Introduction

The Valdez Snowmachine Club (VSC) racing rulebook was developed for both Racers and Race Directors as a reference tool. This document should be used as a supplement to the International Snowmobile Racing (ISR) Rules in determining specific racing rules and regulations. The VSC and volunteers are in no way liable or accountable for the safety or serviceability of drivers gear or equipment.

All VSC events are intended to benefit the community, members, and sport. The racing events are structured to encourage and foster safe competitive racing. It is expected that any competitor and/or crew member will engage themselves in good sportsmanship behavior. Any competitor and/or crew member found to be not in compliance with the rules herein, or not promoting good sportsmanship, are subject to disqualification or other disciplinary action as determined by a VSC race director.

General

Club

Club refers to the Valdez Snowmachine Club (VCS). The VSC is a non-profit corporation composed of a body of paying members that is managed by the Board of Directors. The Board of Directors are unpaid volunteers elected by VSC members.

1. The club may compensate any service provider (announcer, heavy equipment operator, vendor, photographer, etc.) as determined appropriate by the VSC Board of Directors.

Race Director

The Club shall appoint a Race Director for each event. The Race Director is ultimately responsible for the events timeliness, safety, and field interpretations of the rules.

1. The Race Director should be familiar with the VSC and the ISR rulebook.
2. The Race Director is responsible for coordinating a pre-race inspection of driver's safety equipment and machine, prior to the start of the event, to verify that they are in compliance with the applicable standards and classes.
3. The Race Director shall host a racers meeting prior to the start of the event. During the racers meeting the following should be discussed.
    a. Daily Weather Conditions
    b. Pit Areas
    c. Fueling Requirements
    d. Race Times and Event Flow
    e. Course Hazards both Unmarked and Marked
    f. Driver and Crew Expectations and Deliverables

Driver

Driver refers to the individual that operates the snowmachine. The Driver is responsible for the actions of themselves and their Crew. It is the driver's responsibility to comply with the rules and regulations herein. A Driver found not to be following the rules is subject to disqualification or other disciplinary actions at the discretion of the Race Director.

1. To participate in a VSC sanctioned event the Driver shall be a VSC member in good standing.
2. If the Driver is under the age of 18, the Driver shall have a consent wavier signed by a legal guardian prior to the start of the event.

3. It is expected that Driver will conduct themselves in a professional and sportsman like manner.
4. The Driver may not be in possession or under the influence of alcohol or drugs before or during a race.
5. Helmet shall be worn any time a snowmachine is in motion.

Race Numbers (Mayor's Cup & Youth Racing Only)
The driver is responsible for displaying their race numbers on the riders back and on both sides of the snowmachine.

1. The number shall be a minimum of 6-inches in height and it is recommended that the numbers be as large as possible.
2. These race numbers shall be displayed on contrasting colors.
3. If a driver does not have a race number they can be assigned one by the Club or a Race Director.
4. In the event that two riders register with the same race number the less tenured rider shall change their number.

Flags

1. Black – The rider is disqualified and the rider is to report to the race director, or closest race official for additional instructions.
2. Checkered – Indicates that the race has completed and the driver is to return to the pits.
3. Green – Signifies that the course is clear and the race may start.
4. Yellow Flag – Identifies that a hazard is ahead
5. White Flag – Indicates Last Lap
6. Red Flag – Signifies that the race will stop immediately.
7. Red Gate – Gate to passed with Right shoulder (Hillclimb Only)
8. Blue Gate – Gate to passed with Left shoulder (Hillclimb Only)

Required Safety Equipment & Apparel
The driver is responsible for dawning the safety equipment and apparel listed below prior to the start of the event. The equipment shall be inspected prior to use and be fit for purpose.

1. Please refer to the ISR racing handbook for more specific guidance on safety gear.

Driver

1. Full face helmet
2. Goggles or Face Shield
3. Chest protector
4. Knee & Shin guards
5. Gloves
6. Boots
7. Avalanche Beacon (Hillclimb Only)

Equipment

1. A working tether
    a. The tether shall be fastened to the driver any time the engine is running.
2. A working brake system and brake light
3. Throttle must have adequate spring return
4. Snow flap

Mountain Man Hill Climb Competition

Registration
All drivers are required to complete and submit the appropriate event registration worksheet and payment prior to the start of the event.

Awards
The Valdez Snowmachine Club will host an award ceremony where the winnings / purse will be disbursed. Drivers are not required to attend the award ceremony, but are highly encouraged to attend.

