

SNOW DRAG RACING

OFFICIAL SANCTIONS AND CLASSES

The intent of these classes is to establish races in which all can compete at their level of personal and equipment ability. The class structure is organized in such a way as to enable as many snowmobiles as possible a place to successfully compete.

Based upon safety and competition, stock snowmobiles manufactured prior to 15 years of the current model year will not compete in Stock classes but may compete in other classes.

If class rules are not followed, the class name shall not be used, and the class shall be run as a specialty class with ISR's prior approval.

Competitors must be 18 years of age to compete in these classes. All Stock classes are open for Junior 16/17 who are advanced according to procedures in Junior Competition. For information, see Junior Novice and Junior Sections.

SPECIALTY CLASSES / SANCTIONS

- All special sanctions and specialty classes must be approved in writing by ISR and the rules committee before competition.
- Can be any snowmobile drag racing class or event that does not fall under any of the specific circuits or classes, but meets established safety standards, applicable laws and/or approved insurance coverage.

SCORING

- All competitors that show to the line for a final event will be scored.
- In drag racing events, in a final, a red light will constitute a last place finish for prizes and awards. In the event of multiple red lights, the scoring will be based on reaction time.

DRIVER POINT SYSTEM

- A driver that comes to the line and takes the green flag/light will qualify for points if available to that driver.
- In the finals, the drivers finishing behind a disqualified driver will move up to the next higher position.
- Points shall be awarded as follows:

FINISHER	POINTS	
First	5 0	
Second	4 0	
Third	3 0	
Fourth	2 0	

All Affiliates may elect their own points system and method of awarding points. The above chart is the suggested system.

- In Seniors' competition, the total points awarded will be based on the number of entries up to a maximum of 50.
- In Women's competition, the total points awarded will be based on the number of entries up to a maximum of 20.
- Points will be awarded in any class that has one or more entries.
- Points will be awarded and tabulated by each affiliate (or group of affiliates). Points

- are non-transferable between affiliates unless an arrangement has been agreed to by the affiliates involved. Driver must be an affiliate member to receive high point awards.
- Points tabulation for ISR Annual Drag Racing Championship invitations will end on the weekend before the race.
 - Point tabulation for circuit high point winners and class champions will end at the close of race season.
 - No points will be awarded at the International Championship race. All other rules and regulations for the International Championships will be set by the ISR Executive Drag Racing Committee.
 - One-event members will not receive points.

GENERAL COMPETITION AND SAFETY RULES

Track length criteria.

Track may be no longer than 660 feet long. Tracks must have a shutdown area 1.5 times the distance of the racing surface. Example a 660-foot track must have 1.5 X the shutdown area or a total of 990 feet of shut down.

Tracks can be shortened to less than 660 feet racing surface to meet the shutdown requirement. However, the shutdown area must always be 1.5 x the distance of the racing surface.

PADDOCK/STAGING & STARTING LINE

- Grooming of the start area and use of specialized tools will be at the discretion of the sanctioning body.
- Anybody in this area will be required to wear safety glasses. It is highly recommended that full coverage helmets and upper body protection be used.
- It is mandatory that a separate clean out board be placed near the starting line.
- A protective stand will be in place behind the track of the snowmobile when it is leaving the starting line.
- The driver must start the race with feet on running boards, stirrups or foot pegs and the feet must remain there for the duration of the run. If the driver leaves the normal driving position, he/she must resume proper position before continuing. The Race Director has the authority to disqualify a driver who cannot maintain a proper driver position.
- No assistance shall be given to a driver on the starting line except when mechanical difficulty develops. One (1) mechanic may help the driver with permission from the Race Director. Extra help may be requested to remove the snowmobile from the course (special events exempt). Starter looks for raised hands, signifying engines not running or other mechanical trouble. If none, the starter will start the race within five (5) seconds (special events exempt). A start will not be delayed due to mechanical difficulties for more than two (2) minutes from original notification. If difficulties develop after the green flag drops, the driver may continue to race or withdraw; however, if a driver withdraws to the pit, the driver is not eligible to restart.
- If a racing snowmobile is moving under its own power, the operator must be wearing

