



INTERNATIONAL SNOWMOBILE RACING

1527 North Railroad Street Eagle River, WI 54521

262-335-2401

WATERCROSS 2024-2025

VERIFICATION AND CONTROL

These GENERAL RULES apply to all types of ISR racing sanctions and all classes unless so noted. All participants, racers and crewmembers are required to be fully aware of these regulations and must abide by them.

The rules for competition are intended only as a guide for the conduct of the sport in a uniform manner from region to region.

Safety rules and guidelines contained herein are of utmost importance. All participants must be concerned with safety and be familiar with these rules and guidelines. However, ISR does not warrant, guarantee, or ensure safety even if the rules are enforced and/or adhered to. Moreover, each participant in competition has the responsibility to assess the safety aspects of the facilities and conditions and must assume the risk of competition.

MANDATORY EMERGENCY VEHICLE

1. A properly licensed and equipped emergency vehicle (i.e., rescue vehicle or ambulance) must be at the race site to transport injured persons to an appropriate hospital. This vehicle shall have all emergency equipment. Contract arrangements must be made to have a transport situation ambulance on site if a transport is made. Many tracks are now using a track owned ambulance for on-site work. Many times, these vehicles are not certified for transport of patients on the highway. Arrangements must be made for a certified transport ambulance to make the actual patient transport. Racing must not be allowed without an ambulance on the grounds.
2. If an event is located at a ski hill facility and it has qualified ski patrol personnel (Paramedics - ALS) and an onsite room fully equipped as an ambulance would be it can be substituted for the actual vehicle. When The terrain and driving distance by ambulance makes it advantages to use a prearranged air ambulance this method can be used to transport injured persons to an appropriate hospital after stabilization by Ski Patrol personnel. (Paramedics - ALS) CLARIFICATION: This applies to events with extended travel distances for transport, or possible difficult travel by ambulance. The facility must be manned during racing hours, with ALS -Paramedic grade personnel. Trained staff and appropriate transport equipment must be at the ready to transport victims from the racecourse, hill, mountain, or natural ice racetrack.

RULE SUPPLEMENTS

1. Rule supplements, additions or corrections shall be announced on the official website. Upon such an announcement the rule changes become effective and enforceable.
2. Telephonic race rules conference calls will be followed up with an information letter to the affected affiliates.
3. After a rules meeting, any request to reconsider a new rule requires a majority vote of the rules committee to approve a revote. Then, a ¾ majority is also required to change the rule.

CLASS DIVISIONS

1. All class entries will not discriminate based on sex. Any qualified member may participate in the approved classes offered in any sanctioned event.
2. A snowmobile will be allowed to race in its respective displacement, or designated performance class, and any larger displacement or performance class, except as noted in specific sections.

JUNIOR CLASS RACING

NOTICE

Parents or guardians who knowingly enter a Transition class, Junior Class, Junior I, Junior II, Junior I Sprint, Junior II Sprint, F-500 Junior I, F-500 Junior II driver who is not of the legal age to compete in the specific class, will be subject to a \$500.00 fine and one year suspension.

The driver also may be given a one-year suspension.

Affiliates who through negligence or not having an approved advancement system allow drivers under the age of 18 years of age to enter adult classes with out being certified through the advancement process may be fined \$500 and possible loss of affiliation rights.

Advancement Procedure.

1. No minors may enter adult classes until the age of 18, or if approved by the Advancement Procedure which is available starting at 14 years of age. You must be 16 years of to compete in a Pro class.
2. Each involved affiliate of the same discipline (example Oval Sprint) must either provide a qualification process, or declare to ISR they will observe other affiliates of the same discipline's advanced rider list. Affiliates with a qualified advancement program have the right to determine advancement of candidates as they see fit. Qualifying with one affiliate does not qualify the youth driver for all affiliates.
3. Affiliates may honor another affiliates advancement. Driver must present copies of the advancement prior to registration.

AFFILIATE RESPONSIBILITIES

1. Before an affiliated sanctioning body may advance Junior drivers, it must have a bona fide junior program. The affiliate's Junior Competition committee /Representative is responsible for verifying a Junior's driving ability.
2. Junior competitors shall be required to perform practice laps/runs from time to time to allow race officials to observe their progress in learning the handling skills required to advance.
3. Junior advancement is at the discretion of the driver's classification committee and can be reviewed at any time. The committee has the authority to advance, demote or deny advancement to any driver. The decisions of the classification committee are final.
4. The affiliate board/driver classification committee will not advance drivers until all DRIVER/PARENTAL RESPONSIBILITIES have been fulfilled and all completed and signed documents are on file.

DRIVER / PARENTAL RESPONSIBILITIES

WHEN AN ISR COMPETITOR REACHES THE AGE OF 14 YEARS AND QUALIFIES FOR JUNIOR COMPETITION, HE/SHE MAY BE ADVANCED UP TO THE NEXT LEVEL, BUT ONLY AFTER FULLFILLING ALL REQUIREMENTS BELOW:

(SEE ADVANCEMENT FLOW CHART FOR SPECIFIC CLASSES IN JUNIOR COMPETITION SECTION).

1. A Junior competitor must compete in at least one entire event in a given class before becoming eligible for advancement.
2. Before a Junior may advance to a senior class, he/she must meet the Junior advancement requirements established by the affiliate's board/driver advancement committee.
3. He/she must petition the affiliate's board, in writing, requesting that he/she be allowed to advance.
4. The request for advancement must be accompanied by all new consent and release forms (as specified above).
5. The request must be approved in writing by the affiliate board to advance.
6. Before advancing to a Pro Division class, the Junior must be at least 16 years of age.
7. Parents may request for their child to stay in a lower class if they feel the driver needs more experience to develop track and driving skills.

For Advancement application [Click here.](#)

REGISTRATION AND ENTRY

1. WAIVER FORMS ARE MANDATORY FOR ALL PERSONNEL IN SECURED AREAS (paddock, staging and track).
2. Driver must have registered at race headquarters and signed a waiver before any runs are made (practice or racing). No one, except officially entered drivers may ride or practice on any racecourse on the day of the event.
3. No refunds of entry or other fees will be made at sanctioned events after registration is closed, unless the event is cancelled or rescheduled by a ruling of the Race Director, after which time fees will be returned or advanced to the next event in the series.
4. Any competitor who pays for race entry or organization membership with a check or credit card is responsible for the payment of all charges should the bank or other institution fail to remit for whatever reason.
5. Drivers who fail to complete payment for entry fees are subject to discipline prescribed by the ISR affiliate. Drivers may be suspended for a period of one year from the date on which the debt is paid.
 - a. If the participant stops payment on check or credit card, participant gives up the right to protest or appeal until full payment is made.
 - b. Participants who pass NSF checks must pay entry and prescribed fees in full before the next race or within 30 days, whichever is sooner.
6. Insurance fees are not refundable.
7. Regional service charges or insurance surcharges are not considered part of entry fee maximums.
8. Gate admission fees for driver and crewmembers will be regulated on a regional basis.
9. The order of events will be regulated on a regional basis.
10. The maximum number of classes a driver can enter per day will be regulated on a regional basis.
11. Any class or event can be eliminated when there are less than two (3) official entries at the close of registration.
12. All participants in events must be fully familiar with the rules and regulations, plus such rules by Race Promoters that may be specifically applied to any event.

DRIVER AND SNOWMOBILE

1. A driver and his snowmobile (chassis and engine) shall be considered a unit and once the class has begun, neither will be substituted. If a driver qualified on a snowmobile, both must be in the same final event of the class and/or event.
2. Engine parts may be replaced during the event, except for the crankcase and crankshaft, which may not be replaced.

SPONSOR IDENTIFICATION

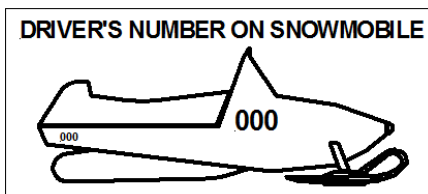
1. Anytime the sanctioning organization or sanctioned event has a sponsorship, all members and promoters must meet sponsorship requirements, if drivers' number system is not compromised.
2. Recommended size for any sponsor's required emblem should not exceed sixteen (16) square inches on the front and twenty-four (24) square inches on the back of the driver's uniform.

DRIVER IDENTIFICATION

1. There will be an automatic suspension for drivers who race under another driver's number.
2. All drivers will wear their issued bib or a facsimile thereof. Drivers will be required to keep the snowmobile numbers and drivers' body back numbers in a legible condition. Drivers must either wear a bib with their name and number for the event or their number built into the upper body outer garment worn during competition. Numbers are to be 8 inches high with a one- inch width. Name letters are to be 2 inches high with a 3/8" width.