Time
Racers will be scored based on the total elapsed duration from the start line to the finish line, plus any penalties.

1. The score will be expressed in units of time; Hours, Minutes, and Seconds. (##:##:##.##)
2. Time will be measured by transit system and/or visual observations.
3. The rider with the shortest elapsed time in the division and class will win the class and automatically be entered into the King of the Hill Class.
    a. In the event of a tie, the riders total time from each run shall be combined and the rider with the shortest combined total elapsed time shall win the class.
4. In the event that the Rider is disconnected from the sled or that the Rider does not travel through the finish gate, the Rider will be given a, "High Mark" location.
    a. If all Riders in a class do not complete the course, the Rider with the furthest, "High Mark" shall be the winner of the class.

Divisions
The classes below require a minimum of three entrants to be deemed a complete class. Only complete classes are eligible for purse monies and Juniors & Trophy Classes are award only.

Pro

Trophy / Jrs

1. Drivers will not be eligible to race the Trophy Class if they have previously placed 1st or 2nd in the Trophy Class.

Masters

1. Drivers must be a minimum of 40 years old to complete in the Master Class.

King Runs
All Class winners will perform an additional run on the course to determine the class (Stock, Improved, Masters, or Modified) King. The shortest elapsed time will determine the King of the Hill.

Classes
The snowmachine shall be, "As provided by the manufacture" (Engine, Chassis, Suspension, Skis, etc.) unless described below. Ergonomic type modifications are allowed in all classes (any handlebar, grips, riser, etc.). The hood and plastics may be painted or wrapped any color. Traction screws are allowed in all classes.

1. If your snowmachine does not fit the descriptions below, please contact the VSC or race director for additional guidance prior to the event.

2. Field determinations will determined by the VSC and the guidance provided in the most recent revision of the ISR.

Marty Mobley Classic (Vintage)

1. The snowmachine chassis shall have been manufactured at least 21 years ago
2. This class is "Open - Run What You Brung." Any and all modifications allowed.
3. Winner take all.

Tired Iron

1. The snowmachine chassis shall have been manufactured 2007 and older
2. This class is "Open - Run What You Brung." Any and all modifications allowed.

Stock Class (0-600cc, 0-700cc, 0-900cc, & Factory Turbo)

1. The snowmachine shall be as provided by the manufacture with the following exceptions:
   a) Material may be added to OEM chassis components preserve structural integrity.
   b) No OEM component maybe removed from the sled. (ie exhaust valve actuator, oil tank, etc.)
   c) Any gear ratio may be used in a chaincase equipped snowmachine. Any chain, any gear, and the parts shall be commercially available.
   d) Any commercially available weights, ramps, and springs may be used. No modifications to the clutches to make these components fit.
   e) Any shock absorbers filed by the same manufacturer may be used.

Improved Class (0-600cc, 0-700cc, 0-900cc, & 1000cc)

1. The snowmachine shall be as described in the Stock Class with the following exceptions:
   a) The engine shall appear to be stock but the internal components maybe modified. This includes, but is not limited, material removal from the crankshaft, crankcase, cylinders, and cylinder head.
      1. The engine displacement may be changed and shall not exceed the maximum displacement of the class.
      2. The airbox maybe modified, removed, or replaced with any commercially available airbox or filter. No forced induction.
   b) Any commercially available cylinder head maybe used.
   c) Any commercially available exhaust system may be used.
   d) Any commercially available intake reed may be used.
   e) Venting / exhausting of under hood temperatures allowed.
   f) Any commercially available fuel controller may be used.
   g) Any commercially available a-arms, shock absorbers, springs, or rails may be used.
   h) Any commercially available running boards may be used.
   i) Any commercially available ski may be used.

Modified Class (0-600cc, 0-700cc, 0-900cc, & Open)

1. Any snowmachine with any engine may be used. The snowmachine shall have a minimum weight of 250lbs and the displacement of the engine shall not exceed the maximum displacement for the class. Forced induction systems allowed. Traction cleats allowed.
   a) The snowmachine chassis shall be verified as structurally sound by the race director or designee.
   b) Snowmachines in the modified class are not required to have a functioning tailight.
   c) The clutches and drive belt shall have a cover over them.
   d) Any drive system allowed.
   e) Functioning exhaust system with silencers is required.

Snowbike Class
The Snowbike Stock Class shall be naturally aspirated (No Nitrous). All other modifications allowed.