- a helmet and the tether must be securely attached to the operator.
- Moving a running snowmobile on a stand is prohibited.
 - One (1) crewmember may accompany driver to starting line. At Masters events, with the permission of the Race Director, two (2) mechanics are allowed on the starting line.
 - In qualifying rounds, drivers that "jump start" will be disqualified. If Starter is unable to determine the jump starters, a restart will be held at the Starter's discretion. In Final races, drivers that "jump start" ("red light") will be scored after those who do not jump-start.
 - A driver will be disqualified for changing lanes unless the driver is attempting to avoid an accident. The snowmobile may not leave the confines of the lane, run-off area or the return lane.
 - Snowmobile safety stands that catch and retain track, traction component and other items that are thrown by a track are mandatory (see illustration in GENERAL RULES AND REGULATIONS). The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.
 - Clean out will only be allowed at specified backboards. The snowmobile must be placed on a safety stand and the safety stand must be against the clean-out backboard. Backboard minimum requirements are eight (8) feet tall, four (4) feet horizontal space for each snowmobile. Backboards must be sheeted with 3/4-inch plywood (no chipboard). Additional clean out boards may be placed in the paddock area.
 - Cool down allowed in the hot pits for all classes.
 - Participant using external cooling system must use a catch pan to stop any coolant from leaking onto ice/ground when in use or being disconnected.

GENERAL SNOWMOBILE REQUIREMENTS

ADVANCING TO ANOTHER CLASS

- Snowmobile moving to a class (other than the class for which it qualifies) must meet the criteria, safety and weight rules for that class (unless stated otherwise).
- Snowmobile may be advanced to a higher class and/or division without meeting safety requirements for the higher class so long as the snowmobile advances unchanged and remains compliant with all safety and performance rules in its original class.

ADDING BALLAST

- Adding fuel to the fuel tank before a race is allowed as ballast. If fuel does not make up for the weight deficiency, additional ballast must be securely fastened to the snowmobile. Fastener must be at least (one) 5/16-inch, grade five bolt with a self-locking nut. No wing nuts allowed.
- No weight belts or loose objects may be worn by driver.

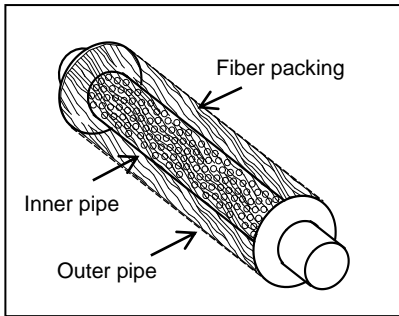
IDENTIFICATION

- The maximum class displacement in cc's must be permanently displayed (minimum

two (2) inches height) at the rear of the tunnel on both sides.

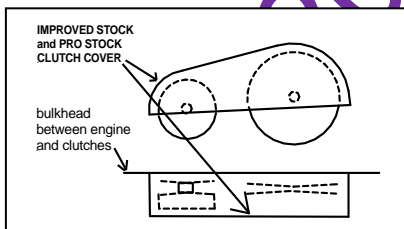
ENGINE

1. (Improved Stock, Pro Stock and Modified classes) The following minimum standards for straight-thru silencers are required:
 - a. Inner pipe must have at least 15 holes per square inch. Minimum hole size 1/16 in. (Minimum 3/8 in. sound absorbing material around the entire circumference of inner pipe).
 - b. Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
 - c. Outer pipe must be at least 3/4 in. larger than inner pipe.
 - d. Minimum silencer length 3 in.



DRIVE

1. The snowmobile must be propelled by a variable ratio belt transmission.
2. (Improved Stock and Pro Stock) The clutch cover must be separate of cowl configuration and cover clutch perimeter and faces down to center of clutch bolt or below (see illustration). Cover must be .090-inch 6061T6 aluminum or equivalent steel material and the outer perimeter be covered with 6-inch belting. Other clutch cover materials not allowed. If 0.125 aluminum or equivalent steel material is used, belting is recommended, but not required. Snowmobile with removable side panels may bolt clutch cover to side panel to meet this requirement.



