

NVSRS

Northern Vintage Snowmobile Race Series 2012 Oval Racing Rules

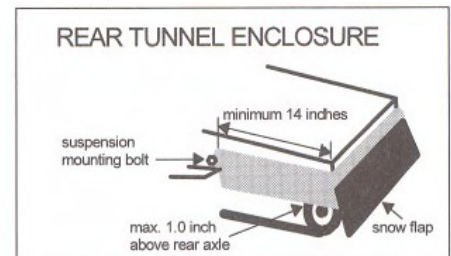
GENERAL AND SAFETY RULES FOR ALL CLASSES

Driver Requirements:

1. Drivers must be a minimum of 14 years old or older and have at least one year of racing experience to race in the adult classes. *Exceptions: Junior and Mini 120 classes* – Drivers under the age of 18 must have parental consent form signed for each race. Proof of age is required for all members under the age of 18 and for age specific classes.
2. A Snell Approved or DOT helmet with a minimum of 12 square inches of blaze or fluorescent orange on back of helmet.
3. Eye Protection is required (Goggles or Shield)
4. Boots are mandatory – Tennis shoes are not allowed
5. Chest protection is mandatory – Safety jackets, Tek vests, etc.
6. Shin guards are mandatory and elbow protection is strongly recommended.
7. Substitute drivers are not allowed. Points are scored by driver only.

Snowmobile Requirements:

1. All sleds must be 1985 or older unless otherwise stated. Exception: Mini 120's
2. All sleds must have a working tether. Tether is to be attached to the driver anytime the engine is running. This includes the pit area.
3. All sleds must have a working taillight with an 1157 bulb or equivalent wired to the brake light element. **NO EXCEPTIONS!**
4. Snowmobile hood is required.
5. Snow flaps with restraints are required. Flap must touch the ground when driver is seated on sled.
6. Ski loops must be padded.
7. Windshield edge must have some type of protective edging.
8. Clutch and recoil must be covered.
9. **Must have rear enclosure. Exception: Mini 120's**
10. A manufactured fuel tank is mandatory.
11. Jack stands with 4" minimum sides, made with suitable material, must be used at all times. Absolutely NO exceptions!
12. Minimum 5" numbers on both sides of sled forward of the driver. Numbers must be clearly visible. A list of available sled numbers can be obtained by emailing Tanya at tanyatisch@charter.net.



Race Rules and Information:

1. Race registration is from 7am – 9 am – NO EXCEPTIONS! Entry forms and waivers are available online at www.nvsrs.org. No refunds will be given after registration has closed. Driver's meeting is at 10 am and races will start at or around 10:30 am barring any unforeseen circumstances.
2. Mini 120 heat races are 3 laps and finals are 5 laps.
3. Regular heat races are 5 laps. Finals are 8 laps.
4. LCQ races are 5 laps. Winner(s) qualify for the final and will start in the back row. Drivers must line up behind another snowmobile.
5. Classes with 3 or less sleds will be final races only.
6. Classes with 10 sleds or less will be heat races to a final.
7. Classes with 11 sleds or more will be heat races to LCQ races to a final.
8. Race order is subject to change. It is the **DRIVER'S** responsibility to watch the heat board for changes.
9. You must take a green flag in **your** heat race to qualify for an LCQ or final race. If you race in the wrong heat, you **will not** qualify for an LCQ or final race.
10. A sled cannot be entered more than once in any one class. One driver per sled, per race.
11. The sled, engine, and driver that qualify in a heat race must be the same that is used in the LCQ and final races. Failure to comply will result in forfeiting all points for the day.
12. Any slide lubricant used must be biodegradable. NO EXCEPTIONS!

Flag Rules:

Green Flag – Signifies the start of a race or that the course is clear and the race is in progress. In the event of a false start, the drivers will be restarted and the offending driver(s) will be penalized by holding their throttle hand to their helmet. A 2nd offense of false start will result in the offending driver(s) restarting in the back row and holding their throttle hand to their helmet.

Yellow Flag – Signifies there is a safety hazard on the track. Drivers must slow down in a yellow flag area. **Absolutely no passing is permitted in a yellow flag area.** Once the driver is past the yellow flag area, racing can resume.