Snowbike Modified Class
The snowbike class is, “Run what you brung.” Any and all modifications are allowed.

Item		Stock	Improved	Mod
Engine	Cylinders & Crankcase	OEM	Stock Appearance – Port / Polish okay May be raised (≤0.5”)	Any- may not exceed displacement for class
	Head	OEM	CA	Any
	Piston / Crank	OEM	CA	Any
	Exhaust	OEM	CA	Any
	Carburetor / Throttle Bodies	OEM	OEM	Any
	Air Box	OEM	Any or Removed	Any, Removed, or Forced induction
	Exhaust	OEM	CA	Any
Skis & Runners	Skis	OEM	CA	Any
	Runner	o.375” x 10”, ≥60°	o.375” x 10”, ≥60°	o.375” x 10”, ≥60°
	Shocks	OEM	CA	Any
Drive	Primary Clutch	OEM	CA	Any – Must be Enclosed
	Secondary Clutch	OEM	CA	
	Gears / Chain	Any	Any	Any
	Belt	CA	Any	Any
	Drive Shaft / Jackshaft	OEM	CA	Any
	Brake	OEM	Any Metallic CA	Any Metallic or Carbon Fiber Disc
Track & Traction	Track	OEM	CA	Any
	Rail Extensions	NO	CA	Any
	Rails	OEM	CA	Any
	Screws	YES	YES	YES
	Cleats	NO	NO	YES
	Studs	NO	NO	NO
Frame & Body	Tunnel	OEM	CA	Must be Structurally Sound
	Hood	OEM	OEM	Any or None
	Side Panels	OEM	OEM	Any or None
	Venting	OEM	CA	Any

*it is acceptable to structurally reinforce OEM components on a stock snowmachine
OEM – Original Equipment Manufacture
CA – Commercially Available

Mayor's Cup Race
The Mayor's Cup Race is a lap type race over marked natural terrain from one point to another.

Registration
All drivers are required to complete and submit the appropriate event registration worksheet and payment prior to the start of the event.

Awards
The Valdez Snowmachine Club will host an award ceremony where the winnings / purse will be disbursed. Drivers are not required to attend the award ceremony, but are highly encouraged to attend.

Classes
The intent of the class structure below is to promote safe and competitive racing; where racers will complete with like abilities and equipment. Unless specified below all classes are, "Open - Run What You Brung."

The classes below require a minimum of three entrants to be deemed a complete class. Only complete classes are eligible for purse monies and Juniors classes are trophy award only.

Pro (200 Miles)
There are no restrictions on riders that may enter the Pro Class. However it should be noted that the entrants in the Pro class train extensively and have a strong background in snowmachine racing.

Semi Pro (150 Miles)
1. Drivers will not be eligible to race semi pro if they have previously placed 1st or 2nd in the Mayors Cup Race semi pro class. Additionally, Drivers will not be eligible to compete in the semi pro class if the rider has competed in a snowmachine cross-country style race at the pro level without director approval.

Womens (100 Miles)

Vet (100 Miles)
1. Riders must be a minimum of 35 years old to complete in the vet class.

Juniors All Classes
1. Parents please reach out to the VSC at valdezsnowclub@gmail.com if you have any questions or concerns regarding Mayor's Cup.
2. All racers shall be under the age of 18 years old.
3. Junior Classes will not go up Hogsback..
4. Studs Allowed

Juniors Semi Pro - Fan (20 Miles)
1. Snowmachines in this class shall have a maximum displacement of 600cc and be fan cooled.

Juniors 50% Throttle Block & Calibration (40 Miles)
1. Snowmachines in this class shall have a maximum displacement of 600cc with a throttle limiting device installed. The machine shall be calibrated per the methods described in ISR Junior / Expert.

Juniors Pro - Liquid (60 Miles)

1. Snowmachines in this class shall have a maximum displacement of 600cc.

Snowbike (100 Miles)

Grass Roots (100 Miles)

1. All snowmachines in the grass roots class must be at least 10 years old.

Vintage (50 Miles)

1. All snowmachines in the vintage class shall have a leaf spring style front suspension.

Other (50 Miles)

1. At the approval of the race director, VSC will host additional classes with 5 or more drivers. For example if five long time friends all have 1994 Polaris Indy 500's, they could all race together in an Indy 500 class.

Fueling

This event will require fueling for most of the snowmachines. All fueling will be completed in the fueling lane/pit area. The fueling lane will be identified and clearly delineated prior to the start of the race.