SNOWMOBILE IDENTIFICATION

1. The driver's assigned competitive number must be displayed on both sides of snowmobile hood. The number must be a minimum of six (6) inches high, 3/4 inches wide and be displayed in contrasting colors.
2. These numbers must be displayed on the snowmobile in a permanent manner before being allowed to race (see illustration).

**PRE-RACE SAFETY INSPECTION**

1. ANY ENTRY IS SUBJECT TO INSPECTION AT ANY TIME UPON REQUEST BY THE RACE DIRECTOR OR TECHNICAL DIRECTOR.
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. Affiliates may allow prerace safety inspections to be conducted at the first race of a series and allow the sled to compete in subsequent events in the series without reinspection if on track records indicate no evidence of crashes during competition.
3. Only snowmobiles having passed pre-race inspection will be allowed on the racetrack.
4. All aspects of modification are contingent on safety inspection by the Technical Director. The Technical Director may remove any snowmobile from competition that does not meet safety requirements.
5. Damaged or broken safety equipment (not including tether switch) not detected during a race is not grounds for disqualification after completion of that race unless black-flagged during the race in question.

MANDATORY TEARDOWN

1. Regardless of snowmobile equipment passing prior inspections, compliance with the rules must be made at the post-race inspection.
2. Once a snowmobile has completed registration to race it may be inspected at any time.
3. Tech Director will select the snowmobiles for mandatory teardown and inspection. Drivers will take their snowmobiles directly to Tech after completing the race. The snowmobile must remain in Tech until released by the Tech Director or a designated member of the Tech staff.
4. Driver and/or driver's mechanic will perform teardown to point required by the Technical Director.
5. Any driver not reporting to Tech or refusing teardown will be disqualified.
6. Inspected snowmobiles will not be reassembled by the inspection group.
7. Driver and/or driver's mechanics will be the only two (2) people allowed with the snowmobile in the inspection area.
8. The sanctioning organization assumes no responsibility for impounded snowmobiles.

SEALS

1. Drivers will allow the installation of a seal or seals on the engine and/or body of their racing snowmobiles. To change the seal, mutilate it or try to break it, or re-use it, during the weekend or event where it is installed without the consent of the Race Director, could result in the responsible driver being called before the disciplinary committee for strict discipline. Accidental breakage of the seal must be reported to the Race Director immediately. Drivers/sled owners will provide and preform the required drilling of fasteners, or engine block tabs for the Tech inspector to seal the unit with a uniform wire/lead seal or other device. Sleds within a series may be sealed by other methods, acrylic torque paint, specialty seals, or digital photos of specific items. Affiliates do not have to honor other affiliates seals.

PROTESTS

1. All formal protests must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee (protest fee may vary by region or circuit) two hundred and fifty dollars (**\$250.00**) recommended.
2. When the official protest is made with the fee, the item to be protested must be stated (a general protest will not be accepted), teardown will not be complete until protest is found to be valid or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If the protest is invalid, the fee will be given to the protested snowmobile owner for the inconvenience (to be accomplished before the snowmobiles are released from teardown).
3. There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or assigned official on the course.
4. **Race Director has the authority to determine the validity of a protest.**
5. **No protests/appeals will be accepted that refer to a Race/Technical Director's judgement or decision.**
6. **It shall not be possible to protest or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.**
7. Protests must be filed within thirty (30) minutes following the completion of the daily event or within thirty minutes following the official announcement of results for the class in question whichever occurs first. Race directors have the authority to increase the time to file a protest for a competitor but may not shorten the time allowed.
8. Properly filed protests must be addressed by sanctioning body before finalizing class results. ISR must be informed of the protest in writing immediately after the protest is filed. Electronic method of communication preferred.

APEALS PROCESS

The following appeals process shall be applicable for all ISR affiliates and will be the binding operational guide and procedure statement for all affiliates. For any Affiliate that has an internal Appeals Process, the process will only apply to operations inside the association or company and will not have any bearing on race rule interpretation, infractions, misconduct, or other situations that may arise from race activity.

TECHNICAL INFRACTIONS

Driver or team are found in non-compliance with the rules concerning fuel, sled construction, specific dimensions, materials used, or components used not conforming to the rules for each specific class, the following will be the procedure.

- Tech Director or Race Director determines infraction and makes the appropriate decision considering the gravity of the offence. The Director may:
- a. Verbally warn driver or team.
 - b. Disqualify driver from event for the class specified.
 - c. Disqualify driver from all events entered in days competition.
 - d. Fine driver, if affiliate has a fine process in place in the affiliates bylaws or published operational guide, and the fine system is published in their membership documents.
 - e. Suspend driver or team for season.

ON TRACK INFRACTIONS

Race Director determines infraction and makes the appropriate decision considering the gravity of the offence. The Director may:

- a. Verbally warn driver or team.
- b. Disqualify driver from event for the class specified.
- c. Disqualify driver from all events entered in days competition.
- d. Fine driver, if affiliate has a fine process in place in the affiliates bylaws or published operational guide, and the fine system is published in their membership documents.
- e. Suspend driver or team for season.

1. If the affected driver feels the decision is not correct, he/she may appeal the decision in the following manner. The Appeal must be presented to the affiliate Race Director in writing using the ISR approved form available from the ISR web site. This form must be presented within 30 minutes of the announcement of the disqualification or penalty. Race directors have the authority to increase the time to file a protest for a competitor but may not shorten the time allowed. The Appeal must be accepted by the affiliate. The affiliate must within 24 hours convene a meeting of the owner/ management/ officials of the affiliate and review the offense/ infraction. If the offense is upheld, the driver/team can request a further appeal to ISR and ask for a review by the rules group for the discipline. ISR has 5 days to conduct such review with the rules committee of the specific discipline.
2. If the Appeal is found valid, all points, money, prizes, etc. are returned/ awarded to the driver/team.
3. If the offense is upheld, the Affiliate and the Driver/team must inform ISR of the situation within 24 hours of the alleged infraction. ISR will then, within 5 working days conduct a review of the situation, convene the appropriate rule review group from the proper discipline/aspect and render a decision. The decision of this session is binding and has no further appeal.

Affiliates and Drivers must review the Chain of Custody and submission of components/ fuels/ design concepts presented for the Appeal. If the driver/team does not submit samples, exhibits, photos, etc. of the offending component or fuel, the appeal is considered void, and the penalty stands. If the Affiliate does not accept and submit samples, exhibits, photos, etc. of the offending component or fuel, the appeal is considered void, and the penalty is rescinded, and all prize money, awards and points are returned to the driver/team. There is no appeal of any type to this operational chain of evidence and procedure. The Operational Guideline and Appeals Forms are found here:

[Download Appeal Forms Here](#)

[Race Operation Infractions](#) [Click here](#) [Rules Interpretation Issues](#) [Click here](#) [Business Operation Misconduct](#) [Click here](#)

NOTICE

Driver infractions/ disqualifications in drag racing, oval racing, Enduro racing, cross country racing, water cross racing, and speed run racing events will be forwarded to all ISR affiliates.

NOTICE

Drivers, promoters, or any personnel affiliated with ISR snowmobile events who are banned from racing or subject to other major penalties by one affiliate, having completed the hearing process, the decision shall be honored by all ISR affiliates in that discipline.

PRIZES AND AWARDS

1. All prizes, awards and paybacks shall be presented to the official winners or their appointed representatives at the close of the event, unless specifically advertised otherwise as to the time and place of awards.
2. Drivers will not be required to attend award banquets, parties, ceremonies, etc., to receive prizes, awards, or pay-backs, although they are encouraged to cooperate as a courtesy to the promoter.

PIT AND PADDOCK/STAGING AREA

1. Reasonable speeds will be observed in the pit and paddock area. All pit areas are caution zones where utmost in driver awareness is required.
2. Hot pit and staging areas are limited to drivers preparing to race and their pit crewmembers. Minimum age for pit crewmembers in these areas is 14 years old. All persons in these areas must have signed a release and waiver for the event.
3. There is no minimum age for people in paddock, pit parking and cold pit areas. It is recommended that people in these areas be required to sign a release and waiver.

TESTING, TUNE-UP, WARM-UP & PRACTICE

1. Officials must provide proper supervision of the testing areas as well as adequate crowd control to prevent spectators or other persons from moving onto the area.

SUPPORT VEHICLES

1. No unauthorized motorized vehicles will be allowed in the pit or staging area. Snowmobiles must return under their own power. Only disabled snowmobiles may be towed from the track.