Red Flag – Signifies the race will stop immediately. The red flag will be used if the track is deemed unsafe to continue the race. To restart the race, drivers will have a staggered start lining up in the order from the last completed lap. Driver(s) determined to have caused the red flag will restart in the back. Sleds cannot leave the track unless directed to do so by a race official.

Blue Flag with Yellow Stripe – Signifies that the driver is about to be overtaken and should take care to permit the other racer a safe pass.

Black Flag – Signifies to a particular driver that your snowmobile is unsafe to continue racing or that you have been cited for a rule infraction and may be penalized. Penalties will be determined at the discretion of NVSRS and track officials based on the severity of the infraction and may include disqualification from the race. You must exit the track to the pit area immediately.

White Flag – Signifies drivers have started their last lap of the race.

Checkered Flag – Signifies the race is complete.

TECH AND/OR RACE OFFICIALS RESERVE THE RIGHT AND RESPONSIBILITY TO EJECT ANY PERSON(S) FOR ANY RULE OR SAFETY INFRACTION. ANY VIOLATION OF THE ABOVE RULES MAY RESULT IN DISCIPLINARY ACTION AND MAY INCLUDE LOSS OF POINTS, DISQUALIFICATION, SUSPENSIONS OR ANY COMBINATION THEREOF.

Tech Inspections:

All sleds entered must go through pre-race safety inspection to ensure all safety rules are adhered to. Only snowmobiles passing inspection will be allowed to race.

Routine tech inspections as well as “chance tech” inspections will be done post-race to ensure compliance with sled requirements listed above and rules for individual classes. Chance tech inspections, which consists of the removal of the carburetor and exhaust system and intake manifold, are defined as classes/positions that are randomly drawn by scoring. Absolutely nobody will know what classes or positions have been drawn for inspection until the final race for that class is underway. Failure to pass these post- race inspections will result in loss of points for all classes for that day in which the sled is deemed illegal. If a racer is found illegal on two separate race dates, you will no longer be eligible to race with NVSRS for the remainder of the season.

Formal Protests:

All protests must be in writing. Forms are available in the scoring and tech trailers and a \$40.00 cash deposit is required with the completed form. You must be specific with the rule infraction that is in question and must be entered in the class you are protesting.

Only the person protesting, along with the sled owner and tech officials may be present at teardown. If any parts are deemed illegal during the teardown process, the result will be disqualification for all classes in which the sled is considered illegal.

If the official ruling is returned as legal, you will lose your \$40.00 deposit to the sled owner. If the official ruling is returned as illegal, you will be refunded your \$40.00 deposit and the driver with the illegal sled will lose their points for all classes in which the sled is considered illegal for that day. Refusal for teardown will be classified as an admission of guilt and result in loss of points for all classes in which the sled is entered for that day.

Classes:

'85 and Older Free Air

0-300 cc
0-400 cc
0-503 cc

'85 and Older Fan

0-300 cc
0-400 cc
0-503 cc

'85 and Older Bogie

0-399 cc Stock
Any cc - Stock

'85 and Older Modified

Single Cylinder
0-300 cc
0-400 cc
0-503 cc

'85 and Older - Women

0-300 cc including
snowmobiles with any
tunnel mounted engine

Miscellaneous Classes

1985 and Older Single Cylinder

1977 and Older
Non-Performance Sleds

50 and Older 0-503 cc

Juniors 11-17 Years Old

0-300 cc “A” (13-17 yrs old)
0-300 cc “B” (11-15 yrs old)

Mini 120s

Stock 3-6 Years Old
Stock 3-12 Years Old
Mod 6-12 Years Old

Experimental Class

1992 and Older IFS Only
Fan and Liquid Class

All classes receive trophies for 1st, 2nd, and 3rd places with exception of Modified, **Experimental** and Mini 120s classes. Modified classes and **experimental classes** will receive 80% cash payback for 1st, 2nd, and 3rd places based on number of entries. All Mini 120 finalists receive trophies. Top five point finishers in each class receive trophies at the end of the race season. Series points tallied on top five race finishes. A driver must race a minimum of three races to be eligible for season points for that class. If a racer is disqualified for any reason, that race cannot be dropped and will count toward season points. In the event of a tie, the best average finish will determine the position. If this does not break the tie, the driver with the best finish from the last race will receive the position.

