

VRSA



Vintage Racing Snowmobile Association

2010 Rule Book

VRSA RULE BOOK

REGISTRATION / POINTS / GENERAL RULES

Check In – No pre-entry.

- Check in and registration begins at 8:00 AM, 2:00 PM for night races.

Entry Fees – An entry fee of \$30.00 will be charged for the 1st class that you enter and \$20.00 for each additional class thereafter.

Non-Members will need to purchase a \$5.00 day pass per event to register.

VRSA membership is \$20.00 -individual / \$25.00 per family up to four persons per year.

- A picture ID showing date of birth will be required at race registration for all entrants 18 years of age or older.
- **Any entrant under 18 years of age must be accompanied by a parent or guardian.**

Pre assigned race numbers –

- Number(s) must be a different color than the sled for visibility.
- Numbers must be of sufficient size for ease of scoring.
- Affix numbers to both sides of the cowling.
- Racers must supply materials for the numbers.

Racing –

Practice starts at 10:00 AM sharp, 5:00 PM for night events with racing to follow.

Prizes –

Trophies or Plaques will be presented to the top three finishers in each class

Points –

Points will be awarded in all classes except the Last Chance Race and the All Star Race.

1st place – 25 2nd place – 22 3rd place 20 4th place – 18 5th place – 16

6th place and beyond – less one point per position.

Points will accrue for all heat and main races. Heat races will determine starting position.

Total points will determine Championship Placement.

SAFETY

Snowmobile needs to be on a safety stand with a backboard for pit area warm ups.

Every entrant must maintain a working fire extinguisher in their pit area.

Snow flaps must be semi rigid and measured to no more than 1" off the ground.

A working Tether switch is mandatory! It must be working before, during, and after the race.

The tether must be clipped to clothing or glove. This will be strictly enforced!

If you're sled stops running while on the track, driver should attempt to get snowmobile into infield. You will have the option of working on it in the infield only. Snowmobiles will be towed back to the pit area at end of race. No on-track major repairs allowed. driver can change belt or plugs in the infield and re-enter race.

All MACHINES MUST HAVE A SAFE CLUTCH GUARD

Driver –

- **A HELMET WITH EYE PROTECTION IS MANDATORY, NO EXCEPTIONS.**
- **THE VRSA RACE COMMITTEE HIGHLY RECOMMENDS ALL RACERS WEAR CHEST PROTECTION.**
- **CHEST PROTECTION IS MANDATORY FOR EVERY ENTRANT UNDER THE AGE OF 18.**
- No alcohol or drugs allowed
- Absolutely no crossing of the track, on foot or by machine during heat or the Race. Track personnel will assist any person or sled across the track during a *yellow flag* lap only; this includes towing to pit area.

For more information go to www.hemondsmx.com

or call

Lou Annance, President (207)-345-3123, Phil Blais VP. (207)-946-5674

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RACE CLASSES

Stock Class I (Age 18-30) Super Stock Class II (Age 18-30) Stock Twin (Age 18-30)
Stock Class I (Age 31-45) Super Stock Class II (Age 31-45) Stock Twin (Age 31-45)
Stock Class I (Age 45 & over) Super Stock Class II (Age 45 & over) Stock Twin (Age 45 & over)

Open Modified Class III (Age 18 and Older)

Powder Puff (Age 16 and Older) Youth Class (Age 13 – 17)
Stock Class I Stock Class I
Super Stock s II Super Stock Class II

Last Chance Race (NO POINTS)

All last place finishers of all Stock and Super Stock Divisions

All Star Shoot Out (NO POINTS)

1st, 2nd & 3rd place finishers from all Class I and Class II (18 and Older)

VRSA reserves the right to combine classes for any reason.

RACE RULES

Green Flag - Start of Race

Red Flag - Stop immediately and maintain position on track

Black Flag - Go directly to the pits and stop. Official will determine penalty / disqualification.

White Flag - One lap remaining

Checkered Flag - End of race.

Yellow Flag - Slow down and avoid any obstacles. Maintain single file without passing.

- **One lap penalty for passing on yellow flag.**

Pushing, Bumping or Hitting, if deemed intentional you will be **Black flagged** and disqualified.