3. (Improved Stock, Pro Stock and Pro Mod) The clutch cover must be provided with a secure mounting plate. The mounting plate must cover the area below the clutches (from front of cover to rear of cover and width of cover) and be made of the same material as the cover. The cover must be securely fastened to the mounting plate and the mounting plate must be securely fastened to the belly pan

4. (Heavy Mod and Open Mod) Clutch cover must have full facial coverage and 360-degree elliptical coverage in the direction of clutch/belt travel (see illustration). Clutch cover must be .090-inch 6061T6 aluminum or equivalent steel material and be covered with six (6) inch belting. Other clutch cover materials not allowed. If the clutch cover is fastened to the existing belly pan, the area below the clutches (from front of cover to rear of cover and width of cover) must be covered with .090

inch 6061T6 aluminum or equivalent. If cover is .125 inch, 6061T6 aluminum or equivalent steel material, belting is recommended, but not mandatory. Clutch cover and related belting must be securely fastened.

5. Backside of clutches must be covered by a portion of the clutch cover or by a bulkhead of comparable material.
6. Aluminum brake disks not allowed.

SKI SUSPENSION & STEERING

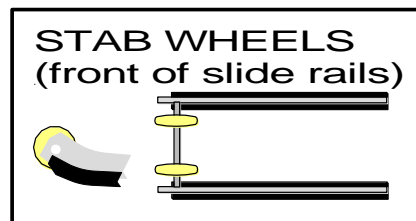
1. Limiter straps may be used on all suspensions in all classes.
2. All classes require a minimum amount of suspension travel. See section for specific required minimum.
3. Suspension travel to be measured vertically at the bumper. It is the driver's and/or crew's responsibility to demonstrate suspension travel.
4. (Pro Stock and Modified classes) Spindle minimum wall thickness is 0.120 inch; minimum outside diameter is 0.75 inch. Inspection hole required if wall thickness is not visible.

SKIS & SKI RUNNERS

1. (Pro-Stock and Modified) It is highly recommended, if a cutting edge is used on a ski, that no more than five inches of ninety (90) degree cutting edge be used.

TRACK SUSPENSION

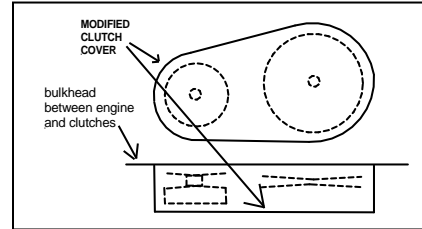
1. Improved Stock, Pro Stock and Modified: All snowmobiles must use a device such as stab wheels installed on the suspension to prevent the slide rails from spearing the track (see illustration).



2. Dual suspension limiters are required in all classes. In Stock and Improved Stock, track suspension limiters must be OEM type for the model or straps or chains. OEM type screw adjusters for straps allowed.
3. All classes require a minimum amount of suspension travel. See section for specific required minimum.
4. Suspension travel to be measured vertically at the bumper. It is the driver's and/or crew's responsibility to demonstrate suspension travel.

TRACK & TRACTION

1. (Improved, Pro Stock and all Modified) It is recommended that the track be no more than 3 years old.
2. In Stock class, track width is as produced



for the model (unless a designated optional track of different width is used). In all other classes, there is no minimum track width. All tracks must be commercially available. Track width must remain as produced by the molder of the track.

3. Tracks may not be reversed.
4. Track studs may be no more than 3/4 inches above the highest point of the track or the traction lug. (See diagram in Appendix.)
5. Studs must be placed between two track lugs and no more than 1.5 inches from either lug. Penetration will be measured from a straight line across the high point of the two lugs.
6. Except for under slide rails, all plates will be no greater than two and one quarter (2 1/4) inches in width and length. Plates welded onto track clips must be no longer or wider than track clip. Only one plate allowed per track clip. Only one traction point allowed per weld-on plate. Rubber between ends of track clip may be trimmed to allow welding on stud plate.
7. Cleated tracks are not allowed.
8. All tracks must be commercially available from OEM or molder of track. Unless otherwise specified, no modifications or changes allowed to track after production by molder of the track.
9. At venues that have clay starting pads, tracks may be shaved to comply with regional rules. All other traction rules apply. This applies to all classes offered.

