

Classic Super Stock Rules

The intent of this class is to bring an affordable way to start drag racing. This is an entry level/starter class that takes a 1995 or prior model year sled with limited modifications and allows them to race. (PLEASE NOTE: Late release 1995.5 or early release 1996 sleds not allowed. Only full year production 1995 models.) **New for 2019 – FAN COOLED SLEDS OF ANY MODEL YEAR ALLOWED!**

ENGINE

1. Engine components must be OEM for the model unless otherwise specified. May be modified internally, but engine must retain its complete external stock appearance and dimensions. Parts identification numbers must not be removed.
2. Cylinders must be OEM for the model. Must remain within OEM shell dimensions to include crevices, bulges, etc. No visible external changes allowed even if the area is hidden by another part or bracket. Number of cylinders
3. The cylinders may be raised to change port height by gaskets only.
4. Engine may be bored up to class limit.
5. Crankshaft and crankcase must be OEM for the model. OEM stroke must be maintained. No modification allowed to the external surfaces of the crankcase even if the area is hidden by another part or bracket.
6. Cylinder head(s) must be OEM for the model. The cylinder head may be modified. But not to include machining out combustion chambers to use replaceable inserts.
6. Engine components allowable for modification or replacement: bearings, Rods (rod center to center must remain the same), pistons, piston pins, rings, gaskets.
7. Except as noted, additional fuel delivery system or pressure charging is not allowed.
8. Internal and external modifications may be made to the airbox. The airbox may be removed. Air filters may be used.
9. Any functionally silenced exhaust system.
10. Engine must remain in stock location and must use stock engine plate and mounts. Torque arms allowed
11. Oil injection system may be removed.
12. On liquid cooled snowmobiles, except for quick disconnects and flow directional valves, the cooling circuits cannot be modified or removed. Thermostats may be removed. When the snowmobile is on the course the cooling fluid must flow unobstructed throughout the entire cooling system (no short circuiting)
13. Spark plugs and spark plug wires and connectors do not have to be OEM.

IGNITION & ELECTRICAL

1. Ignition must be OEM or aftermarket replacement for the model.
2. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
3. Lighting coil must remain in place.
4. Tachometers, speedometers and/or heat gauges may be added or removed.
5. Open instrument holes must be closed.
6. Electrical wires/wire harnesses and instrument drive cables may be removed.
7. Headlight assembly may be removed (opening must be closed). Headlight consoles are not considered part of headlight assembly.
8. Glass lenses must be taped over with transparent clear tape.

TRACK AND TRACTION

1. Up to 136" length tracks.
2. OEM length and width track. Extended tracks up to 136" allowed if OEM width.
3. No shaving or cutting of track. This includes width, lugs or drive lugs.
4. No studs allowed.
5. No kicker plates.
6. Closed window tracks allowed.
8. Any commercially available one-piece molded rubber track allowed. Track must be race designated by the molder of the track. No cleated tracks allowed. Unless specified, no modification to drive, frame or suspension allowed to install track.
9. Track must remain untouched (no trimming).
10. Minimum lug height from the flat of the track is 0.50 inch.
11. Snowmobile must maintain a minimum of twenty (20) inches of track length on the course surface when snowmobile is under full power

TRACK SUSPENSION

1. OEM for the model suspension must be used. Suspension may be moved up and down in the tunnel (limit 3 inches). OEM location must be maintained.
2. Must maintain two (2) inches of downward compression travel with driver on snowmobile.
3. Springs and shocks can be changed to aftermarket bolt on for the model and remain in OEM location. Must maintain OEM shock style, ie, coil-over design and/or dampening method. Cannot swap air shocks for hydraulic/gas.
4. Any size, material, and number of rear axle idler wheels allowed. Unless specified, no modification to chassis or suspension allowed to accept idler wheels. Rear axle may be moved upward in the slide rails to accept larger rear idler wheels.
5. Rail extensions to allow up to 136" track allowed.

DRIVE

1. Any primary and secondary OEM clutch may be used. Roller secondary clutches allowed.
2. Primary clutch and secondary clutch may be modified (no RPM limit).
3. Jackshafts, of like material and weight, may be changed to accommodate a clutch change. No welding allowed on a jackshaft. Steel and chrome moly allowed. OEM location of shaft must be maintained.
4. Any plastic track drive sprocket and non-driving wheels allowed on the track drive axle. Unless specified, no changes in drive, frame, or suspension allowed to accept track drive sprockets.
5. Track drive axle and chain case must remain OEM for the model and remain in OEM location.

SKI SUSPENSION & STEERING

1. Ski suspension must be OEM for the model and remain in OEM location.
2. No light weight components.
3. Springs and shocks can be changed to aftermarket bolt on for the model. No air shocks, or air /oil shocks.
5. Ski stance must be OEM for the model.
6. Must maintain a minimum of two (2) inches of remaining compression travel with driver on snowmobile.
7. Any OEM handlebar for the brand may be used.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Skis must be commercially available and marketed through normal sales activity. Minimum aftermarket ski length must be 40 inches. Ski width may not be trimmed. Skis may not be interchanged between brands. Lower ski surface must remain OEM

FRAME & BODY

1. Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed. Tunnel can be repaired but must maintain OEM length unless track is extended up to 136". In that case, tunnel extension is allowed.

2. The OEM fuel tank must be the only tank that can be used for fuel supply.

3. Any OEM hood or side panels that maintain stock appearance (as defined) for the make and model may be used. (such as Indy 440 hood on a Indy 500)

4. Brake system can be upgraded including master cylinder, caliper and disk, must be OEM for the brand must be fully functional and mounted in the OEM location. (Such as upgrading a non hydraulic brake system to a hydraulic system)

5. No aftermarket light weight hubs or discs allowed.