1. Each pit area is required to have a fully charged 5lbs fire extinguisher within reach during fueling operations.
2. Maximum speed through the fueling lane/pit area is 5mph.
3. All fuel shall be stored away from open flames.
4. Fueling is to be conducted by hose into the snowmachine fuel tank. Maximum nozzle size is 1-inch.
   a) Atmospheric pressures only, no funnels.

Youth Races

General

Parents
The Valdez Snowmachine Club relies on your support, cooperation, and parenting while implementing the youth races. We expect that the parents will promote good sportsmanship and positive behavior. Please remember that we are all volunteers with a common goal. The rules below were developed to provide guidance and promote safe competitive racing. If your child's snowmachine or age does not fit the descriptions below, please contact the VSC or race director for additional guidance.

<u>The classes below are the standard classes that will be ran. With three or more sleds, additional classes can be created at the discretion of the race director.</u>

Race Numbers
The driver is responsible for displaying their race numbers on the riders back and on both sides of the snowmachine.

1. The number shall be a minimum of 6-inches in height and it is recommended that the numbers be as large as possible.
2. These race numbers shall be displayed on contrasting colors.
3. If a driver does not have a race number they can be assigned one by the Club or a Race Director.
4. In the event that two riders register with the same race number the less tenured rider shall change their number.

Safety

1. Full face helmet
2. Goggles or Face Shield
3. Chest protector
4. Knee & Shin guards
5. Boots
6. Tether

Classes
The snowmachine shall be, "As provided by the manufacture" (Engine, Chassis, Suspension, Skis, etc.) unless described below. Ergonomic type modifications are allowed in all classes (any handlebar, grips, riser, seat, etc.). The hood and plastics may be painted or wrapped any color.

120 Stock Class

1. Engine shall be as provided by the manufacture and is limited to a maximum displacement of 120cc with the following exceptions:
    a. Any governor spring allowed. The governing linkage shall remain in place and be functional.
    b. Ski-doo and Arctic Cat racers may change the valve springs to equalize performance of the other manufactures.
2. The gear ratio and chain shall be as provided by the manufacture with the following exceptions:
    a. Any commercially available chain tensioner may be used.

120 Improved Stock Class

1. Engine shall be as provided by the manufacture and is limited to a maximum displacement of 120cc with the following exceptions:
    a. Any governor spring allowed. The governing linkage may be removed.
    b. Any commercially available clutch may be used.

2. The snowmachine drive system shall be as provided by the manufacture with the following exceptions:
    a. Any commercially available chain tensioner may be used.
    b. Any gear ratio may be used. Chain may be changed to #35.
3. Any commercially available ski may be used. Maximum ski length 20”.
4. Any commercially available shocks may be used. Rear suspension shock kit allowed.

120 Mod Class

1. Any commercially available engine with a displacement of 120cc or less may be used.
2. Any exhaust system may be used. Outlet pipe shall point downward and may not protrude beyond machine width.
3. Any commercially available clutch or CVT system may be used.
4. Any commercially available suspension may be used. Maximum ski stance is limited to 34”.
5. Any commercially available ski may be used. Maximum ski length 20”.
6. Traction screws may be used in the track. No studs.

200 Stock Class

1. Engine shall be as provided by the manufacture, is limited to a maximum displacement of 200cc, and shall not rev greater than 6000rpm.
    a. Models that feature electric start, may have the starter and on-board battery removed.

206 Pro Class

1. Any commercially available engine with a displacement of 206cc or less may be used.
2. Any exhaust system may be used. Outlet pipe shall point downward and may not protrude beyond machine width.
3. Any commercially available clutch or CVT system may be used.
4. Any commercially available suspension may be used. Maximum ski stance is limited to 34”.
5. Any commercially available ski may be used. Maximum ski length 20”.
6. Traction screws may be used in the track. No studs.

Jr Fan Class

1. Fan-cooled engines only with a displacement of 600cc or less.
    a. Arctic Cat Blast 400cc to race in Jr Fan Class.
2. Any commercially available ski may be used.

Transition Liquid Class

1. Sleds shall have a maximum displacement of 600cc.
2. Sleds shall have a maximum engagement of 4500rpm and maximum rpm of 6500
3. Any commercially available ski may be used.

Junior Liquid Class *(Super Stock ISR without studs)*

1. Sleds shall have a maximum displacement of 600cc for two stokes and 1050cc for four stokes.
2. Any commercially available ski may be used.
3. Any commercially available shock may be used.