DRIVER PROTECTIVE EQUIPMENT

It is the responsibility of the racer to select protective equipment that will conform to ISR guidelines and provide adequate protection. Even though race rules committees and ISR develop guidelines, ISR does not endorse or guarantee specific products or manufacturers of protective equipment. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.

1. Regardless of driver apparel passing prior inspections, compliance with the rules must be made at post-race inspections.
2. No cameras or digital acquisition devices can be attached to any driver's helmet. This will be in effect anytime a race vehicle is on the track, whether it be a test, practice session, or in competition.
3. ISR strongly encourages all drivers in all disciplines / divisions to source helmets that continue to display High Vis Colors/International Orange that cover 75% for Oval Racing (Late Model and Vintage) and 50% for Snow Cross to prevent driver injuries during competitive events.
4. Full coverage helmets are mandatory. **Helmets will be full protective coverage and carry the 2020 Snell Foundation Approval Code. Helmets carrying European Standard ECE 22.05 and 22.06 are also approved.** This is also mandatory in the tune-up area. The helmet must be securely fastened at all times. Helmet must display original ECE, or Snell decal as provided by the manufacturer. Decals that are covered or eliminated will be cause for rejection of the helmet. Enclosed cockpit sled drivers must use a current automotive certified helmet meeting Snell SA specification. **Competing with a helmet that is not the same as presented at safety inspection will result in disqualification.**

For the 2025 season the helmet must have one of the following codes:

Snell Foundation code 2020, ECE 22.05, or ECE 22.06

ONE YEAR NOTICE:

For the 2026 season helmets with ECE 22.05 certification will no longer be allowed.

1. For Oval Sprint, and Vintage Oval racing: At least one hundred forty-four (144) square inches of visible area on both the driver's front and back (upper body) will be blaze orange in color at all events. Jackets / Pullovers / Jerseys will be teched lying flat on the ground front and back. Gloves and clothing, along with at least above ankle leather boots are mandatory (above ankle boot must have a minimum of 6 inches of leather above the ankle).
2. Eye protection mandatory; facemasks may be required at the starting line at the discretion of the Race Director. If corrective lenses are required to drive a motor vehicle, the driver will also be required to wear them when racing.
3. Hearing protection is mandatory in all non-stock classes in all types of competition. Recommended for all stock class competition.
4. The use of upper body protection equipment is mandatory, except for enclosed cockpits. The upper body protection must cover all body areas shown in illustration. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule. **Competing with upper body protection that is not the same as presented at safety inspection will result in disqualification.**



ISR requirements

Must have these 4 things

- Chest Protection**
- Back Protection**
- Shoulder pads**
- Kidney protection**

The upper body protection must cover all body areas shown in illustration. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.

**Optional
Arm Pads**



5. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material. **Competing with shin and knee guards that are not the same as presented at safety inspection will result in disqualification.**
6. Upper Arm Pads and Elbow pads are highly recommended in all forms of racing.
7. Neck bracing is driver preference and is not required.
8. Drivers, crew members, team owners, staff, and support people may not be physically on the race surface at any time once an event has started. This includes walking the track to inspect for changing track conditions and other concerns. Anyone doing so will be penalized at the race director's discretion. Penalties may range from a verbal warning to ejection from the facility.

GENERAL COMPETITION

FLAG RULES

There shall be a meeting between the flagman or his representative and corner flagmen prior to the start of a race so there is a definite understanding concerning the use of the corner flags.

1. Any competitor who does not obey the following rules will be subject to disqualification and/or fine.

GREEN FLAG

1. Start of race or signifies course is clear and race is in progress.

YELLOW FLAG

1. Displayed in track corners or along straightaway signifies there is an additional safety hazard on the track.

RED FLAG

1. The red flag means the race will stop immediately regardless of position of snowmobiles on the track. The red flag will be used if, in the opinion of the Race Director or Chief Starter, the track is unsafe to continue the race. Snowmobiles should be brought to the starting line or pre-designated holding area if possible, using extreme caution. Snowmobiles must not leave the track proper unless directed to do so by the Race Director.

BLACK FLAG

1. On closed course races, should a vital snowmobile component such as clutch guards, ski or ski loop become dislodged or discarded, the starter upon his own recognition or being informed by track officials will display the black flag to the involved driver immediately infraction.
2. A rolled black flag is a warning to a driver that he/she may have an equipment failure or that he/she may have committed a driving infraction. Consultation flag-leave course immediately and report to the Race Director, this does not necessarily mean disqualification; however, failure to obey the rolled black flag could result in disqualification, suspension or fine. On closed course races, should a vital snowmobile component such as clutch guards, mud flaps, ski loops or ski become dislodged or discarded, the starter must display the black flag to the involved driver immediately.

WHITE FLAG

1. When displayed, drivers have started their last lap.

CHECKERED FLAG

1. When the checkered flag is displayed, it means the race is complete.

BLUE FLAG WITH YELLOW DIAGONAL

1. For passing/ this flag will be displayed to snowmobiles being lapped.

SIGNAL LIGHT RULES

1. Sanctioning bodies, which employ signal lights, must inform competitors of their signal light protocol before the start of the event. When light signals are used instead of flags, all competitors must be made aware of signal light procedures prior to the race.
2. Competitors must obey signal lights.
3. The following signals apply to OVAL closed course races:
 - a. GREEN LIGHT-Start of race.
 - b. YELLOW LIGHT-Caution
 - c. RED LIGHT- Stop snowmobile. At the direction of the Race Director, return cautiously to the starting line or designated holding area.

TIMING

1. It is the driver's responsibility to see that his snowmobile triggers the scoring system properly.

RACE STARTING PROCEDURES

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race (except special events). This is defined as when the sleds were summoned to leave the pits.
2. Snowmobiles may be pushed to the entrance of the racecourse.
3. All participants (including crewmembers entering the start line area, are required to wear eye protection or safety glasses.

4. Snowmobiles must be placed on an approved stand for warm-up and/ or for clearing the track. See CLEANOUT/SAFETY STANDS in this chapter.
5. All snowmobiles on the starting line must have the track and both skis flat on the course surface before starter begins the race.
6. The driver's feet must be on the running boards or stirrups. The Race Director may disqualify a driver if the driver's method of start interferes with other contestants.

START

1. On a false start a racer will be penalized by the Chief Starter, Race Director or Flagman, and a penalty if designated will apply.
2. There shall be no change of drivers at any time without notification to the Race Director.
3. Events that take place under natural lighting will be terminated thirty (30) minutes after published sunset. This rule must be strictly enforced. Furthermore, this rule assumes that there are no other visibility issues other than sunset. If visibility is reduced beyond the prescribed limit by other factors, racing must be halted before the prescribed time.
4. Any conditions that reduce visibility (prior to 30 minutes after sunset) must be considered before continuing to race. Other conditions include (but not limited to) snow dust, ice dust, fog, haze, clouds, mist, falling snow, falling rain, and smoke.
5. It is the Race Director's responsibility to discontinue racing if the visibility falls below the prescribed level at any time during the day.
6. An injured or otherwise incapacitated driver or damaged snowmobile shall be prohibited from racing with exception that if in the Race Director's judgement, the driver or snowmobile is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.

RACE RESTART PROCEDURE

1. The Race Director may have a restart at his discretion. Race Director's decision is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart. These snowmobile(s) must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.
3. Any snowmobile causing the stop of a race and a subsequent restart will be placed to the rear of the restart sequence.
4. With the Race Director's permission, only one (1) crewmember (per snowmobile) will be allowed on the track in the event the competitor cannot start his/her snowmobile alone. No mechanical work can be performed by the crew member. He may assist the driver in starting the sled, by pulling the recoil device/rope, controlling throttle, applying choke/enrichener, or alternate fuel delivery squirt bottle, removing the hood, securing hood, and tether switch, handing safety and personal equipment to driver.
5. Drivers and snowmobiles must be on the starting line within two (2) minutes of restart notification.

LEAVING THE COURSE

1. Drivers should stay on the confines of the marked course. At the discretion of the Race Director, a driver may be disqualified for leaving the confines of the course.

CONTROL OF SNOWMOBILE DURING RACE

1. Water Cross- Loss of a buoy in oval classes may result in a disqualification for the heat or final being raced if the Flagman or Race Director determines that it has caused an unsafe condition.

BLOCKING AND FOOLISH DRIVING

1. The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
2. Bumping or cutting of lanes is cause for penalty or disqualification at the discretion of the Race Director. Any dangerous or foolish driving, bumping, 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.

RACE FINISH

1. The finish line will be clearly marked.
2. All laps must be completed by first (1st) place snowmobile to declare a finish. All competitors will be given a finish position per number of laps completed. Any drivers that do not complete the checkered flag lap will be scored in order of finish and laps completed. Appropriate points and prize money will be awarded based upon published formulas.

