



THE OLDEST SLED RACE IN THE COUNTRY IS COMING BACK FEB1-FEB 2, 2014. THE 50TH ANNIVERSARY. BE THERE!

Lancaster Grand Prix

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SATURDAY 2.1.2014

Email general questions for the event to: info@lancastergrandprix.com

NNYVSR (Saturday) Rules Clarification Committee

For any questions or concerns on rules, contact:

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GENERAL RULES FOR ALL RACERS

All Drivers must be a member of NNYVSR (the ages of the Junior Classes to be determined pending notification from the insurance company)

Dues for membership is \$35.00.

Sleds should have 4" to 5" numbers on both sides of the cowl.

All stock and modified sleds may run any leaf spring skis and must have 2" of arch in the leaf.

NO COBRA SKIS on any snowmobiles.

Hook handle bars are allowed.

Stirrups can be relocated, but cannot protrude past the cowling.

Ski braces are allowed in all classes.

Fuel tanks can be relocated.

No two sleds can have the same number.

All sleds must have a snowmobile engine.

No driver switches in the same race day.

No sled switches in the same race day.

No money back after racing begins.

Must run your heat to be in the final.

Race Director may check any sled that may be in violation of any rule. If you refuse, you will be disqualified.

Stud length - A 3/8 inch max measured from the highest point on the track.

Track must be 3/4 inch lug or less.

TWO MINUTE RULE: Every driver has a window of two minutes to get their sled running for that race. They must

let an official know IMMEDIATELY!!!!

The NNYVSR reserves the right to pull any head at any given time.

Any type ski, leaf sprung, with 2" arch and must be functional. (Should move when the leaf spring is stepped on by a person weighing in between 200-250lbs).

No limit to over bore. Bore must stay within limits of stock cylinder. (No resleeveing to make bigger cylinder).
NO cleated tracks.

“TEAR DOWN” RULES

Must be a driver in the class in question. That driver must put up \$100.00, which is refundable, depending upon the outcome.

If the party in question is in violation of a class rule, the sled is disqualified for the day. The driver will lose that day's points along with an additional 15 accumulated points.

If the party in question is in violation, they will not be allowed to race the sled in that class until the violation is corrected and teched by the Tech Man.

Procedures for tear down are as follows: Race Director, Tech Man, Sled owner and the person with the grievance are the only ones to be present at the tear down. The final decision is to be made by the Race Director and Tech Man.

Safety Rules for ALL Classes

All sleds must pass a tech inspection before racing.

All sleds must have:

- a. Working brake
- b. Working tether switch with tether attached to the driver
- c. Clutch guard
- d. Chain guard
- e. Cowl over engine compartment
- f. Rear flap no more than 2" above the ground

Tether must be attached to the driver or pit member whenever the sled is running.

All stands must be properly guarded.

DO NOT over rev sled on a stand. (VERY DANGEROUS)

Driver must wear a snowmobile helmet with at least 4" of bright tape.

Shin guards must be worn on at least one leg.

Safety jackets are a MUST for every driver.

- a. No plastic motocross chest protectors are allowed.

Driver must wear a protective jacket and pants.

A neck restraint is recommended.

Alcoholic or drugs are NOT allowed in the PIT AREA. You will be asked to leave.

No inappropriate behavior or language in the PIT AREA.

No racing in PIT AREA.

The Race Director has overall control over the event.

All drivers must obey the pit marshal, flagman and corner men.

The flagman is in control of the track during hot laps and the race.

Race Committee will assist the Race Director in solving disputes during or after the race.

Flags used during the race

- a. Green: Go race

- b. Yellow: Race with caution

- c. Red: Stop the race
 - d. White: One lap to go
 - e. Checkered: End of race
 - f. Black: Drop out of race
- All sleds must complete the first lap or the race will be restarted.
In case of a Red flag, line up in order at the time of the red flag.
Two lap shoot out for the last lap red flag.

(All snowmobiles in all classes) - The rear tunnel must be enclosed with steel or aluminum comparable in strength to the tunnel material. The tunnel enclosure is required to reduce the possibility of skis and driver's extremities entering the tunnel area. The shaded area (see illustration) must be enclosed. The enclosure shall cover the rear and both sides and extend forward to the rear suspension mounting bolt. The bottom of the enclosure shall be no higher than one (1) inch above the center of the rear axle (with the driver in place). The rear of the enclosure shall be no further than 2.5 inches from the rear of the track. The tunnel enclosure must be securely welded, bolted or riveted to the tunnel.