FRAME & BODY

1. The maximum tunnel width will not exceed twenty (20) inches and the track must be confined within the width of the tunnel.
2. Stock, Improved Stock and Pro Stock are not allowed to use foot pegs, running board foot stops may be used and may not be wider than the running board at the position they are installed, and they may not extend higher than the top of the tunnel at the point of installation.
3. (Modified Classes) Stirrups/pegs must be along side of the tunnel and may not extend above the tunnel or beyond the rear of the tunnel. All snowmobiles equipped with foot pegs must also have running boards of tunnel like material. Running boards must be four (4) inches wide and start one (1) inch behind the foot pegs and extend forward along the tunnel to the rear of the clutch cover on both sides.
4. Dulled foot traction devices allowed on the running boards.
 - a. ON THE FLAT OF THE RUNNING BOARD - traction devices must be

dulled and be no higher than 1/2 inch above the flat of the running board.

- b. ON TOP OF THE ROLLED EDGE - traction devices must be dulled and be no higher than 1/4 inch above the top of the rolled edge of the running board.
- c. The traction device may extend a maximum of 1/4 inch beyond the side of the rolled edge for the purpose of mounting. There shall be no sharp edges to the side of the rolled edge.

STUTTER BOXES

1. No stutter boxes allowed unless otherwise specified.

IGNITION AND ELECTRICAL

1. The tether switch cord must be attached around the driver's right wrist. The cord must be no more than 24 inches long when fully extended (measured from the switch to the driver's wrist.) The tether switch may be relocated. The tether switch may not be mounted to any moving part of the steering mechanism.
2. Data acquisition and data acquisition systems allowed.

Fuel

SUBJECT: Fuel Clarification

Only a commercially available pump gasoline that complies with these rules is allowed. (The term "pump gasoline" includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting characteristics are strictly forbidden. Fuel with ethanol may be used up to 10% (ten percent) in all Drag Race classes.

In these specific classes: Lake Racer, and Outlaw....

VP Import and Methanol may be used as an alternate fuel. All standard fuel tests still apply as they pertain to the type of fuel used.

In the case of "Import" ISR has on file the spectrograph footprint of this category of fuel and competitors using "Import" may be required to supply samples for comparison purposes. VP Import fuel needs to be used as produced by VP fuels (no cutting or blending.)

[ISR Rule Clarification Bulletin Click Here](#)

DRIVER RULES

1. Neck bracing highly recommended in all classes. Neck bracing can be mandatory at regional discretion.

VERIFICATION AND CONTROL

1. Mandatory teardown and inspection of first place is required. Any other snowmobile (at the discretion of the Race/Tech Director) may be torn down and inspected at master's Drag events. Teardown is by protest only at Amateur Drag events, or at the discretion of the Race Director.

In stock and stock-based classes, no change or modification is 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.

STOCK SNOWMOBILE GENERAL REQUIREMENTS

1. The snowmobile must have original OEM for the model engine, hood, frame, cowl, gas tank, carburetion, airbox, suspension and variable speed converter. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.
2. All snowmobiles must comply with the GENERAL RULES AND REGULATIONS SECTION.
3. Drivers in the Stock classes must weigh a minimum of 180 pounds including protective gear. If the driver does not meet the weight requirement, ballast must be added to the snowmobile. Additional fuel and/or optional marginal snow wheels added to the slide rails may be used as ballast.
4. The snowmobile must meet the weight as filed by the manufacturer.
5. Twenty (20) pounds will be added to the snowmobile weight (as filed by the mfr.) for fuel and studs.

NOTICE: Weights are reviewed annually.

6. Stock alterations allowed in Oval Sprint racing for safety reasons are allowed.
7. Commercially available gasolines that are reformulated with up to 10% ethanol are allowed in stock.

ENGINE

1. No component of the engine may be altered, changed, reduced or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. Blueprinting of engines 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 purpose of engine balancing or other reasons.
2. Maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm).
3. Replacement pistons must be stock OEM for the model.
4. There will be no more than one-cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
5. Spark plugs do not necessarily have to be OEM equipment in Stock classes.
6. A maximum of one venturi per cylinder will be allowed in Stock classes. Any exception must be approved in writing by ISR.
7. OEM carburetor slide valve and replacement jet components, without modification, are allowed in all classes. No modification to carburetor body will be allowed.
8. On snowmobiles with OEM electronic fuel injection, commercially available electronic control modules may be added to the OEM ECU for the purpose of increasing or

decreasing fuel delivery only. The added module must be designed to plug directly into the OEM ECU and/or the OEM wire harness without modification.

