO RACE DAY ONLY** for a side by side comparison, if the newer chassis is proven exactly the same as the legal chassis it will be allowed to run. Any components within the chassis that are different will be considered illegal. **NO INSPECTIONS RACE DAY!**
- \*Up to 1978 F/A or fan engine and chassis. Engines/chassis can be mixed Leaf spring front end only!
- \*Tether switch is mandatory must work before/during/after race clipped to clothing NOT glove must be attached to person if engine is running cannot extend past back of snowmobile without disconnecting
- \*Skis: any with leaf spring suspension. Ski spreaders allowed to 3" per side bolt hole to bolt hole.

- \*Carbide runners allowed including dual but will not stick down more than  $\frac{3}{4}$ " from bottom of ski.
- \*Snow flaps must touch the ground when the sled is sat on, must be tethered to tunnel with less than 2  $\frac{1}{2}$ " movement between the tunnel and the base of the flap
- \*Any tunnels that are not squared off by the snow flap and leave a triangle opening will need some sort of Closure like aluminum riveted to the tunnel to close the opening. Ex. Ski-doo r/v or arctic cat
- \*Brake upgrades and modern seats are permitted

### Tracks:

- \*Original or replacement up to  $\frac{3}{4}$ " lug height, changing track drivers is allowed
- \*Any machines that had cleats from the factory must be riveted on not bolted, all rivets must be short and made of steel, can be interchanged between rubber and cleated
- \*Studs allowed 2 per track pitch no more than  $\frac{3}{8}$ " taller than the track lug, if they show up taller you will be grinding or not racing. Studs only no paddles or scoops!

### Suspension:

- \*Interchanging of rear suspensions between brands is allowed.

### Handlebars:

- \* Can use any style. Bars may be reworked in any manner; changes must be welded not adjustable

### Fuel tanks

- \*Must be factory style fuel tank and secured safely. Any fabricated tank must pass tech inspection.

### Motor regulations:

- \*F/A or fan cooled motors. Any motor can be bored or stroked to a 460cc limit. Must be 78 or older
- \*Can use any carburetors and clutches
- \*Engine mods up to your imagination within the specs above. Must be 78 or earlier F/A or Fan only

## Race Rules 120cc Stock **Chest Protector Required For Safety**

- \*4 stroke 120cc engine
- \*No track studs
- \*Can have plastic ski's with carbide runners
- \*Can be any year or make
- \*Engine mods are not permitted
- \*Governor, gear, **centrifugal** clutch changes are permitted, no belt drive
- \*Must have working tether
- \*Ski tips must be padded
- \*Parent/ Legal guardian must be present at race and sign liability form. Only one parent/guardian at line. Any crew member past start line results in disqualification
- \*5-9 years old
- \*Must have chain guard
- \*Must have S letter designation on hood with approved **6"** number on both sides

## Race Rules 120cc Mod **same as 120cc stock except:**

- \*Ages 7-10 when 10 years old can either race this class or move up to vintage youth
- \*up to 206cc 4 stroke engine 6500 rpm limit
- \*Can use track studs
- \*Engine mods are permitted, no methanol/ exotic fuels
- \*ANY Clutching and governor mods permitted, must have chain/belt guard
- \*Must have M letter designation on hood with approved **6"** number on both sides

**The first, second and third place winners of each race will be awarded a trophy whether entered for the whole series or not. Series points will be awarded to those racers entered into the series. Highest total points wins the series in each class. Trophies will also be awarded to second and third places for series.**

## **The Great North Woods Vintage Snowmobile Race Series Contacts**

### **Pittsburg Ridge Runners Snowmobile Club**

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