Driver Point System:

1 st Place – 50 points	6 th Place – 36 points	11 th Place – 22 points	16 th Place – 12 points
2 nd Place – 46 points	7 th Place – 34 points	12 th Place – 20 points	17 th Place – 10 points
3 rd Place – 43 points	8 th Place – 32 points	13 th Place – 18 points	18 th Place – 8 points
4 th Place – 40 points	9 th Place – 30 points	14 th Place – 16 points	19 th Place – 6 points
5 th Place – 38 points	10 th Place – 28 points	15 th Place – 14 points	

To receive points in a final race, the driver must be at the starting line (with or without a sled).

1985 and Older STOCK CLASS RULES:

Carburetion: Any year butterfly or round slide carburetor and boot. NO flat slides, NO additional carbs, stock manifold for that year, make and model sled. No modifications to the manifold are allowed.

Engine: Must be 1985 & older. Must be an original snowmobile engine for that model sled. NO swapping of engine parts from other models or manufacturers. Any after market replacement parts must be OEM specifications. NO modifications or alterations allowed. Maximum bore of .060 over stock.

Clutch: Any year primary clutch. Must be 1985 & older stock secondary that came with that model sled. No modification or alterations allowed.

Drive Train: 1985 & older stock configuration for that year and model of sled. Any stock or OEM replacement chain case allowed. Gearing can be changed.

Brake System: Any year, type of brake components allowed. Brake components may be replaced, but must be commercially available. Mounting brackets can be made to install. Modifications allowed.

Track: Any stock or commercially available one piece molded rubber track allowed. Maximum lug or cleat height of 1" allowed. NO track modifications allowed. If track is longer than original, a tunnel extension is required. NO performance enhancing tracks allowed (ex: Kimpex Speed Tracks, Camoplast R Tracks). Any commercially available track clips allowed.

Exhaust: Must be 1985 & older stock OEM exhaust for that model sled. NO aftermarket pipes allowed. NO modifications or alterations allowed. NO mod kits.

Front Suspension: Must be 1985 & older leaf spring suspension. **Minimum 20" non-compressed leaf spring required.** Any stock or OEM steel after market replacement skis are allowed. Ski spreaders maximum 4" per side. Ski stabilizers allowed. Steering column must be OEM for that model chassis. The handle bars and/or handle bar mounting brackets may be replaced. Any commercially available handle bars allowed.

Rear Suspension: Any rear suspension '85 and older. Must match manufacturer. Additional wheels and slide lube systems are allowed. NO modifications or alterations allowed. *Exceptions: Single Cylinder Classes – Stock for that model sled. No modifications or alterations allowed. Bogie Wheel Classes – Stock for that model sled. Must be bogie wheel or para-rail. No modifications or alterations allowed.*

Chassis: Must be 1985 & older. Stock for that model of sled. NO modifications or alterations allowed. NO manufacturer race sleds allowed. Replacement tunnel allowed – Must be '85 and older and match original manufacturer. Must be made of same material (ex: aluminum to aluminum). 1985 & older stock hoods (modifications allowed) are required.

Traction: Any commercially available studs allowed. Maximum stud height is 3/8" above highest point of track lug (rubber tracks) or track cleat (cleated tracks). NO EXCEPTIONS! NVSRS will provide a steel stud gauge with each paid membership.

Fuel: Racing fuel or pump fuel only. NO alcohol or power additives allowed.

1977 and Older STOCK NON-PERFORMANCE SLED CLASS RULES:

To ensure your sled meets rule specifications for this class, please contact Bryan Frankenberg at pnbfrank@newnorth.net or 715-891-0211 or Todd Payne at tpay@charter.net or 715-360-2918.

Examples of snowmobiles that are NOT allowed:

Arctic Cat Z, Polaris TX (1976 and newer), Skidoo RV, Merc Trail and Sno-Twisters, Yamaha Exciters, Enticers, GP's, GPX's, John Deere Cyclone, Suzuki Fury

Carburetion: Any year butterfly or round slide carburetor and boot. NO flat slides, NO additional carbs, stock manifold for that year, make and model sled. No modifications to the manifold are allowed.