9. On snowmobiles equipped with electronic fuel injection, it is allowed to replace the non-adjustable fuel pressure regulator with any commercially available, mechanically adjustable fuel pressure regulator. (Unless OEM for the model, no electronically controlled fuel pressure regulators are allowed.) The regulator and mechanical adjustment device must be installed under the hood of the snowmobile and not be accessible to the driver while seated on the snowmobile.
10. Airbox may not be modified. Air box may be removed. If removed, must be replaced with commercially available foam/paper/fabric air cleaners. Individual air cleaners should be used on each carburetor with suitable connecting adaptors if necessary. A redesigned ram air box is not allowed.
11. No additional fuel pumps may be added to stock carbs.
12. Oil injection pump must remain in place and remain functional. Lines may be removed and plugged. Oil injector nozzles may be removed, and holes may be plugged. Premix gasoline may be used.
13. Engine must retain OEM for the model cooling system.
14. 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).
15. OEM heat exchangers for the model located under the tunnel may be relocated any place on the top, side or under the tunnel and must remain functional.
16. Harmonic balancer may not be removed.
17. The complete OEM exhaust system must be used as furnished and filed by the manufacturer for the model.

DRIVE

1. Any combination of springs, weights and ramps may be used in the clutches. There is no maximum clutch engagement RPM.
2. No machining on clutches to accommodate springs and weights.
3. No machining, grinding, cutting or welding allowed on clutches unless otherwise specified.
4. Metal may be removed but not added to primary clutch ramps or flyweights.
5. Secondary clutch cams may be cut to any angle. Billet helixes allowed.
6. No overdrive machining.
7. Drive belt need not be OEM for the model.
8. Any drive chain and sprockets may be used. Track sprockets/drivers must remain OEM for the model. On stock race models, track drive sprockets may be interchanged to accommodate the listed designated tracks. The sprockets must be OEM for the brand and the same material and diameter. (+-0.5 inches as the OEM sprockets for the same make and model.
9. On Sno-cross race models, track drive sprockets may be changed to use a 2.52-inch pitch track. Sprockets must be OEM for the brand and of the same material and

diameter (± 0.5 inches) as the OEM sprockets for the model.

- OEM for the model brake system including master cylinder, caliper and disk, must remain as produced by the OEM and must be fully functional. No other brake components may be added.

SKI SUSPENSION & STEERING

- Any steel or titanium suspension springs allowed. OEM for the model design concept must be maintained.
- Must maintain two (2) inches of remaining compression travel with driver on snowmobile.
- Shocks must remain OEM for the model and remain in the OEM location. On rebuildable shocks, spacers may be added internally to limit rebound travel, but not compression travel.
- Handle bar extensions are allowed. All ends must be plugged. (See diagram in GENERAL RULES AND REGULATIONS SECTION).
- Handlebars with OEM mountain handles may be replaced with any OEM handlebar within the brand.
- Radius rods may be located anywhere on the trailing arm where the manufacturer has drilled or partially drilled for radius rod mounting holes.

SKIS & SKI RUNNERS

- 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. Replacement ski must be the same material as OEM ski for the model (i.e. plastic to plastic, steel to steel). Lower ski surface must remain OEM material.
- Skis may be reinforced but must remain in the original configuration. This reinforcing must be on the upper surface of the ski only.

TRACK SUSPENSION

- The complete suspension must be used as furnished and filed by the manufacturer. There will be no suspension options permitted in Stock classes. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.
- Any steel or titanium suspension springs allowed. Torsion springs (not coil springs) may be shortened at the long end to prevent contact with the track. OEM for the model design concept must be maintained.
- Must maintain two (2) inches of remaining compression travel with driver on snowmobile.
- Marginal snow wheels and related hardware may be added to or removed from slide rails. Structural integrity must be maintained.
- Rear axle idler wheels must remain OEM for the model. OEM for the model rear idler wheels may be added to the rear axle.
- Shocks must remain OEM for the model and remain in the OEM location. On

rebuildable shocks, spacers may be added internally to limit rebound travel, but not compression travel.

- No device may be added that stops the suspension from going thru its normal bottoming action.

