

WOLF LAKE OUTLAWS

SNOWMOBILE ICE OVAL RACING

2009 RULES & CLASSES

IFS Classes

LATE MODEL 440
SNOPRO 340X
SPORTSMAN 600
PRO STOCK 440
SPORTSMAN 500 Fan
FORMULA-340

SUPER MOD Classes

OPEN
440
340
500 Fan
300
250

SUPER STOCK Classes

440 – Including 500 FC & LC w/single exhaust.
340
440 Fan
300 FC & FA
SINGLE 320 Fan
JUNIOR-up to 400cc Fan and 300cc FA. Less than 16 years of age – with a Snowmobile Safety Certificate.

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

Class jumping, *within the 3 primary classes*, allowed as shown.

SLED REQUIREMENTS (All)

- * A working kill tether - fastened to operator when track is turning.
- * Padded ski loops and leading edge of ski tips. 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. Please register accordingly for proper scoring.
- * Secured snow flap close to the ice with driver on machine.
- * All sleds are subject to inspection for general safety and class compliance at anytime. Although your sled may pass inspection, it does not imply 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.
- * Clutch guard and chain cover required.
- * Brakes must be in good working condition.
- * Slide lube must be biodegradable.
- * Taillight is recommended - *required* for night races.

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 jump one class (trial basis).

ENGINE – '85 or older naturally aspirated engine of the size & type that was available in the chassis model. No external modifications *except* twin carbs may be added. Any internal modifications. May bore .060" over stock bore. 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 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 – May widen to 40" carbide center, or OEM width. Up to 3" ski spreader per side to achieve 40". Spindles must be enclosed.

TRACK – Any track in good condition.

HOOD – Correct for the brand.

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

ENGINE – 340cc Fuji (Polaris L/C) engine only. May bore .040" 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 - 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.

SNOPRO-X Rules - '83 or older single-track sleds. Anything allowed except below.

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"

(CONTINUED)

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, limited-build, and '86 or older Indy chassis - including any '83 or older tunnels with '83 or older style bulkhead & front suspension. No CHAMP/SPRINT chassis or A-arm front-ends. Maximum width 45". '83 or older race style hoods are encouraged.

TRACK – Any track in good condition.

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 .040" 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.

IGNITION & EXHAUST – Stock OEM for the engine.

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

CLUTCHES – Any OEM primary. 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, and limiters. Components may be moved, removed, relocated, and modified.

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.

PRO STOCK 440 Rules – Any '07 and older production single-pipe IFS sleds (Indy, XCR, ProX, ZR, ZL, SnoPro, MXZ, MXZX, etc.)

ENGINE – Stock for the model, 440 cc maximum. May bore .040" over stock bore. No external modifications.

CHASSIS – No modifications *except*, windshield may be altered or removed, headlight may be removed, reinforcing allowed. Engine and mount, jackshaft, chain case and exhaust must remain in original locations. Rear tunnel enclosure required (sides and back) - no higher than 2" from rear axle (with rider), no more than 3" from back of track, and forward to rear suspension bolt.

IGNITION, PIPE, CHAIN CASE, JACKSHAFT, DRIVESHAFT, HOOD, BELLYPAN, SEAT and FUEL TANK – Stock OEM for the model.

SILENCER – OEM or commercially available for the model. No modifications.

CARBURETORS - OEM for the engine, original size.

SKIS, HANDLE BARS, CLUTCHES – Any.

TRACK – Any rubber track in good condition - stock length and width for the model.

REAR SUSPENSION – Any year OEM production suspension. OEM production components only, *except* any springs, shocks, limiters. Components may be moved, removed, relocated, or modified.

FRONT SUSPENSION – Stock OEM components for the model, *except* springs, shocks, sway bar & link may be changed but must fasten to stock locations on bulkhead. Trailing & A-arms may be modified to accept shocks, and sway bar link. Stock width – no offset.

LATE MODEL Rules – CHAMP, SPRINT, DAVCO, SNO PRO, TWIN-TRACK, PRODUCTION sleds. Anything allowed except below.

CHASSIS – 45" maximum width.

ENGINE – 440cc LC & 500cc FC. May bore .040" over class size. Must be naturally aspirated. No Nitrous.

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

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

***** Everyone on the ice 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 may be performed. Owner/driver, mechanic, Pit 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.

* Spectators and Sledbabes are always welcome.

*\$25 + \$3/class = Priceless fun!

RACE DATES (Ice permitting) We race on Sundays at Wolf Lake, except for the **Hetteen Cup** race TBA.

Dec. 28 Jan. 4, 18, 25 Feb. 1, 8, 22 Mar. 1,

* Sign-up 10:00-11:30 Hot Laps 10:45-11:30. Green flag drops at Noon for Heat Races; Feature Races to follow.

* Year-End Points based on your best 6 race day results. Must race four point races for year-end award.

* 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 VSCA.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** – Candice Trenne
June 11, 2008