

WOLF LAKE OUTLAWS

SNOWMOBILE ICE OVAL RACING

2008 RULES & CLASSES

SnoPro Classes

- 1) SNOPRO 440X
- 2) SNOPRO 340X

IFS Classes

- 3) LATE MODEL 700cc
- 4) SPORTSMAN 600cc
- 5) SPORTSMAN 500cc Fan
- 6) FORMULA-340

SUPER MOD Classes

- 7) OPENcc
- 8) 500cc Fan
- 9) 440cc
- 10) 340cc
- 11) 300cc
- 12) 250cc
- 13) SINGLE 340cc Fan

SUPER STOCK Classes

- 14) 440cc – Including 500cc L/C w/ stock single exhaust.
- 15) 440cc - Fan
- 16) 340cc – Including 440cc F/A w/ stock single exhaust & 500cc F/C w/ stock single exhaust.
- 17) 300cc - Fan & Free Air
- 18) SINGLE 320cc – Fan
- 19) JUNIOR-up to 400cc, Fan Cooled only. Less than 16 years of age and must have Snowmobile Safety Certificate.

NOTE: All classes are Fan, Free-Air and Liquid cooled unless otherwise noted

SLED REQUIREMENTS (All)

- * A working kill tether is required and must be fastened to operator when track is turning.
- * Ski loops and leading edge of ski tips must be padded. Please, no sharp edges *anywhere* up there.
- * Ice picks may protrude no more than 3/8" beyond highest point on track lugs.
- * 6" numbers on the sides of hood. **Points are awarded to sled number** - please register accordingly for proper scoring.
- * Secured snow flap within 1" of the ice on rider-less machine.
- * Clutch guard and chain cover required.
- * Brakes must be in good working condition.
- * Taillight is recommended. Taillight *required* for night races.
- * Slide lube must be biodegradable.
- * All sleds are subject to inspection for general safety and class compliance at anytime. Although your sled may pass inspection, it does not imply that the Pit Boss certifies it as a safe race sled. YOU are responsible for its condition and by entering a race imply that it is safe for competition.

SUPER STOCK Rules - '85 and older standard production leaf spring models *except*, limited-build & factory high-performance

'Super Stock' sleds with muffled exhaust ('76 & '77 - SRX, SNO-TWISTER, Z, BLIZZARD, SUPER SONIC) must run in Super Mod classes.

ENGINE – '85 or older naturally aspirated engine that was available in the chassis model. No external modifications *except* twin carbs may be added. Any internal modifications. May bore .060" over class size. No Nitrous. Oil injection may be disabled. Newer engines unchanged in design since 1985 allowed.

CHASSIS – Stock OEM, no modifications *except* drive shaft/chain case may be moved up to 2" for track/pick clearance and reinforcing allowed. Engine, engine mount and exhaust must remain in original locations. Up to 3" ski spreaders.

IGNITION – Stock OEM or OEM replacement for the engine, non-programmable.

EXHAUST – Stock OEM for the model muffled exhaust.

CARBURETOR - Any production snowmobile carburetor *except* flat-slides. Air box may be removed. No fuel injection.

CLUTCHES – Any OEM. No roller secondary.

CHAIN CASE - OEM for the model

REAR SUSPENSION – Any '85 or older OEM production skid.

TRACK – Any track in good condition.

HOOD – Correct for the model. Windshield may be altered or removed. Headlight may be removed.

DRIVESHAFT, JACKSHAFT, DRIVERS, BRAKE, STEERING, SEAT, FUEL TANK, SKIS – Any.

SUPER MOD Rules - '85 and older standard production or reproduction leaf spring models and '72 & '73 IFS

Chaparral. Chaparrals must retain OEM front suspension geometry/measurements and must use oil shocks. Anything allowed except below.

ENGINE - Engine brand must match chassis brand. May bore .060" over class size. Must be naturally aspirated. No Nitrous.

CHASSIS – Spindles may be widened to 40" carbide center. Spindles must be enclosed. Up to 3" ski spreaders.

TRACK – Any track in good condition.

HOOD – Correct for the brand.

(CONTINUED)

SNOPRO-X Rules - '83 or older single-track sleds. Anything allowed except below. These new rules will be reviewed at season end.

ENGINE - Any '83 or older naturally aspirated engines. For availability and affordability, the following newer engines are allowed – type 354 and 454 Rotax, '91-'98 432cc piston port cast-iron bore Fuji, and '85-'90 435cc mono-block Suzuki engines. No variable exhaust valves. May bore .060" over class size. No Nitrous or fuel injection. External modifications limited to addition of reed-valve system on piston-port engines. Engine brand need not match chassis brand.

CHASSIS – '83 or older production, factory or cloned race, and limited-build sleds - including any '83 or older tunnels with '83 or older style bulkhead & front suspension. No CHAMP type chassis' or A-arm front-ends. Maximum width 45". '83 or older race style hoods encouraged.

TRACK – Any track in good condition.

FORMULA-340 Rules – '92 and older standard production Polaris Indy models.

ENGINE – 340cc Fuji (Polaris L/C) engine only. May bore .060" over stock bore.

CHASSIS – Engine & mount, jackshaft, chain case, and exhaust must remain in original locations. No Indy Lite chassis.

IGNITION, EXHAUST, CHAIN CASE – Stock OEM for the model.