DRIVERS BRIEFING

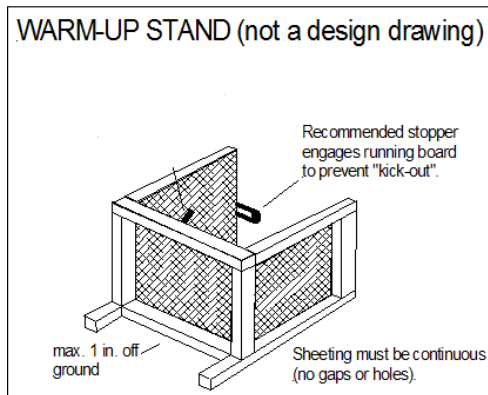
1. The mandatory meeting (or meetings) will be held at an announced time and place. It will be conducted by the Race Director and Race Promoter. Descriptions of the course, flags, etc. will be made. An interpreter should be used when needed. Pins, stamps, tags, roll call, random call, etc. may be used to check the identity of drivers at the briefing.

RADIOS

1. There will be no independent radio transmission on sanctioning body's radio frequency.

CLEAN OUT / SAFETY STANDS

1. Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory (see illustration).



2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, one-eighth inch thick. Side panels are mandatory, and they must extend at least to the center of the rear axle. Vertical coverage must be no more than one (1) inch off the ground/ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes). A plywood liner is recommended to help absorb impact. Safety stand must maintain enough height to prevent track encountering ground/ice surface. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.
3. No full throttle operation while snowmobile is on warm up stand.

MISUSE OF PIT PASSES

1. Improper usage of pit or paddock passes will be grounds for discipline.

FIRE EXTINGUISHER

1. Fire extinguishers must be available in pit, paddock/staging and starting line areas. Fire extinguisher minimum size will be five (5) pounds with ABC fire extinguishing capabilities. Fire extinguishers will be in place before the start of the race. All trailers, haulers, enclosed truck bodies, etc. used for transport of racing sleds and their support equipment must have 2 (two) 5-pound ABC extinguishers on board, accessible and serviceable always.

GENERAL SNOWMOBILE RULES

These **GENERAL RULES** apply to all snowmobiles in competition unless so noted. All participants, racers and crewmembers are required to be fully aware of these regulations and must abide by them.

Participants are solely responsible for the condition of their snowmobiles and their competence to operate them.

Where the rules permit or require components or equipment to be installed, replaced, altered, modified, or fabricated, it is the sole responsibility of the driver to select components, materials and/or fabricate the same so that the components will perform safely in competition.

CLASS ELIGIBILITY & SNOWMOBILE ID

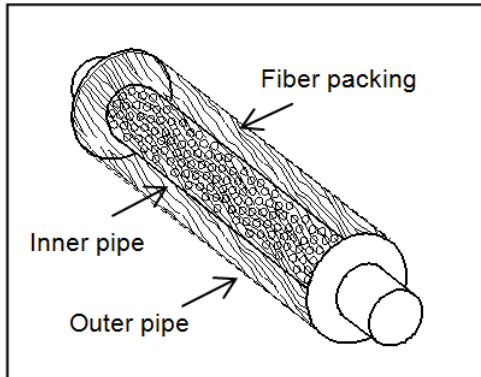
1. Unless otherwise specified in specific ISR rules, a snowmobile used in more than one class or division must comply with all rules and safety guidelines for each class or division in which it competes.
2. In stock and stock-based classes, the chassis and engine must have been originally OEM assembled and serial numbered indicating that the snowmobile is a stock qualified unit from the production run of a stock qualified model.
3. All snowmobiles in Modified classes must have serial numbers permanently affixed to the engine and the frame. Duplication of serial numbers is not allowed.
4. If the tunnel, engine, or other serial numbered part is replaced, the serial number must be removed from the replaced part and affixed to the new part.

ENGINE

1. ISR and/or the Race Rules Committees will approve the validity of all engine intake systems.
2. In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced snowmobile.
3. In stock and stock-based classes, coolant thermostats, regardless of location in the cooling system, may be ran as produced, changed to alternate temperature settings, or completely removed. If removed a control plate/washer to control volume of flow may be installed in its place. This plate shall serve no other function than restricting the flow of coolant.
4. In Stock classes, the OEM for the model exhaust system must remain as produced by the manufacturer and must be fully functional. In Mod

classes it will be specifically noted as to which exhaust components may be changed or modified.

5. In classes with individual chamber exhaust for each cylinder, the following minimum standards for straight-thru silencers are required:



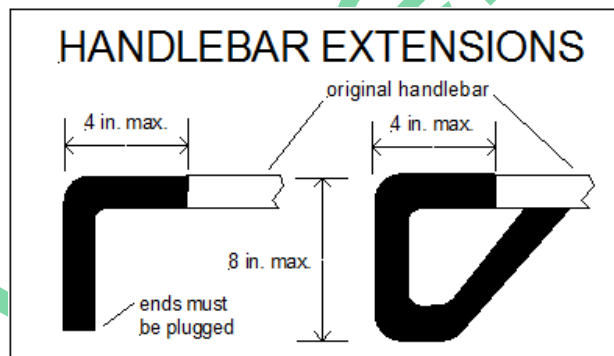
- Inner pipe must have at least fifteen holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
- Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
- Outer pipe must be at least 3/4 in. larger than inner pipe.
- Minimum silencer length 3 in.

- OEM carburetor slide valves and replacement jet components without modification will be allowed in all Stock classes. No modification to carburetor body will be allowed.
- An adequate return spring on the throttle is required. The throttle must be a direct mechanical thumb mechanism, which must be located on the rear side (toward the rear of the snowmobile) of the right-hand handlebar. Throttle must be thumb operated. Twist grip throttles not allowed.
- All Stock classes - Choke control devices may be disconnected; however, they may not be removed from their mounting location.

DRIVE

- Brakes shall always be operative. Brake lever must remain on the left, front side of handlebar.
- The master cylinder, caliper and disk assembly must be commercially available.
- In Modified classes, anytime the brake assembly has been modified or relocated, the brake disk must be covered with a shield capable of retaining an accidental explosion.
- The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.
- Chains, pulleys, and exposed moving parts will be isolated from the driver and other competitors by shields capable of retaining all accidental explosions and component impacts. Integrity of protective shields shall be at the Race and/or Tech Director's discretion. No holes may be drilled in protective shields.
- Unless otherwise specified, stock class belt guards are acceptable in Stock classes only.
- Secondary clutch windage plates may be removed in all classes.
- Custom clutch guards, clutch guards on purpose-built chassis, and specialty chassis may use Carbon fiber, Kevlar, and other materials as reinforcement of standard clutch guard material and design. Newly designed clutch guards must exceed the specifications and limits established in standard clutch guard requirements, See specific disciplines for details. Each specific clutch guard must be submitted to ISR with digital pictures (both installed and uninstalled, at least four views) and a detailed explanation of design, design limitations, and method and type of fasteners used to affix the guard to the chassis. ISR may request an appointment to inspect on site.

SKI SUSPENSION AND STEERING

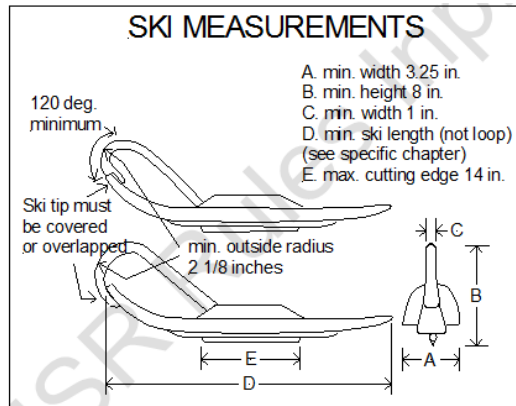


- Handlebar extensions are allowed. They must conform to the illustration below.
- All handlebar ends must be plugged.
- Only steel suspension springs allowed unless otherwise specified.
- At safety inspection, ski suspension travel will be measured vertically at the front bumper. In any oval class minimum suspension travel is 2 (two) inches usable functional travel with 150 pounds applied force measured at the bumper.

SKIS & SKI RUNNERS

- Except where otherwise specified, one cutting edge (steering edge) allowed per ski on snowmobiles with independent front suspension. Any ski edge with over one-half-inch turndown constitutes a cutting edge
- All ski loops must be at least one (1) inch wide and five-eighths-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.