Must have a non-blinking tail light. Minimum 4 square inches.

No modular helmets.

All helmets must be Snell approved or be equivalent.

Protective boots or shoes. No sneakers.

Points System

Must be a member to run the point system.

You must race the sled you qualified with to receive your points for the day. Once you have taken the green flag in the heat race you will no longer be eligible to race another sled for the gain of points.

You will receive one point for registering that day.

Points are based on a 6 sled final. Points start at 15 for the winner of the feature and go back to the last place sled. You must run your heat to go to the final.

Points are final for the day at payout.

Any unsportsmanlike conduct or disrespect of any official will be a mandatory loss of points at the discretion of the Board.

The Board reserves the right to change any rules at any time to meet the needs of NNYVSR, Inc.

All drivers/sled receive one point for registration. Points are as follows:

1st - 15 points

2nd - 14 points

3rd - 13 points

4th - 12 points

5th - 11 points

6th - 10 points

These points include the registration point.

If the driver is DNS in the feature, they receive 2 points.

If the driver is DNF in the feature, they receive 3 points.

General Stock Rules

In stock and stock based classes no changes or modifications are 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.

The engine must be OEM for that model.

Engine, engine mounts and exhaust must remain in original OEM for that model locations (of the chassis).

Any internal modifications are allowed to the engine.

NO external modifications allowed. Engine must remain OEM for the model appearance.

Engine bore size may be increased up to 0.060 inches over stock bore. Must maintain OEM stroke for that engine.

After market pistons allowed.

Intake concept (for the engine) must be maintained (piston, port, reed valve, etc.).

Any round slide carb from a stock qualified snowmobile is allowed. Flat slide carbs are not allowed. Air intake silencers (air boxes) may be removed.

Cooling system (for engine) must be maintained and fully functioning (i.e. free-air, fan, etc.).

Must be naturally aspirated.

Unaltered OEM exhaust system must be used for year, make, and model. (NOTE: Factory update silencer may be used on 1975 Merc S/T.)

Ignition system must be OEM for engine or aftermarket ignition of the same concept.

Any snowmobile brand OEM primary clutch allowed.

a. Any button style non roller secondary clutch is allowed.

Brake components may be replaced. Must be commercially available and not modified, may be relocated. Any externally visible components must be shielded.

Maximum ski widening is 3 inches.

Unlimited amounts of studs. Must not exceed 3/8" from the highest point on the track. Track must be 3/4" lug or less.

Unlimited sharpened area on ski runner.

Sled must have a stock appearing cowl with at least 4" numbers appearing on both sides.

No chassis modifications.

a. Chassis modifications include relocation of chain case, changing angles of spindles, widening the bulk head, addition of jackshaft and tunnel must be OEM for the model.

Any type leaf sprung, with 2" arch and must be functional. (Should move when the leaf spring is stepped on by a person weighing between 200 - 250 pounds.)

No alcohol fuel is allowed.

Any stock suspension 1985 or older, no aftermarket suspensions. No less than 3 inch overall track length than what came with that model.

Remote adjustors are not allowed. (A remote adjustor is a system which allows the manual or automatic raising or lowering of the front skid/track while sled is in motion.) A manual adjustor is allowed, such as a limiter strap, eyebolt style adjustor.

Classes

Junior | Bomber | Relic | Single Cylinder | 300's | 340's | 440's
Open 600 | Vintage 800 | Combo Class | Sprint 500 | Formula 500

JUNIOR

JUNIOR I (ages 11-14)

Trophies awarded at each race.

1. Entry fee is \$10.00

2. Parent must sign the necessary release forms and driver must be a member.

3. 0 - 340 Single cylinder, fan cooled stock sled. (see stock rules)
4. Must follow Safety, Stock and General Rules.

JUNIOR II (ages 14 to 16)

Trophies awarded at each race.

1. Entry fee is \$10.00.
2. Parent must sign the necessary release forms and driver must be a member.
3. 0 - 340 Twin cylinder, fan cooled stock sled. (see stock rules)
4. Sled and driver must meet and follow Safety, General and Stock Rules.
5. CAN NOT move up to any adult class until the age of 16. NO EXCEPTIONS.

Back to top

BOMBER CLASS (\$10.00 entry fee)

Trophies will be awarded at each race.