Engine: Must be 1977 & older. Must be an original snowmobile engine for that model sled. NO swapping of engine parts from other models or manufacturers. Any after market replacement parts must be OEM specifications. NO modifications or alterations allowed. Maximum bore of .060 over stock.

Clutch: Any year primary clutch. Must be 1977 & older stock secondary that came with that model sled. No modification or alterations allowed.

Drive Train: 1977 & older stock configuration for that year and model of sled. Any stock or OEM replacement chain case allowed. Gearing can be changed.

Brake System: Any year, type of brake components allowed. Brake components may be replaced, but must be commercially available. Mounting brackets can be made to install. Modifications allowed.

Track: Any stock or commercially available one piece molded rubber track allowed. Maximum lug or cleat height of 1" allowed. NO track modifications allowed. If track is longer than original, a tunnel extension is required. NO performance enhancing tracks allowed (ex: Kimpex Speed Tracks, Camoplast R Tracks). Any commercially available track clips allowed.

Exhaust: Must be 1977 & older stock OEM exhaust for that model sled. NO aftermarket pipes allowed. NO modifications or alterations allowed. NO mod kits.

Front Suspension: Must be 1977 & older leaf spring suspension. **Minimum 20" non-compressed leaf spring required.** Any stock or OEM steel after market replacement skis are allowed. Ski spreaders maximum 4" per side. Ski stabilizers allowed. Steering column must be OEM for that model chassis. The handle bars and/or handle bar mounting brackets may be replaced. Any commercially available handle bars allowed.

Rear Suspension: Any rear suspension '77 and older. Must match manufacturer. Additional wheels and slide lube systems are allowed. NO modifications or alterations allowed.

Chassis: Must be 1977 & older. Stock for that model of sled. NO modifications or alterations allowed. NO manufacturer race sleds or performance trail sleds allowed. Replacement tunnel allowed – Must be '77 and older and match original manufacturer. Must be made of same material (ex: aluminum to aluminum). 1977 & older stock hoods (modifications allowed) are required.

Traction: Any commercially available studs allowed. Maximum stud height is 3/8" above highest point of track lug (rubber tracks) or track cleat (cleated tracks). NO EXCEPTIONS! NVSRS will provide a steel stud gauge with each paid membership.

Fuel: Racing fuel or pump fuel only. NO alcohol or power additives allowed.

1992 and Older IFS ONLY FAN and LIQUID STOCK CLASS RULES:

Carburetion: Any year butterfly or round slide carburetor and boot. NO flat slides, NO additional carbs, stock manifold for that year, make and model sled. No modifications to the manifold are allowed.

Engine: Must be 1992 & older fan or liquid 540 cc maximum. Must be an original snowmobile engine for that model sled. NO swapping of engine parts from other models or manufacturers. Any after market replacement parts must be OEM specifications. NO modifications or alterations allowed. Maximum bore of .060 over stock.

Clutch: Any year primary clutch. Must be 1992 & older stock secondary that came with that model sled. No modification or alterations allowed.

Drive Train: 1992 & older stock configuration for that year and model of sled. Chain case must remain in original location. Any stock or OEM replacement chain case allowed. Gearing can be changed.

Brake System: Any year, type of brake components allowed. Brake components may be replaced, but must be commercially available. Mounting brackets can be made to install. Modifications allowed.

Track: Any stock or commercially available one piece molded rubber track allowed. Maximum lug or cleat height of 1" allowed. NO track modifications allowed. If track is longer than original, a tunnel extension is required. NO performance enhancing tracks allowed (ex: Kimpex Speed Tracks, Camoplast R Tracks). Any commercially available track clips allowed.

Exhaust: Must be 1992 & older stock OEM exhaust for that model sled. Exhaust must remain in original location. NO aftermarket pipes allowed. NO modifications or alterations allowed. NO mod kits.

Front Suspension: Must be 1992 & older stock OEM components only for that model and year. No leaf springs allowed. Any shocks allowed. Upper shock bolts must remain in stock location. Any stock or OEM steel after market replacement skis are allowed. Sway bars allowed. Steering column must be OEM for that model chassis. The handle bars and/or handle bar mounting brackets may be replaced. Any commercially available handle bars allowed. Maximum width 41" center to center of both skis – no offset. Minimum 2" travel required.