3. 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. Exceptions may be noted in class specifics.
4. Metal ski loops must be affixed with steel bolts and not welded (Oval-minimum two fasteners).
5. Metal ski loops must have adequate lateral or vertical support bracing to prevent ski tip loops from dislodging or breaking off.
6. Ski tip (not including the loop) must be turned up 1.5 inch from the bottom of the ski (not including the keel(s) or ski runner).
7. No part of the ski may contact the body or suspension through the ski's normal range of travel and/or movement.
8. Ski loop failure of any type is grounds for disqualification.????

TRACK SUSPENSION

1. Any OEM type slide rail hyfax may be used as a replacement.
2. Slide rail hyfax can be drilled in all classes.
3. At safety inspection, track suspension travel will be measured vertically at the rear bumper, two inches of travel must be noted with a max 150 pounds of weight displacement.

TRACK AND TRACTION

1. Track dimension rules are specified in each chapter. A one-eighth-inch maximum variance in the minimum track width requirement is allowed. No cutting, notching, or trimming of the track is allowed, this is class and discipline specific, and is not allowed unless preceded by an ISR Competition bulletin.
2. Unless otherwise indicated, the track must be centered on the centerline of the tunnel in all modified classes. Modified classes are allowed track offset for installation of brake assembly on front driveshaft. In no case may this offset be more than 2 (two) inches, determined from edge of track to inner edge (side) of tunnel. In Stock and Stock-based classes, the track location must be as produced unless otherwise specified.
3. In all forms and classes of racing, track clips and guide clips may be replaced when worn - guide clips may be removed and replaced with track clips - track clips may be removed and replaced with guide clips - the track must retain the original number of clips with which it was produced.
4. Identification numbers affixed or molded into tracks by the molder of the track must remain completely visible and unmodified. No traction device or other item may be installed over the identification numbers on the track. Identification numbers include model number, serial number and/or any other information applied to the track by the molder.
5. Tracks may not be reversed.

FRAME AND BODY

1. A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down (restrained from rearward movement) to restrain traction components, snow, mud, rocks, and other material thrown from the track at all speeds. Recommended materials are 3/16-inch fiber reinforced rubber belting or 3/16-inch semi-rigid plastic such as HD polyethylene or UHMW polyethylene.
2. The snow flap must overlap the widest part of the rear tunnel opening by at least one inch on each side.
3. The rearward movement of the snow flap must be restrained with steel cable (or similar material) to the frame of the snowmobile.
4. The snow flap must be in contact with the course surface when the rider is on the snowmobile. Violation of this rule results in mandatory expulsion from the class.
5. The maximum overall snowmobile width is forty-five inches unless otherwise stated.
6. Custom clutch guards, clutch guards on purpose-built chassis, and specialty chassis may use Carbon fiber, Kevlar, and other materials as reinforcement of standard clutch guard material and design. Newly designed clutch guards must exceed the specifications and limits established in standard clutch guard requirements, See specific disciplines for details. Each specific clutch guard must be submitted to the affiliate and ISR for determination. ISR with digital pictures (both installed and uninstalled, at least four views) and a detailed explanation of design, design limitations, and method and type of fasteners used to affix the guard to the chassis. ISR may request an appointment to inspect on site.

IGNITION & ELECTRICAL

1. All snowmobiles must be equipped with a tether switch that must always be securely attached to the operator and be operable. The switch must "kill" the engine by disconnecting the ignition system when the operator and the snowmobile become separated. It is the responsibility

- of the driver to make certain that the tether is attached to everyone who starts the engine or operates the snowmobile.
- Maximum tether cord length will be four feet. Verification of tether cord length will be determined at tether cord's fully extended length.
 - The tether cord will be securely fastened to the driver. D rings/tabs on gloves and jackets are not designed for the abuse encountered during competition and accidents. Please have your tether cord mounting location on your body in a securely constructed area. A race or tech director may disapprove of the attachment method at any time. Drivers will not be allowed to compete until the attachment situation is rectified.
 - The tether switch will be securely mounted in a location on the snowmobile other than on the handlebars or steering column.
 - All snowmobiles must have a handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch).
 - No wet cell batteries allowed. On any battery the positive terminal must be shielded. Battery box must be securely held in place.
 - Unless otherwise specified, electric start parts including motor, solenoid, battery, battery bracket, wiring, and ring gear may be removed. No machining, cutting, or grinding allowed for removal.

FUEL REGULATIONS

NOTICE: It is advisable for all competitors to have their fuel tested at the event, before competing.

- A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.
- Allowed gasoline and lubricants:
 - Only a commercially available pump gasoline that complies with these rules is allowed. (The term "pump gasoline" includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting characteristics are forbidden.
 - Only motor fuel compounded of standard pump gasoline and an acceptable lubricant are allowed. Additives that produce power more than that produced by standard pump gasoline and petroleum base oil shall not be permitted. The list of unacceptable additives includes, but is not limited to, alcohol, nitrates, and other oxygen bearing compounds.
 - No competitor or driver's pit personnel shall possess power boosting additives or agents upon the race premises of the sanctioned event. Violations of this rule shall subject the violator to severe disciplinary procedure.
 - Aerosol cans of ether are allowed at sanctioned races for starting purposes. No driver will be allowed to carry such cans on their person or their snowmobiles during the race.
 - Driver statements as to their fuel components will be binding and may be verified by various fuel tests. Drivers must allow officials to test their fuel at any time.
 - Youth Oval Racing classes, commercially available gasoline that is reformulated with up to 10% ethanol is allowed, the exception being "Big Track" competition for 120, 206 and 200 base class sleds. 120/206/200 and all oval junior classes must use legal fuels containing no ethanol.

FUEL TESTS

WARNING: Gasoline, lubricants, additives, and fuel test reagents are all potentially hazardous materials. Anyone handling them should be aware of the hazards and act accordingly. Race Rules Committees and ISR establish these guidelines and recommended test procedures, but do not assume liability for injury or death caused by the handling of these materials.

Any or all these tests may be employed. Test results may be confirmed from time to time using an infrared spectrometer.

IF ANY OF THESE FIELD TEST ARE FAILED BY A PARTIAPANT HE WILL BE DQ'ED FROM ALL CLASSES THAT HE PARTICAPATED IN FOR THAT DAY.

- ELECTRICAL CONDUCTIVITY (DI ELECTRIC CONTENT)
- CERIC NITRATE REAGENT TESTING
- REAGENT D TEST FOR DIOXANE
- WATER SOLUBILITY TESTING
- ANY OTHER TEST APPROVED BY RACE RULES COMMITTEES

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

All participants are subject to disciplinary action for violations of these rules in accordance with the sanctioning organization's bylaws. Penalties may include suspensions, fines, loss of points, disqualifications, or any combination thereof. The nature of the penalty is determined by the gravity of the offense and its effect on the safety and good reputation of snowmobile racing. The violations hereinafter set forth are subject to the penalties noted.

EJECTION FROM RACE SITE

1. The Race Director has the right to eject any person(s) from the pit, paddock (staging area) or racetrack area.

CONDUCT OF PARTICIPANT (OFFICIALS, DRIVERS, CREWS, ETC.)

1. Participants are solely responsible for the condition of their snowmobiles and their competence to operate them.
2. No driver may, at any time, ride/drive in such a manner as to endanger life or limb of other riders, officials, or the public.
3. Vulgarity, derogatory or offensive language will result in disciplinary action, ejection from race site and be subject to fines and penalties.
4. Any participant that threatens bodily harm or assaults any official, driver, crew, etc. will be subject to disciplinary action, ejection from race site and be subject to fines and penalties.
5. Clothing displaying vulgar language is not allowed.

DRIVER LIABILITY RELEASE COVENANT NOT TO SUE

1. *The driver/pit crew, in filing an application to enter the event, elects to use the course of the event at driver's /pit crews own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, tech personal, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property and/or reputation from tech decisions 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 and or piece of equipment that participant entered into competition.*
2. *Drivers/pit crew and other participants further acknowledge and fully understand that there may also be other risks that are not known or foreseeable at this time, and the above and released persons cannot control these risks, nor have the released persons judged the participants' skill level or ability prior to allowing the participants to participate and consequently is not in a position to guarantee the participants' personal health or safety during the programs, events or activities. DRIVER/PIT CREW KNOWINGLY AND VOLUNTARILY ASSUMES ALL SUCH RISKS, BOTH KNOWN AND UNKNOWN, ANTICIPATED AND UNANTICIPATED, EVEN IF ARISING FROM THE NEGLIGENCE OF THE RELEASED PERSONS OR OTHERS, AND THE PARTICIPANTS ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE PARTICIPANTS' PARTICIPATION.*
3. *In consideration of permission and as a requirement of participation in sanctioned events, drivers, pit crew and other participants hereby covenant and agree not to sue the sanctioning organization, or its heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held, and further agree to fully release, indemnify and hold harmless those persons from any and all causes of action, demands, claims, and loss of injury to person or property or damages, of any nature whatsoever, whether the participation is supervised, unsupervised, however the injury is caused, including, but not limited to the negligence of any released persons.*

DRIVER RESPONSIBILITY

1. The driver has the responsibility for the actions of his crew. It is the driver's responsibility to see that all crewmembers are aware and abide by all rules and guidelines.
2. The condition of a snowmobile is the responsibility of the driver. A driver may be disciplined if driver's snowmobile is modified to defraud the officials or other competitors.