1. Single cylinder fan cooled 335cc or less.
2. HR carb bolt pattern only. No adapters. Stock carb only.
3. Stock engine and chassis. No overbore. No engine mods.
4. Mid mount engine only.
5. Stock primary clutch or duster/power block.
6. Steel skis
7. No reed valve engines.
8. One stud per bar/rod in track
9. Max length, ski carbide 6"

Back to top

RELIC CLASS (\$20.00 entry fee)

Trophies will be awarded at each race

1. Must follow all Safety, General and Stock Rules.
2. Any can style exhaust with baffles.
3. 1974 and older, fan cooled, single cylinder only.
4. Piston port only, no reed valves.
5. Must have stock appearing cowl.
6. No chassis modification of any kind.

Back to top

SINGLE CYLINDER

SINGLE CYLINDER FAN COOLED STOCK (\$20.00 entry fee)

Trophies will be awarded at each race.

1. Must follow all Safety, General and Stock Rules.
2. Any can style exhaust with baffles.
3. 1980 or older, fan cooled, single cylinder only.
4. Must have stock appearing cowl.
5. No chassis modification of any kind.

SINGLE CYLINDER FAN COOLED MOD (\$20.00 entry fee)

Trophies will be awarded at each race.

1. Sled and driver must meet and follow all Safety and General Rules.
2. 1980 and older, fan cooled, single cylinder only.

3. Sled can be front or mid mount engine.
4. Engine must match brand.
5. Any type carburetor.
6. Any type exhaust
7. Any type clutch
8. Must have stock appearing cowl
9. Must use stock cylinder. Any modification allowed
10. Any ignition, reeds allowed if the engine comes with reeds
11. Any suspension and chassis mods are allowed
12. Maximum ski width 45" (outside to outside).

SINGLE CYLINDER SUPER MOD (\$20.00 entry fee)

Trophies only awarded at Boonville Race

1. Sled and driver must meet and follow all Safety and General Rules
2. 1980 or older single cylinder
3. Must be front or mid mount engine
4. Engine swaps are allowed
5. No mod liquid conversions, must be fan or free air (no liquids)
6. Any type carburetor.
7. Any type exhaust.
8. Any type snowmobile clutch. (Secondary and primary) Belt driven.
9. Overall ski width not to exceed 45" (outside to outside).
10. Any type fuel tank allowed, non-pressurized.
11. Front end solid mount to leaf springs with 2" of travel, must have leaf springs.
12. Engine component must be covered with a cowl.
13. All engines must be fan or free air only (no liquids).
14. SNOWMOBILE ENGINE ONLY.
15. Any ignition.

Back to top

300 AIR COOLED STOCK (\$20.00 entry fee)

Trophies awarded at each race.

1. Must follow all Stock Rules.
2. Sled and driver must meet and follow all Safety and General Rules.
3. 1980 or older, free air 0 - 300cc.

Back to top

340's

340 FAN COOLED STOCK (\$20.00 entry fee)

Trophies awarded at each race.

1. Sled and driver must meet and follow all Safety and General Rules.
2. Must follow all Stock Rules.
3. 1980 and older 0 - 340cc fan cooled.
4. All fan covers and fans must be in place and working.

340 FREE AIR STOCK (\$20.00 entry fee)

Trophies awarded at each race.

1. Must follow all Stock Rules.
2. Sled and driver must meet and follow all Safety and General Rules.
3. 1980 or older, leaf spring, 0 - 340cc free air

340 FREE AIR MOD (\$20.00 entry fee)

Trophies awarded at each race.

1. Sled and driver must meet and follow all Safety and General Rules.
2. 1980 or older, factory leaf spring, 0 - 340 air cooled.
3. Any type carb, clutch, suspension, ignition or exhaust.
4. Engine must match brand.
5. Chassis mods are allowed.

340 LIQUID COOLED STOCK (\$20.00 entry fee)

Trophies awarded at each race.

1. Must follow all Stock Rules.
2. Sled and driver must meet and follow all Safety and General Rules.
3. 1980 or older, liquid cooled, stock bore, 0 - 340.

340 SUPER MOD (\$20.00 entry fee)

Trophies awarded at Boonville Only.

1. Sled and driver must meet and follow all Safety and General Rules.
2. Any year up to 340cc IFS.
3. Any chassis or suspension.
4. Single track only.

340 LIQUID MOD SOLID FRONT END LEAF SPRING ONLY (\$20.00 entry fee)

Trophies awarded at each race.

1. Must have 5 or more sleds.
2. 250 CC IFS sleds allowed.

Back to top

440's

440 FAN COOLED STOCK (\$20.00 entry fee)

Trophies awarded at each race.

1. Must meet and follow all Stock Class Rules.
2. Sled and driver must meet and follow all Safety and General Rules.
3. 1980 or older, factory leaf spring, 0 - 440 fan cooled.