TRACK & TRACTION

- No cutting, trimming or shaving of the track or rubber studs/snow lugs allowed. The track must be used as produced by the molder of the track. Acceptable traction products allowed.**
- Minimum lug height from the flat of the track is 0.50 inch.**
- The track may not be reversed.**
- Track clips and guide clips may be replaced when worn. Guide clips may be removed and replaced with track clips. Track clips may be removed and replaced with guide clips. The track must retain the original number of clips with which it was produced.
- Any commercially available, one-piece, molded rubber track of the same length as OEM for the model track is allowed. Any width and lug height allowed if no modifications to tunnel or suspension to install track.

FRAME & BODY

- Snowmobile width shall be as produced by the OEM manufacturer.
- Any chassis alterations, additions or removals, which alter stock appearances or dimensions are not allowed.
- Tunnel can be repaired but must remain OEM for the model length.
- Windshield and windshield molding may be removed.
- No additional venting allowed.
- Protective taping or screening will be restricted to the external openings only.

IGNITION & ELECTRICAL

- Ignition must be OEM for the year and model.
- CDI module may be reprogrammed.
- Fixed ignitions may be advanced or retarded.**
- No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
- Lighting coil must remain in place.
- Stock snowmobiles will be allowed to add or remove tachometers, speedometers, or heat gauges (openings must be closed).
- Electrical wiring must remain in place.

IMPROVED STOCK CLASSES AND RULES

In stock and stock-based classes, no change or modification is 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.

- There are six (6) Improved Stock classes offered at the promoter's option at any drag race.
- Snowmobile movement will be from Stock to Improved Stock.

CLASS	MAX. CC	CARBS	MIN. COMB. WEIGHT
Improved Stock 440	440	OEM for the model	625 LBS
Improved Stock 500	500	OEM for the model	625 LBS
Improved Stock 600	600	OEM for the model	700 LBS, 665 for 2 cyl. engine (Yamaha RX-1 min. wt. 750 lbs.)
Improved Stock 700	700	OEM for the model	750 LBS (685 for two cyl. engine)
Improved Stock 800	800	OEM for the model	775 LBS (685 for two cyl. engine)
Improved Stock 1000	1000	Any carb allowed	775 LBS (685 for two cyl. engine)

NOTICE: Weights are reviewed annually.

- Any snowmobile may be reclassified and reassigned in the interest of fair competition.
- Improved Stock snowmobiles may advance to higher displacement class and not be required to meet the minimum weight for that higher class.

GENERAL SNOWMOBILE REQUIREMENTS

- Snowmobile must begin as a qualified stock snowmobile. All snowmobiles must comply with GENERAL RULES AND REGULATIONS SECTION.
- Any alterations allowed in Stock are allowed in Improved Stock.
- The snowmobile must have original OEM for the model engine, frame, suspension, fuel tank and seat. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.

ENGINE

- 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.
- 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 must be OEM for the model. No external fastening devices allowed to secure or hold cylinders in place.
- The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 1/2 inch (0.50 inch) in thickness.
- Engine may be bored up to class limit. A one percent (1%) overbore allowed. (EXAMPLE: 670cc engine may be bored up to 707cc's and may not be bored up to 800cc's to run in the 800cc class).

- 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.
- Cylinder head(s) must be OEM for the model. The cylinder head may be modified internally including changing replaceable combustion chambers and machining out combustion chambers to use replaceable inserts. The visible, outer portion of the cylinder head or cylinder head cover must remain stock appearing, and the spark plug must maintain OEM location.
- Engine components allowable for modification or replacement.
 - Bearings
 - Rods (rod center to center must remain the same)
 - Pistons
 - Piston pins
 - Rings
 - Gaskets
- Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change the outside dimensions of the cylinder or crankcase. No external modifications may be made to the crankcase or cylinder to accommodate reed block change.
- Carburetors, flanges and intake manifold must be OEM for the model. Internal modifications are allowed. Carburetor throat may be bored. Intake concept and location must remain OEM for the model.
- On snowmobiles with OEM for the model Electronic Fuel Injection the throttle body, including the exterior, may be modified for increased fuel flow. No welding of the throttle body allowed (not even for repairs). Systems that allow increased fuel delivery may be used (i.e. Power Commander or others). The stock control module must be used. No changes for increased airflow allowed. Increasing the size of throttle body throat not allowed. OEM for the model throttle plate (butterfly) must be used without modification.
- Except as noted, additional fuel delivery system or pressure charging is not allowed.
- Internal and external modifications may be made to the airbox. Airbox may be removed. Air filters may be used.
- Oil pumps may be removed or disabled. Oil tank must be removed. Oil injector nozzles may be removed and plugged. (If oil tank and overflow tank are joined the oil tank must be disabled or the joined tanks removed.)
- Flywheel / harmonic balancer may not be removed.
- Torque arms allowed.
- Rigid motor mounts allowed. OEM for the model engine location must be maintained. Replacing or adding metallic engine mounts is not allowed. Replacing rubber/cushion parts with more rigid parts is allowed.
- Cooling systems must be operational. May contain disconnects for cool down. Heat exchangers may be relocated, modified or removed.