FRAUD, BRIBERY & ILLEGAL ASSISTANCE

1. In addition to non-compliance with any of the above regulations or rules, the following offenses shall be considered a breach of regulations subject to disqualification.
 - a. Bribing or attempting to bribe anyone connected with the race or accepting or offering to accept a bribe.
 - b. Competitor accepting any kind of assistance that aids in snowmobile operation during the race.
 - c. Any fraudulent proceedings or act of prejudicing the interest of the race.

INTOXICATING BEVERAGES & DRUGS

1. Drinking of intoxicating beverages is forbidden by any participant. Anyone showing evidence of having used an intoxicating beverage must leave the premises (specifically pit, paddock (staging area), warm up area, tear down and racetrack) immediately and be subject to disciplinary action by the disciplinary committee. This shall be in effect through the final inspection of snowmobiles.
2. Possession or use of illegal drugs or drug substances, as defined below, is prohibited in any form, by any participant, on the race facility, or in

- any area considered to be used in the operation of the race facility, such as parking lots or leased properties.
3. Illegal drugs are these substances defined and prohibited by state/provincial and/or federal law.
 4. Any person found to be in possession or under the influence of an illegal drug or drug substance on race facility property, as defined above, or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substance or any person who is formally charged by a court of law with illegal drug violations, shall be subject to suspension from competition and eviction from the race facility, and denial of further entry to the race facility for a period determined by the disciplinary committee.
 5. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to the ISR Advisory Board, shall be suspended from all forms of participation at any ISR event until such time as the charges are fully adjudicated through the legal process. Any conviction of a formal drug charge by such will be prohibited from taking part in any ISR or affiliated event for a minimum period of three (3) years from date of conviction.
 6. Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by the ISR Advisory Board, provided the suspended participant requests such hearing in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.
 7. The cost of convening the board of officials will be borne by the participant prior to the convening of the board.
 8. A participant suspended for violation of these rules, EXCEPT IN THE CASE OF PERSONS CHARGED WITH SELLING DRUGS, may, as the result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant (at his own expense) will produce documentation from a physician licensed within the state or province, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing made at the request of the ISR Advisory Board.
 9. If a participant is using prescription drugs on advice of a physician, such use must be reported to the Race Director prior to the participant's entry into any ISR activities. Failure to notify will subject the participant to penalties as prescribed above.
 10. 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, snowmobile owners, mechanics, crew members, sponsors, track officials, pit area personnel, manufacturers and press representatives. All such persons shall be considered public figures that have by their own choice become involved in the snowmobile racing events, with the full understanding that he or she must abide by the rules and regulations established and published by ISR. All participants are responsible for their personal conduct.

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 final determination concerning all aspects of the race and the race facility, including design (these rules and regulations notwithstanding). The Race Director is defined as the overseer/controller of the actual track operations during an event. He has prevue over all aspects of the race and interpreting rules that are applied. He may be a track owner/ or contract manager of a facility, however, "Race Directors" that are of administrative or business side of the event, although they may be referred to as race directors are not the on-track event director. In any case ISR certification is required.
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 has a vested interest.
6. Race Directors may compete in events other than those in which they officiate.
7. 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.
8. A Race Director may judge the mechanical integrity of all timing equipment.
9. Only Drivers (no other participants) will have discussions with the Race Director about protests, and driving complaints, etc., and may approach the Director before the day's events, after an event, or at the direction of the Race Director.
10. The Race Director has the authority to judge the racing abilities of competitors and take appropriate action to ensure the safety of the event.
11. The Race/Tech director shall have the authority to determine structural integrity.
12. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' snowmobiles. The Technical Director may not officiate over a class in which he has a vested interest.
13. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
14. Decisions of the Race/Tech Director may be reviewed by the board of the sanctioning body.

15. Decisions made at an event shall not be overturned without a formal appeal. Notice of the appeal process shall be given and a suitable period for all parties to prepare must be allowed.

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

WATERCROSS COMPETITION CLASSES

SEE AFFILIATE SECTIONS BELOW FOR CLASS STRUCTURE.

Individual circuits will have additional rules and regulations for registration, conduct of races, violations, discipline, and appeals. Refer to the sanctioning body for such information.

All ISR affiliated Water cross events must be conducted according to the GENERAL RULES in this chapter and in the GENERAL RULES AND REGULATIONS section.

SPECIALTY CLASSES/SANCTIONS

1. A specialty class can be any snowmobile Water cross racing class or event that does not fall under any of the specific circuits on classes, but meets established safety standards, applicable laws, and approved insurance coverage.
2. All special sanctions and specialty classes must be approved in writing by ISR and the rules committee before competition.

GENERAL COMPETITION AND SAFETY RULES

TESTING / PRACTICE

1. No testing allowed on racecourse or facility unless authorized by sanctioning body.

DRIVER RULES

1. Drivers must be at least 14 years old to compete in regular senior classes.
2. **Water Cross uses ISR rules stated in the Driver Protective Equipment in above section.**
For the 2025 season the helmet must have one of the following codes: Snell Foundation code 2020, ECE 22.05, or ECE 22.06

ONE YEAR NOTICE: For the 2026 season helmets with ECE 22.05 certification will no longer be allowed.

3. USCG (or Canadian Equivalent) approved Personal Floatation Device required. Must be a bright color to contrast with water.
4. Personal Floatation Device must be approved for use at 100 mph or have four (4) one and one half (1 ½) inch straps. or have two (2) one and one half (1-1/2) inch straps with zipper for enclosure.
5. Shoes, socks, long pants (no exposed skin below waist) and shirts, with sleeves that cover the elbows.
6. Motocross style pants are required in both oval classes and in both Modified Drag classes.
7. The helmet must be blaze or international orange in color. More than 50% of the rear portion of the helmet defined as from vertical centerline of helmet including the visor must be orange. A template measuring two inches by three inches placed anywhere on the helmet must contact orange color.
8. Eye protection is required for all participants in the staging and starting line areas. It is recommended that all people in the pits always wear eye protection.
9. Race Director has the authority to disqualify any "sinker."
10. A driver that refuses or forfeits technical inspection will be disqualified from the race, incur an additional one race suspension, and receive a \$100.00 fine. The driver must fulfill the race suspension, pay the fine, and pass a full machine tech before they will be allowed to compete again.
11. Drivers are required to attend drivers meeting. (See regional rules for specific penalties and details)

FIRE EXTINGUISHER

1. All entrants must have a working fire extinguisher in their pit area.

WARM UP SAFETY STANDS

1. Warm up stands that retain items that are thrown from a track will be mandatory. These stands will be securely placed at the rear of the tunnel opening within eighteen (18) inches of the track and must be a minimum of two inches wider than the tunnel. These stands must be used whenever the rear of the machine is raised to clean out the track. The safety stand will be constructed of materials enough to retain items that may be discharged from the track. The shield must protect to within one inch from the ground and must have side shields to prevent discharge to the side of the machine. The snowmobile should be on the stand whenever practical. When suspended on the stand the track must have two inches minimum ground clearance.

STARTING LINE STANDS

1. There will be four stands constructed of material enough to retain items thrown from a track in the start/warm up area.
2. Driver has the responsibility to have starting line stand behind snowmobile prior to the race start.
3. Failure to comply with this rule will result in disciplinary action.

RETRIEVAL ROPE AND BUOY

1. A marker buoy and tether rope are required. A minimum 20-foot length of 1/2-inch minimum diameter nylon rope must be attached to the buoy and the steering column. **(1/4 synthetic Rope.)** Required rope length may vary due to water depth.
2. Buoy must be "Velcroed" to the snowmobile tunnel. No duct tape, etc.
3. IWA - Loss of buoy in oval races may result in disqualification.

FLOATATION

1. No floatation devices allowed except for boat cushion used as a seat and required marker buoy.

IWA CLASSES AND RULES

GENERAL

1. A snowmobile can be entered only once in a class.
2. In the event of a sled breakdown or failure, drivers are NOT allowed to use a substitute snowmobile.