440 FREE AIR STOCK (\$25.00 entry fee)

Trophies awarded at each race.

1. Must meet and follow all Stock Class rules.
2. Sled and driver must meet and follow all Safety and General Rules.
3. 1980 or older, leaf spring, 0 - 400 free air.

440 LIQUID STOCK (\$25.00 entry fee)

Trophies awarded at each race.

1. Must meet and follow all Stock Class Rules.
2. Sled and driver must meet and follow all Safety and General Rules.
3. 1980 or older, leaf spring, 0 - 440 liquid cooled.

440 FREE AIR MOD - ADIRONDACK CUP CLASS (\$25.00)

Trophies awarded at each race.

1. Sled and driver must meet and follow all Safety and General Rules.
2. 1980 or older chassis, factory leaf spring.
3. 1980 or older 0 - 440cc air cooled engine.
4. Any type carb, clutch, suspension, ignition or exhaust.
5. Must use stock cylinder and modifications allowed.
6. Engine must match brand.
7. Chassis mods are allowed.
8. Maximum width 45”.

440 LIQUID MOD (25.00 entry fee)

Trophies awarded at each race.

1. Sled and driver must meet and follow all Safety and General Rules.
2. 1980 or older, factory leaf spring, 0 - 440cc liquid cooled.
3. Any type carb, clutch, suspension, ignition or exhaust.
4. Must use stock cylinder and modifications allowed.
5. Engine must match brand.
6. Chassis mods are allowed.7. Maximum width 45 inches.

440 SUPER MOD (\$25.00 entry fee)

Trophies awarded at Boonville only.

1. Sled and driver must meet and follow all Safety and General Rules.
2. Any year 0 - 440cc IFS single or twin track.

Back to top

OPEN 600 (\$25.00 entry fee)

Trophies awarded at Boonville only.

1. Sled and driver must meet and follow all Safety and General Rules.
2. Any year 0 - 600cc.
3. Any modifications.
4. 45” total ski width.
5. Single or twin track.
6. Outlaw sleds allowed.

Back to top

VINTAGE 800 (\$25.00 entry fee)

Trophies awarded at Boonville only.

1. Sled and driver must meet and follow all Safety and General Rules.
2. 1980 or older 0 - 800cc fan or free air snowmobile.
3. Factory race sled allowed.
4. Any number of cylinders.

COMBO CLASS (\$25.00 entry fee)

Trophies awarded at each race.

1. Sled and driver must meet and follow all Safety and General Rules.
2. 1996 or older 0 - 340cc IFS single track.
3. 1981 or older, 0 - 440cc solid front end, single track.

4. In 440cc, engine must match chassis.
5. Sprint sleds allowed.

Back to top

SPRINT 500 (\$25.00 entry fee)

Trophies awarded at Boonville only.

1. Sled and driver must meet and follow all Safety and General Rules.
2. Any year/any make/any model sled.
3. 500 cc fan cooled motor. Maximum 500 cc's.
4. Must use stock factory-Y pipe for the motor. No changes allowed.
5. 45 inch maximum ski width (outside to outside).
6. Single track only.

FORMULA 500 CLASS

FORMULA 500 (\$25.00 entry fee)

Trophies awarded at each race.

IN THE FORMULA 500, NO CHANGE OR MODIFICATION CAN BE DONE TO THE STOCK QUALIFIED SNOWMOBILE UNLESS SPECIFICALLY ALLOWED BY THESE RULES. IF THESE RULES DO NOT SPECIFICALLY ALLOW A CHANGE OR MODIFICATION, IT MUST BE ASSUMED THAT THE CHANGE OR MODIFICATION IS NOT ALLOWED. THESE SLEDS WILL BE BUILT TO RESEMBLE A SPRINT OR CHAMP SNOWMOBILE OF ANY OF THE CURRENT BRANDS.

GENERAL RULES

1. Snowmobile must comply with the General Rules and Regulations Section.
2. The sled must originate from 1989 - 1992 Polaris Indy 500 carb model.
3. The brand of hood, engine and logo need not match.
4. Removal of any material from total machine by means of heat, acid, drilling, grinding, sand blasting, peening, substitution or total elimination will not be allowed unless otherwise specified in this section.
5. Minimum weight is 415 pounds.