Starting procedure – When the start signal is given, all racers will **Tether up**, start machine, funnel down the narrowed runway in order prescribed. Follow but Do not pass the pace sled.

Starting positions will be selected at random by computer for first heat, points position thereafter.

RACE OFFICIALS RESERVE THE RIGHT TO INVERT PART OR ALL OF THE FIELD.

NOTE: Officials reserve the right to change the length of the race or track design due to but not limited to track conditions.

PROTESTS AND PENALTIES

- If You Protest a Competitors Sled - You must put up \$100.00 to the race committee. If the protested sled is found to be illegal your money will be refunded. If not, you forfeit your \$100.00. \$50.00 will go to the Protested Competitor and \$50.00 to the VRSA race series.
- The top 3 finishers are subject to a carburetor inspection, compression test, removal of heads, exhaust, and carbs by race officials; if found to be suspicious, challenged and/or random top finishers.
- All penalties and/or disqualifications by Race Officials will be accepted by the participants and cannot be contested. The officials have the last say. Please do not try to read anything further into the rules. If disqualified, entry fee will not be refunded.

SNOWMOBILE

For Class I Stock, Class II Superstock, Class III Stock Twin - Must be a production line fan cooled model, offered to the public during model year 1973 or earlier. No limited production R&D models. Original style ignition for year and model. No performance kits in stock chassis.

Must keep functioning cooling fan.

Handlebars – (Except Class IV Open Modified)

- Must be original. They may be reinforced but cannot be extended or raised. Hooks are allowed

Chassis - 1973 or older single cylinder chassis only (except for 1975 or older for Class IV)

- Chain case and entire drive system must be original. (Except for Class IV)
- Skis are original or stock replacement. No aluminum or plastic skis or ski skins allowed.
- Carbide runners are allowed to original skis
- Spreaders are allowed to 3" per side.

Fuel Tanks –

- Must be original or similar style replacement.
- Tank must be safely secured.

Drive Train – (Except Class IV)

- Class I&III - Original clutch (may change weights & springs), Comet Duster or Powerblock
- Class II and Class IV - Any Primary Clutch
- You may change gear ratio.
- Absolutely no modifications to secondary clutch.

Hood –

- Hood must be securely fastened

Track – No traction devices of any kind allowed.

- Any machines that had cleats from the factory must be riveted on and not bolted, and cannot be sharpened, ends cannot be welded shut, and they must be original size, and design.
- Original or stock type or style replacement. (**1" lug profile limit for Class IV**)

Seat –

- No late model seats, no springs, or suspension seats.
- Seat must be stock, or stock in appearance.

Suspension –

- Must be original or same style offered for the model and year of the particular sled from the factory. (**Class IV may use slide suspension offered to 1975 no independent suspension**)

Motor Regulations – Class I Stock

Motor must be fan cooled 1973 or older single cylinder up to 340cc, and an available option for the chassis.

The year chassis and the engine options for that manufacturer must match.

- Carburetors are original 'style' for make and model, no reed induction, however, re-jetting is permissible.
- Exhaust must be original or stock replacement.
- Pistons may be original or stock replacement. (Two Millimeter Overbore Maximum)
- No Porting or Polishing Allowed

Motor Regulations – Class II Super Stock

- Motor must be fan cooled 1973 or older single cylinder up to 400cc, and an available option for the chassis.
- Carburetors are original 'style' for make and model or slide up to 38mm.
- Exhaust must be original or stock replacement.
- Internal Engine modifications allowed.

Motor Regulations – Class III Stock Twin

Motor must be fan cooled 1973 or older twin cylinder up to 400cc, and an available option for the chassis.

The year chassis and the engine options for that manufacturer must match.

- Carburetors are original 'style' for make and model, no reed induction, however, re-jetting is permissible.
- Exhaust must be original or stock replacement.
- Pistons may be original or stock replacement. (Two Millimeter Overbore Maximum)
- No Porting or Polishing Allowed

Motor Regulations – Class IV Open/Modified

- Motor must be fan cooled or free air 1975 or older single, twin or triple cylinder.
- Any engine chassis combination 1975 and older.
- Carburetors - original 'style' or slide is permissible.
- Tuned exhaust is allowed.
- No forced induction or nitrous.

THESE RULES MAY BE AMENDED AT ANY TIME BY THE BOARD OF DIRECTORS