Rear Suspension: Any rear suspension '92 and older. Must match manufacturer. Additional wheels and slide lube systems are allowed. Any shocks allowed. A minimum of 2" of rear and front travel suspension required. NO modifications or alterations allowed.

Chassis: Must be 1992 & older. Stock for that model of sled. NO modifications or alterations allowed. NO manufacturer race sleds allowed. 1992 & older stock hoods (modifications allowed) are required.

Traction: Any commercially available studs allowed. Maximum stud height is 3/8" above highest point of track lug. NO EXCEPTIONS! NVSRS will provide a steel stud gauge with each paid membership.

Fuel: Racing fuel or pump fuel only. NO alcohol or power additives allowed.

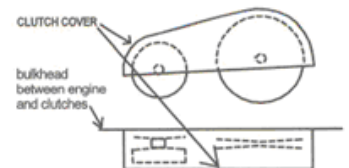
1985 and Older MODIFIED CLASS RULES:

Carburetion: Any year and/or type of carburetion allowed.

Engine: Must be a 1985 or older snowmobile engine. Major engine components (crank, crank case, cylinders, and heads) must be 1985 & older. Must match engines available for manufacturer of sled. Any after market parts allowed. Modifications allowed. NO liquid cooled engines. Maximum cc limits: Single Cylinder = open cc, 0-300 = 317 cc, 0-400 = 419 cc, and 0-500 = 521 cc.

Clutch: Any primary and secondary allowed. The clutch cover must be separate of cowl configuration and cover clutches down to center of clutch bolt or below. Must be .060 inch, 6061T6 aluminum or equivalent steel material and be covered with 6 inch wide belting.

Drive Train: Any year and type allowed. Modifications allowed.



Brake System: Any year, type of brake components allowed. Brake components may be replaced, but must be commercially available. Mounting brackets can be made to install. Modifications allowed.

Track: Any year and type allowed.

Exhaust: Any year and type allowed. After market exhausts allowed.

Front Suspension: Must be leaf spring. Any aluminum or steel skis allowed. No air or gas shocks allowed. Modifications allowed.

Rear Suspension: Must be 1985 or older. Modifications allowed. No aftermarket suspensions allowed.

Chassis: Must be 1985 or older. Must match manufacturer of engine. Hood is required. NO widening. Factory race sleds allowed. Replacement tunnels allowed – Must be '85 and older and match original manufacturer. (exception: 1972 and Older Class). Must be made of same material (ex: aluminum to aluminum).

Traction: Any commercially available studs allowed. Maximum stud height is 3/8" above highest point of track lug (rubber tracks) or track cleat (cleated tracks). NO EXCEPTIONS! NVSRS will provide a steel stud gauge with each paid membership.

Fuel: Racing fuel or pump fuel only. NO alcohol. NO power additives including nitrous.

JUNIOR "A" and "B" CLASS RULES:

Same as 1985 & Older Stock Class Rules

Junior "A" – Drivers must be 13-17 years of age. Junior "A" drivers can race both the junior class and the adult 0-300 classes if they are at least 14 years of age and have at least one year of racing experience. (NVSRS reserves the right to eject any racer from the adult classes.)

Junior "B" – Drivers must be 11-15 years of age. The Junior "B" season points champion must move to the Junior "A" class for the next season if that person is at least 13 years of age.

MINI 120s STOCK (3-6 year old) CLASS RULES:

General: The snowmobile must have original OEM engine, hood, track, frame, cowl, gas tank, carburetion, air box, suspension, and clutch supplied by the manufacturer for the particular model. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supercede the original OEM parts. Factory options are not allowed.

Engine RPM and vehicle speed may be monitored at the discretion of the race organization. Maximum speed is 15 mph.

Engine: Unless otherwise stipulated in this section, all governor parts must be intact, in place and functional. Any governor spring may be used.

Replacing chain tensioner with commercially available aftermarket tensioner is allowed.

No component of the engine (including head, valves, cam, and valve springs) may be altered, changed, or enlarged from the engine manufacturer's original stock specification nor may any additional components be added to the engine.

Blueprinting of engines is not allowed. No removal of material what so ever will be allowed. This is to include polishing port matching, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.

No changes in engine dimensions can be made by gasket adjustment.

Spark plugs do not have to be OEM stock.