ENGINE

1. No component of the engine may be altered, changed or enlarged from the engine manufacturer's original stock specifications, nor any additional components be added to the engine. No engine kits allowed.
2. Blueprinting is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.
3. No changes in engine dimensions can be made by gasket adjustments. Gaskets must remain OEM and OEM thickness.
4. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inches (1/2mm)
5. OEM carburetor slide valve and replacement jet components without modification will be allowed in Formula 500. No modifications to carb body allowed.
6. Stock OEM pistons only are allowed for replacement.
7. No additional fuel pumps may be added.
8. Air box and oil injection system may be removed.
9. Thermostat may be removed.

10. Cooling system must remain completely stock and in the OEM location.
11. The exhaust system must be OEM for the model and mounted in the OEM location for the model. Welded on after muffler and internal stinger pipe may be removed and replaced with any size stinger. The exhaust system must be functionally silenced. The ball socket on exhaust chamber may be repaired or replaced, but MUST maintain original tuned length and inside diameter. NO OTHER CHANGES ALLOWED.
12. No changes or repairs allowed to "Y" pipe.
13. Engine must remain in stock location and must use stock engine plate and mounts. Torque limiters allowed.

DRIVE

1. Any commercially available drive and driven clutches and internal components may be used. Clutches and components may be modified.
2. Chain case, jackshaft, brake disc and track shaft must remain stock and in stock location; no modifications or lightening allowed. Chain and sprocket ratio may be changed. Belt drive system is not allowed.
3. Brake cooling duct, inside the hood, is allowed.

SKI SUSPENSION & STEERING

1. Ski suspension and steering must be OEM for the model unless otherwise specified.
2. Radius rods and tie rods may be replaced or modified.
3. Maximum ski stance is 45 inches measured on the outside of the skis.
4. Maximum total offset allowed is 1 inch, measured from the right ski and 22 inches from the center of bulkhead to the outside of the left ski = 45 inches outside ski stance with 1 inch total offset.
5. Must use all original suspension mounting points on chassis and struts.
6. May use any springs or spring adjusters. Titanium springs are not allowed.
7. POLARIS part #7041144 is the only ski shock allowed.
8. Limiter strap allowed, but must maintain two and one half (2.5) inches of usable downward travel with driver seated. Travel measured at the front bumper.
9. Sway bars may be replaced, but must fit in stock location thru bulkhead.
10. Suspension components may be reinforced, but no geometry changes are allowed except chamber.
11. Steering column and handlebars may be relocated and/or replaced, including extensions to fit the driver. All ends must be plugged (see diagram in GENERAL COMP. SECTION). The handlebar must be of the same wall thickness (or greater).
12. Throttle lever may be replaced, but must be thumb operated with a direct mechanically operated mechanism on rear side of the right handle bar.

SKIS & SKI RUNNER

1. OEM (for the brand) or aftermarket skis allowed. Must conform to General Competition Rules. Ski mount on spindle may be narrowed to allow ski mounting.
2. Minimum flat length of ski bottom is 14 inches. Minimum ski width is 3 1/4 inches.
3. Reinforcement is allowed on the top of the ski board only.
4. Reinforcement carbide length is 6 inches per ski. May not use more than a 6 inch long sharp edge of any kind per ski.

TRACK SUSPENSION

1. Complete track suspension and components MUST be OEM stock for the model unless otherwise specified.
2. Track suspension must maintain a minimum of 2 inches of usable, vertical travel with the driver seated.
3. May drill new holes in tunnel or rail to change mounting locations. May not drill excessive amount of holes for lightening.

4. May modify or replace springs. Titanium springs are not allowed.
5. May remove front shock.
6. May relocate rear shock.
7. May change or add limiters to front and rear of track suspension. No remote limiter adjusters allowed.
8. May add or subtract marginal snow wheels and their mounts.
9. May add slide lubers.

TRACK & TRACTION

1. MUST use OEM stock track for the model, 121 inches x 15 inches or Camoplast #9812R.
2. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
3. No weld on hooker's plates.
4. No studs allowed directly under rails.
5. Traction products must conform to Oval Sprint requirements.

FRAME & BODY

1. Must use 1989 - 1992 Polaris Indy 500.
2. Chassis may be reinforced.
3. May alter or replace hood, windshield, belly pan, fuel tank and foot stirrups.
4. May remove bumpers, dash panels, oil tank, lights and wiring.

IGNITION & ELECTRICAL

1. Ignition system MUST be OEM stock for this engine, no modifications allowed. May not lighten flywheel.
2. Any brand RED taillight is allowed, but must have 1157 bulb with brake element illuminated whenever engine is running.
3. Instruments, gauges and headlight may be altered, removed or replaced.
4. Spark plugs, spark plug wires and connectors do not have to be OEM.