- Any functionally silenced exhaust system allowed. A commercially available, functionally silenced muffler/silencer must be installed and operational. (See General Snowmobile Requirements in Drag Racing for details.)
- Exhaust outlet must exit body downward and rearward. (If OEM exhaust exits behind driver, pipe need not go downward). The minimum combined downward, rearward angle is 70° (from centerline of crankshaft). Exhaust pipe must not extend more than 3 in. beyond chassis or body.

DRIVE

- Any primary and secondary clutch may be used. Roller secondary clutches allowed.
- Primary clutch and secondary clutch may be modified (no RPM limit).
- Jackshafts, of like material and weight, may be changed to accommodate a clutch change. No welding allowed on a jackshaft. Steel and chromoly allowed. Titanium not allowed unless OEM for the model. OEM location of shaft must be maintained.
- Any 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.
- Track drive axle and chain case must remain OEM for the model and remain in OEM location.

SKI SUSPENSION & STEERING

- Ski suspension and shocks must be OEM for the model and remain in OEM location.
- Ski stance must be OEM for the model.
- Must maintain two (2) inches of remaining compression travel with driver on snowmobile.
- Handlebars with mountain handles may be replaced with any OEM handlebar within the brand.

SKIS & SKI RUNNERS

- 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.

TRACK SUSPENSION

- 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 and may not protrude beyond tunnel configuration.
- Must maintain two (2) inches of downward compression travel with driver on snowmobile.
- Shocks must be OEM for the model and remain in OEM location.
- 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.

TRACK & TRACTION

- Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed. Unless specified, no modification to drive, frame or suspension allowed to install track.**
- Commercially available long track rails and rail extensions allowed. Track must remain untouched (no trimming for width). Minimum lug height is 0.500 inches.**
- Snowmobile must maintain a minimum of twenty (20) inches of track length on the course surface when snowmobile is under full power.

FRAME & BODY

- Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed. Tunnel can be repaired but must maintain OEM length.
- The OEM fuel tank must be the only tank that can be used for fuel supply. Oil injection tanks may not be used as a fuel tank.
- Removal of any insulation that alters the outside stock appearance is not allowed.
- Any hood or side panels that maintain stock appearance (as defined) for the make and model may be used.

IGNITION & ELECTRICAL

- Ignition must be OEM for the model.
- Fixed ignitions may be moved (+ or -) four (4) degrees.
- No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
- Lighting coil must remain in place.
- A pony pac ignition system may be installed on four cylinder, 2-stroke Yamaha engines, allowing a change in the firing order to one hundred eighty (180) degrees.
- Tachometers, speedometers and/or heat gauges may be added or removed.
- Open instrument holes must be closed.
- Electrical wires/wire harnesses and instrument drive cables may be removed.
- Headlight assembly may be removed (opening must be closed). Headlight consoles are not considered part of headlight assembly.

IMPROVED STOCK 1000 RULES

- Minimum combined (driver and snowmobile) weight is seven hundred seventy-five (775) pounds.

ENGINE

- Any stock qualified model may be used, and the engine may be bored up to class limit. A one (1) percent over class cc allowed (1010 cc).
- Rod center to center may be changed.
- Stroke may be changed.
- Crankshaft may be modified or replaced.
- Crankshaft gears may be changed.
- Cylinders may be modified but must retain complete OEM dimensions to include crevices, bulges, etc. If an OEM cylinder is modified it must remain within .020 inches (1/2mm) per side, .040 inches (1mm)

overall of the OEM cylinder outer shell dimensions. Modifications must be blended into original castings to retain OEM appearance.