No carburetor/air silencer changes allowed.

Jetting changes are allowed. Remote adjustable main jet system allowed.

Exhaust must be OEM as produced for the model. The OEM exhaust system must be used in its entirety. No internal or external modifications allowed. NO welding allowed, even for repair. Muffler components and/or silencing material must be intact at all times.

In order to equalize performance between the manufactures' models the following changes are allowed: Ski-Doo racers are allowed to change valve spring to Honda P/N 14751-2E1-000, Artic Cat 120 racers are allowed to upgrade to the 120 SnoPro kit consisting of valve springs and cam. The kit must be used in its entirety.

To enhance durability, plastic governor gears may be removed in classes which allow governor to be disabled.

Drive: Brake must be functional and operational at all times.

OEM drive clutch must be used with no modifications. Stock drive clutch engagement must be maintained. No belt drives allowed.

Chain guard must be in place.

Open gearing, but must maintain maximum 15 mph limit.

Sprocket ratio changes may be required by race association in order to equalize performance between the various models.

Ski Suspension and Steering: Front suspension must be OEM for the model and remain in its stock location.

Ski widening devices and/or height adjustments devices are not allowed in stock classes unless furnished as OEM and properly filed.

Suspension travel may be limited by means of limit straps only. Minimal suspension travel must be maintained. No rigid suspensions allowed.

Skis and Ski Runners: Ski must be OEM for the model and year or a commercially available after market ski with a minimum overall length of 20 inches.

Ski suspension components must be OEM.

Ski tips must have ski loops. Steel ski loops must be padded.

Track Suspension: The complete suspension must be used as furnished and filed by the manufacturer. No options allowed.

Shocks must be OEM for the model. OEM for the model suspension mounting points must be used.

Seals may be removed from bearings in bogie wheels, rear idler wheels and/or rear idler sprockets. Commercially available marginal snow wheels may be added to the slide rails. Rear axle idler wheels must remain OEM for that model.

Suspension travel may be limited by means of limit straps only. Minimal suspension travel must be maintained. NO rigid suspensions allowed.

Slide rail lubrication systems not allowed.

Track and Traction: Any commercially available molded rubber track may be used. Track must fit within frame and suspension without modification to frame, suspension, or drive. Track must be used as produced by the molder. Hyfax allowed.

Track studs must not extend more than 3/8" above the highest point of the track.

Frame and Body: OEM hood must be maintained without modification. All sharp edges must be padded.

Windshield may be removed, modified or replaced. Windshield must have safety trim. All sharp edges must be padded.

Ignition and Electrical: An ignition tether switch must be installed and functional.

Headlight and taillight must be OEM for the model and taillight must be functional.

Ignition and lighting systems must be OEM for the model. No modifications allowed.

MINI 120s IMPROVED STOCK (3-12 year old) CLASS RULES:

General: The snowmobile must conform to STOCK CLASS rules unless stated otherwise in this section.

Slide rail lubrication systems not allowed.

Engine RPM and vehicle speed may be monitored at the discretion of the race organization. Maximum speed is 20 mph.

Drive: Gear ratio may be changed.

Clutch may be replaced with after market clutch of the same basic centrifugal design. No variable ratio systems allowed. Brake band may be changed to fit clutch.

Velocity stack allowed.

MINI 120s MODIFIED (6-12 year old) CLASS RULES:

Carburetion: Open

Engine: 4-Stroke engines only. Modifications allowed. Maximum 206 cc engine. Must have working tether and kill switch.

Clutch: Open

Drive Train: Stock configuration for that model of sled. Open gearing. No belt drive systems allowed.

Track: Stock. No modifications or alterations allowed.

Exhaust: Open

Front Suspension: Stock. Skis – Open. No modifications or alterations allowed. Metal front bumpers and ski loops must be padded.

Rear Suspension: Stock. Wheel kits allowed.

Chassis: Stock for that model of sled. Ski-Doo, Polaris, and Arctic Cat only. No widening allowed. No manufacturer or aftermarket race sleds allowed.

Traction: Any commercially available studs allowed. Maximum stud height is 3/8" above highest point of track lug. NO EXCEPTIONS!

Fuel: Racing fuel or pump fuel only. NO alcohol or power additives allowed.

Last Edited 07/19/11