SAFETY INSPECTION

1. Snowmobiles must be safety inspected before entering competition or practice.
2. Snowmobiles will be checked for properly operating tether switch, brake, sharp edges, belt guard, ski tips, retrieval rope, and buoy. Personal safety equipment required for each driver, including but not limited to helmet and floatation device will also be inspected at this time.
3. Each snowmobile will be issued a verification sticker/decal before it is permitted to race.

FIRE EXTINGUISHER

1. Every pit must have a working fire extinguisher in the pit area in case of fire.

POINT SYSTEM

1. Regional groups may create points systems and methods of point calculation for their respective organizations.

DRIVERS MEETING

1. Roll call will be taken each race day. If a driver is not present during the drivers meeting, he/she will be penalized with a delayed light in their first heat of the day.

OVAL CLASSES

In stock and stock-based classes, no change or modification is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

1. Stock 0-850 CC

- Stock exhaust, -aftermarket silencer.
- 0-700 cc full mod snowmobile allowed, to follow Open Class rules. May run any aftermarket exhaust system.

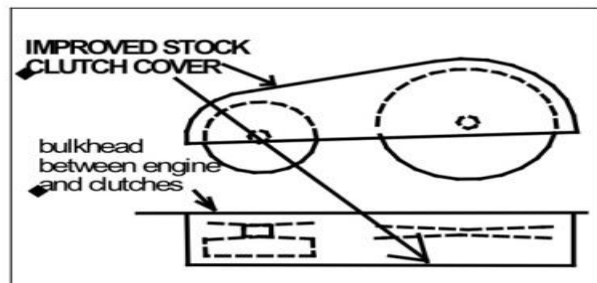
- **701-850 cc must maintain stock OEM for the model single pipe.**
2. Belly pan style will follow model year 2000 and newer, no leaf springs.
 3. Must be a full-bodied snowmobile.
 4. The snowmobile must have original OEM for the model (or factory designated replacement) engine, frame, and hood. Hood foam may be removed
 5. The seat, gauges, fuel tank and air box may be removed. A new airbox may be fabricated but cannot pressurize the fuel system or force air in.
 6. Any other chassis alterations, additions or removals that alter stock appearance are not allowed unless otherwise noted within these rules.
 7. From Suspension needs to be stock mounting and stock spindle. (2013)

ENGINE

1. Engine components must remain OEM stock for the model.
2. Maximum cylinder overbore for wear cannot exceed .020" (1/2mm)
3. Aftermarket pistons, gaskets, and bearings are allowed. No lightweight pistons are allowed. No ceramic bearings unless OEM for the model.
4. Modifications to the oil injection system that are allowed include drilling of extra holes/passages in the crankcase for lubrication. Crankcase may also be drilled and tapped for adding drain valves
5. No blueprinting or machining allowed; all engine components must remain un-altered
6. Carburetors and or throttle bodies must be OEM for the model
7. Intake flanges and manifold must be commercially available for the model.
8. Aftermarket reed valves, reed blocks, and rotary valves allowed.
9. Cooling systems must be operational and may contain disconnects for cool down. Additional coolers may be added.
10. All snowmobiles must have functionally silenced exhaust. Exhaust canister may not extend more than six inches from the hood or belly pan. Noise levels will be enforced. Repacking of exhaust canisters may be required on occasion.
11. Nitrous oxide, turbochargers, superchargers, and pressurized fuel tanks are not allowed.
12. Aftermarket Piggyback or "Plug and Play" style ECM controllers are allowed for stock EFI models. (2012)
13. Allow change from electrical Power Valve Function to Mechanical Power Valve Function. (2013)

DRIVE

1. Any optional internal clutch tuning parts allowed including springs, weights, and helix. Clutches may be trued and balanced.
2. Metal may be removed, but not added by welding to fly weights or ramps.
3. Drive belt does not have to be OEM.
4. After market Track drive sprockets/drivers are allowed.
5. Chain case must be OEM for the model and in OEM location. Any commercially available belt drives, belt drive sprockets and belts, chains or sprockets allowed in the chain case.
6. Aftermarket steel replacement jackshafts and driveshafts are allowed. No titanium jackshafts or driveshafts allowed.
7. Aftermarket clutches and components are allowed.
8. The clutch cover must be separate of cowl configuration and cover clutch perimeter and faces down to center of clutch bolt or below. (See illustration) Must be .090-inch 6061T6 aluminum or equivalent steel material and the outer perimeter be covered with 6-inch belting Other clutching cover materials not allowed. If 0.125 aluminum or equivalent steel material is used, belting is recommended but not required. Snowmobile with removable side panels may bolt clutch cover to side panel to meet this requirement. (2013)
9. Custom clutch guards, clutch guards on purpose-built chassis, and specialty chassis may use Carbon fiber, Kevlar, and other materials as reinforcement of standard clutch guard material and design. Newly designed clutch guards must exceed the specifications and limits established in standard clutch guard requirements, See specific disciplines for details. Each specific clutch guard must be submitted to ISR with digital pictures (both installed and uninstalled, at least four views) and a detailed explanation of design, design limitations, and method and type of fasteners used to affix the guard to the chassis. ISR may request an appointment to inspect on site.



BRAKES

1. OEM or commercially available brake system. Brake must be functional.

THROTTLE

1. **Water Cross exception:** Any hand operated throttle positioned on the right-hand side handlebar allowed. No twist grips allowed.

SKI SUSPENSION & STEERING

1. Ski suspension must be OEM type for the model unless otherwise noted.
2. Any shock absorbers and springs allowed.
3. Suspension travel may be limited with straps or chains but must maintain two inches of travel. No locked suspensions allowed.
4. Sway bars may be removed or disconnected.
5. Handlebars may be modified. Any commercially available handlebars allowed. Ends must be plugged.
6. No rudders are allowed. A "rudder" is defined as: Any type of device that is attached to the snowmobile and rides in the water, to enhance steering of the snowmobile.
7. Ski suspension may be modified to narrow the suspension. Front suspension needs to be stock mounting and stock OEM for the brand spindle. No Titanium parts allowed.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Skis may be modified.
2. Two (2) standard round wear bars or none are allowed. Carbides may be allowed at the discretion of the technical inspector.
3. Ski runners may be removed if ski design allows. If ski runners are used, they must be standard round bar type.

TRACK SUSPENSION

1. Track suspension must be OEM for the brand. Track suspension may be any length. May be located anywhere in the tunnel.
2. Additional bars, springs, straps, shocks, etc. may be added to alter suspension height or stiffness.
3. Any shock absorbers and springs allowed.
4. Suspension travel may be limited with straps or chains but must maintain two inches of useable travel. No locked suspensions allowed.
5. Long track kits allowed. (Tunnel extensions allowed.)
6. Marginal snow wheels may be removed or moved.
7. Torque arms may be altered. No Titanium parts allowed.
8. Rear Suspension to maintain stock skid but can change rear rails to any aftermarket aluminum rail and can remove any stock component. Any idler wheels are allowed.

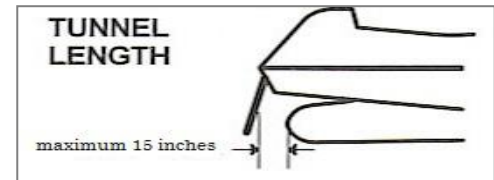
TRACK & TRACTION

1. Track may be any commercially available one-piece molded rubber track.
2. No traction devices are allowed in the track.

FRAME & BODY

1. Any chassis alterations, additions or removals that alter stock appearance or dimensions are not allowed unless otherwise noted. Tunnel can be repaired or extended.
2. Seat and fuel tank may be removed; lubrication tanks may be used as a fuel tank.
3. Tunnel extensions may not protrude lower than the running board.
4. No air foils allowed. An "air foil" is defined as any attachment to the snowmobile body or frame that affects air flow over or around the snowmobile.

5. The rear most part of the tunnel (excluding the rear lift bar) can extend no more than fifteen (15) inches from the back of the track. Measurement will be taken from a line perpendicular to the top of the tunnel (see illustration).
6. Tunnel extensions may not protrude lower than the running board.
7. Any required additional weight must be permanently attached to the snowmobile in a secure manner.
8. A rear snow flap of sufficient material to retain items thrown from the track will be installed a permanent manner, and shall be retained in such a manner, as to contain all mud, rocks, water, etc. at all speeds.
9. The snow flap cannot be more than fifteen" from the rear of the track, and the rear bumper cannot be more than four" from the snow flap.