CARBURETOR – Stock OEM, original size.

CLUTCHES – Any OEM. No roller secondary.

FRONT SUSPENSION - 42" maximum between carbide centers, maximum offset 1" from center line (22" right & 20" left of bulkhead center). Springs, shocks, sway bar & link, radius rods, and trailing arms may be changed or modified but must fasten to stock locations on bulkhead/tunnel. 2.5" minimum travel at front of bulkhead.

REAR SUSPENSION – Stock Polaris components only; *except* any springs, shocks, limiters. Components may be moved, removed, relocated.

TRACK – 15" x 121" OEM or OEM replacement rubber track. No racing (R) tracks.

DRIVESHAFT, JACKSHAFT – Steel, OEM for the model.

BRAKES, SKIS, HOOD, BELLY PAN, STEERING, SEAT, FUEL TANK – Any.

SPORTSMAN 500 & 600 Rules – '92 and older Standard Production models No Limited-Production high-performance sleds

ENGINE – Engine brand must match chassis brand. For availability Polaris may use later 600cc piston port triple mono-block engine. For competitive reasons Arctic Cat may use later 580cc engine. No external modifications. May bore .060" over stock bore.

CHASSIS – No modifications *except*, Yamaha cross-members may be modified to meet 40" rule, Polaris and Cats may be modified to accept later-allowed exhaust and engine, windshield may be altered or removed, headlight may be removed, reinforcing allowed, dash and unnecessary brackets may be removed. Stock OEM hood & belly pan. No Indy Lite chassis'.

IGNITION & EXHAUST – Stock OEM for the engine.

CARBURETOR – Stock OEM for the engine, original size. Air box may be removed.

CLUTCHES – Any OEM primary. Stock OEM for the brand secondary. No roller secondary.

CHAIN CASE – OEM for the model.

FRONT SUSPENSION – 40" maximum width between carbide centers. Springs, shocks, sway bar & link, radius rods and tie rods may be changed but must fasten to stock locations on bulkhead/tunnel. OEM for the model trailing arms, which may be modified to accept shocks, sway bar link and rear perch. 2.5" minimum travel at front of bulkhead.

REAR SUSPENSION – OEM for the model components only; *except* any springs, shocks, limiters. Components may be moved, removed, relocated.

TRACK – OEM or OEM replacement (width & length) rubber track in good condition. No racing (R) tracks.

DRIVESHAFT & JACKSHAFT – Steel, OEM for the model.

SKIS, STEERING, SEAT, FUEL TANK – Any.

LATE MODEL Rules – 2000 and older 'Champ' or production sleds. Anything allowed except below. Rules will be reviewed at season end.

CHASSIS – 45" maximum width.

ENGINE – 2000 and older 700cc max. May bore .040" over class size. Must be naturally aspirated. No Nitrous.

**** NOTE** – Several of the above rules differ from ISR Vintage rules. If you plan to race at Eagle River or other tracks, please consult their rules.

DRIVER SAFETY, RULES OF CONDUCT...and other stuff.

***** All participants, including those in your pit, must sign a waiver*****

* By entering a race, participant implies they are competent to race snowmobiles.

* You are encouraged to wear upper-body, shin, knee, elbow and any other body protection you feel is necessary.

* You are encouraged to wear an *orange* bib or jacket and orange helmet.

* Safety stands that retain track, cleats and picks **must** be used when rotating the track in the pits.

* The flagman, at his discretion, may black flag or penalize drivers who cut others off or display other dangerous driving behavior. Please hold your lane when passing. The flagman's decisions are final - no whining...

* Random tech. inspections will be performed. Owner/driver, mechanic, Bit Boss and Race Director only, present during inspection. Protesting a machine will cost you \$50 – see Pit Boss. Fee refunded if machine is non-compliant. If found compliant, owner of machine keeps fee. Disassembly & reassembly, if required, will be performed by driver or mechanic. Driver of non-compliant machine penalized at discretion of Race Director.

* The above rules are intended as a guide for safe conduct of the races and are in no way a guarantee against injury or death. Racing has inherent risks and all participants must assume the risks of competition or stay home and watch football.

* \$25 + \$10 Insurance = Priceless fun! Race as many classes as you wish.

* Spectators and Sledbabes are always welcome.

RACE DATES (Ice permitting)

2007- Dec. 30 2008 - Jan. 6, 20, 27 Feb. 3, 9&10 Glenwood, 24 Mar. 2

* Sign-up after 9:30, Hot Laps 10:30-11:30. Green flag drops at Noon for Heat Races; Feature Races to follow.

* Year-End Points based on your best 6 race day results.

* Year-End Banquet and Awards Presentation in March.

DIRECTIONS From Alexandria, MN: West on State Hwy 27 to Mile Marker 70; North ½ mile on Crooked Lake Rd; East ½ mile on Wolf Lake Rd to dead-end at Wolf Lake; NE up driveway to the track. Long trailers should use north access.

* If a race must be cancelled it will be posted on **VSICA.COM** or **VINTAGESLEDS.COM**, BS/RACING page.

* Questions or comments may be directed to Scott Tillmann, 320-886-5307 evenings, or email skeeter@rea-alp.com

THANKS, Race Director – Scott Tillmann **Flagman** – Robby Trenne **Pit Boss** – Jesse Malvin **Registration** – Candy Trenne