IGNITION & ELECTRICAL

1. Gauges may be removed.
2. CDI or ECU may be re-programmed.
3. Lights and housings can be removed.

OPEN RACING RULES

ENGINE

1. Engine must be from an ISR stock qualified model snowmobile.
2.
 - 900cc Single pipe, 850 twin pipe, (Pro Open)
 - Maximum CC 0-877 any fully silenced exhaust
 - 878-927 cc any fully silenced single pipe exhaust. (Pro Open Only)
 - 860 cc single pipe, 800 twin pipe (Semi Pro Open)
 - Maximum cc 0-824 any fully silenced exhaust.
 - 825-885 cc any fully silenced single pipe exhaust (Semi Pro Open)
3. Must be naturally aspirated. No nitrous oxide systems allowed.
4. Exhaust system must be functionally silenced. Must not extend more than six inches from hood or belly pan.
5. Aftermarket cylinders are allowed
6. **Cylinder maximum over-bore is three (3) percent over the cc displacement for the class.**

DRIVE

1. Any snowmobile type CVT clutches allowed.
2. Follows Stock Rules under Drive #8.

SKI SUSPENSION AND STEERING

1. PRO class snowmobiles must have IFS appearing front suspension (may or may not be functional).

FRAME AND BODY

1. Snowmobile frame and tunnel may be hand manufactured but must retain stock appearance and retain safety features.
2. For Pro class, a belly pan style must be from within ten model years and from a snowmobile 600 cc or larger.

STOCK RULES

1. Rules for the snowmobile are the same as STOCK OVAL RULES. Except Pro division.
2. Pro Division must follow ten model year hood and belly pan rule.

MODIFIED RULES

1. Sport Open Oval (Semi Pro Open Rules) must be 14 years of age or older to enter.

BUOYS (Oval Racing)

1. Buoys must be driven around. Going over the top of a buoy will be considered not going around and can be called a violation.
2. Touching or bumping a buoy is allowed.
3. Drivers who damage buoys intentionally shall bear the cost of replacing the buoy. Drivers will be able to complete racing for the day but will not be able to race again until the buoy has been paid for. No Exceptions!
4. Loss of a recovery buoy in oval classes may result in a disqualification for that heat if the flagman or race director determines that it is an unsafe condition. This may include risking injury to a downed rider or the buoy causing interference with another rider still on the course.
5. It is not the responsibility of the sanctioning body to retrieve a downed snowmobile that the recovery buoy did not release from.

DRIVER CLASSES

1. ALL Pro class drivers must be 18 years of age.
2. Drivers of less than 18 years of age may request advancement through the affiliate advancement procedure. Advancement may or may not be granted without appeal.

ADULT DRIVER REQUIRED ADVANCEMENT

A) Any driver that has competed in one of the IWA or any other current watercross association PRO classes during the past 10 racing seasons will not be allowed to drop down into a Semi-Pro class without the approval of the IWA Board of Directors. Intention to do so must be presented to the IWA Board of Directors no later than the Tuesday before the race at 6:00 PM to provide adequate time for the Board to make a decision. There will be no appeal and the Board's decision is final.

B) Driver Progression: The Semi-Pro Point Champion must move up to Pro class at the end of the season. Points will be calculated based on the finishing position of each race entered throughout the season. The driver may not petition the board against this move. The Semi-Pro driver finishing in 2nd place, and the World Champion must also move up to Pro class, although, they may petition board against move. All board petitions must be made timely, preferably one week prior to the start of the following season.

C) A Pro Stock racer can compete in the Semi Pro Open class for two years, then must advance to Pro Open.

D) Driver Progression: The Sport Open Point Champion must move up to a Semi-Pro class at the end of the season. Points will be calculated based on the finishing position of each race entered throughout the season. The driver may not petition the board against this move. The Sport Open driver finishing in 2nd place, and the World Champion must also move up to a Semi-Pro class, although, they may petition board against move. All board petitions must be made timely, preferably one week prior to the start of the following season.

E) A Sport Oval racer cannot compete in a Semi-Pro or Pro class.

F) At the Board's discretion, a racer can be forced to advance classes at the annual meeting.

JUNIOR CLASS ADVANCEMENT

NOTICE

Parents or guardians who knowingly enter a driver who is not of the legal age to compete in the specific class, offered now or in the future, will be subject to a \$500.00 fine and one year suspension.

The driver also may be given a one-year suspension.

Affiliates who through negligence or not having an approved advancement system allow drivers under the age of 18 years of age to enter adult classes without being certified through the advancement process may be fined \$500 and possible loss of affiliation rights.

IF JUNIOR CLASSES ARE OFFERED THE FOLLOW PROCEDURE MUST BE OBSERVED

Advancement Procedure.

4. No minors may enter adult classes until the age of 18, or if approved by the Advancement Procedure which is available starting at 14 years of age. You must be 16 years of to compete in a Pro class.
5. Each involved affiliate of the same discipline (example Oval Sprint) must either provide a qualification process, or declare to ISR they will observe other affiliates of the same discipline's advanced rider list. Affiliates with a qualified advancement program have the right to determine advancement of candidates as they see fit. Qualifying with one affiliate does not qualify the youth driver for all affiliates.
6. Affiliates may honor another affiliates advancement. Driver must present copies of the advancement prior to registration.

AFFILIATE RESPONSIBILITIES

5. Before an affiliated sanctioning body may advance Junior drivers, it must have a bona fide junior program. The affiliate's Junior Competition committee /Representative is responsible for verifying a Junior's driving ability.
6. Junior competitors shall be required to perform practice laps/runs from time to time to allow race officials to observe their progress in learning the handling skills required to advance.
7. Junior advancement is at the discretion of the driver's classification committee and can be reviewed at any time. The committee has the authority to advance, demote or deny advancement to any driver. The decisions of the classification committee are final.
8. The affiliate board/driver classification committee will not advance drivers until all DRIVER/PARENTAL RESPONSIBILITIES have been fulfilled and all completed and signed documents are on file.

DRIVER / PARENTAL RESPONSIBILITIES

WHEN AN ISR COMPETITOR REACHES THE AGE OF 14 YEARS AND QUALIFIES FOR JUNIOR COMPETITION, HE/SHE MAY BE ADVANCED UP TO THE NEXT LEVEL, BUT ONLY AFTER FULLFILLING ALL REQUIREMENTS BELOW:

(SEE ADVANCEMENT FLOW CHART FOR SPECIFIC CLASSES IN JUNIOR COMPETITION SECTION).

8. A Junior competitor must compete in at least one entire event in a given class before becoming eligible for advancement.
9. Before a Junior may advance to a senior class, he/she must meet the Junior advancement requirements established by the affiliate's board/driver advancement committee.
10. He/she must petition the affiliate's board, in writing, requesting that he/she be allowed to advance.
11. The request for advancement must be accompanied by all new consent and release forms (as specified above).
12. The request must be approved in writing by the affiliate board to advance.
13. Before advancing to a Pro Division class, the Junior must be at least 16 years of age.
14. Parents may request for their child to stay in a lower class if they feel the driver needs more experience to develop track and driving skills.

For Advancement application [click here](#).

SPECIALTY CLASSES

IWA REGIONAL SPECIALTY

LEMANS CLASS

Water X is an experimental class to increase brand image of the IWA and create a new buzz in water cross racing in the United States.

Water X will be a leman style race with left and right turns on closed course featuring two snowmobiles racing in a head-to-head style that will be a single elimination format. This specialty class will only be run on approval at lake races and will be a Saturday evening show. The racecourse will consist of at least one left hand turn, two right hand turns, and an equalizer section.

Water X will be limited to eight competitors, in the case of more than ten competitors, preference will be given to the top eight finishers in the previous year's Pro Open season points, followed by Pro Stock, Semi-pro-open and lastly Semi-pro stock. Seeding will be done randomly and only heat winners will move ahead, a loss and you are eliminated. There will be a total seven races in this format.

Water X will follow Pro Open engine and chassis rules with one exception. Snowmobiles must be the following, a current 800cc model and utilize current front suspension design. (No trailing arms).

Water X course design will differ from race site to race site, assorted color buoys will determine whether it will be a right hand or left-hand corner. Red buoys will signify a right-hand turn and yellow buoys will be for left hand corners. An equalizer will be marked by a white buoy. An equalizer

will have to be used in one lap of any choice. There will be a total of six laps per heat. The first heat of Water X will start promptly at 7pm Saturday night.

Course design will be available on the IWA website one week prior to the event, course design will be laid out on google maps with an approximate location of buoys.

This class is designed to bring a new interest in the sport of water cross and move the IWA into the future, this class is estimated take 1 to 1 ½ hours to run from start to finish.

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

Water Cross 2025