7. Any aftermarket cylinder is allowed. Aftermarket cylinders must be commercially available. The outside of an aftermarket cylinder may not be modified.
8. Cylinders may not be interchanged between brands. Welding on crankcase is not an acceptable method to adapt aftermarket or other OEM cylinders to crankcase.
9. Any commercially available cylinder head allowed.
10. Intake concept and location must remain OEM for the model.
11. The reed valve mounting area on the crankcase may be modified to change reed angle. The upper surface of the intake tract may be reinforced by welding or bonding.
12. More than one OEM type fuel pump allowed.
13. Carburetors, mounting spigots and air boots may be modified or replaced. Flange can be modified internally.
14. Airbox may be removed.

TRACK & TRACTION

1. Commercially available long track kits allowed. Kit must be used in its entirety.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.

MINIMUM COMBINED WEIGHT IS THE WEIGHT OF THE SNOWMOBILE AND DRIVER.

GENERAL SNOWMOBILE REQUIREMENTS

1. All snowmobiles competing in the Pro Stock class must comply with GENERAL RULES AND REGULATIONS SECTION.
2. Race Director shall have the authority to determine structural integrity.
3. The snowmobile must be Stock Appearing and have a unique identification number. Chassis serial number must be permanently affixed to the side of the tunnel in the area of the right-side footrest.

ENGINE

1. The engine must be from a stock qualified snowmobile.
2. Cylinder maximum overbore is limited to two (2) percent over the cc displacement for the class.
3. Cylinder, crankcase, crankshaft and heads may be interchanged within the brand.
4. Welding on the crankcase allowed.
5. Induction concept and location must remain OEM for the model.
6. Any carburetor or fuel injection may be used. Only one venturi allowed per cylinder.
7. No super charging, turbo charging or nitrous allowed. (Except four Strokes)
8. EFI models may be changed to carburetor induction.
9. Turbo Exhaust must be constructed in a manner that the exhaust outlet is not directed at the driver or competitor.
10. Exhaust systems cannot compromise/exceed overall snowmobile length and width.
11. Exhaust stinger must be directed downward and rearward.
12. Exhaust system must be functionally silenced. (See General Snowmobile Requirements in Drag Racing for details.)
13. Exhaust system must fit within overall maximum length and width rules.

SKI SUSPENSION AND STEERING

1. Front suspension and shocks must be in a position that maintains stock appearance and is representative of the make and model of the snowmobile declared by the builder.
2. Sled must have a minimum ride height of three (3) inches measured at the lowest point of the bulkhead, /skid plate. Measurement point to be centered directly in front of the track drive area, (using the spindle centers to determine center point of bulkhead) and must retain 2 inches of remaining compression travel with driver on snowmobile.
3. Stock spindles may be reinforced or replaced. Replacement spindles must have a minimum wall thickness of .120 inch and minimum outside diameter of .750 inch. An inspection hole is required if wall thickness is not visible.
4. If modifications to suspension parts are made, structural integrity must be maintained.

5. (Hill Drag Only) Must maintain 6" (inches) of vertical suspension measured at the front bumper.

SKIS & SKI RUNNERS

1. Any commercially available OEM appearing, or aftermarket ski may be used provided the original spring concept remains the same.
2. Minimum ski length is twenty (20) inches.
 - a. Hill Drag Only: Maximum ski length is forty (40) inches.

TRACK SUSPENSION

1. Any aftermarket or OEM suspension is allowed. Modifications to OEM or any commercially available aftermarket suspensions must maintain structural integrity.
 1. Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile. *Must be a minimum of 6 inches (Hill Drag Only)*

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed.
2. Track lug height may be trimmed to a minimum of ½ inch lug height (Hill Drag one (1) inch). No other track trimming allowed.
3. Minimum track width is 13.5 inches.
4. Snowmobile must maintain twenty (20) linear inches of track length on the course surface when the snowmobile is under full power.

FRAME & BODY

1. Snowmobile must resemble stock model of chosen brand. Seat, windshield and tunnel must be stock appearing.
2. Windshields are required.
3. Commercially available aftermarket and custom frames are allowed. Design and structural integrity are subject to technical inspection for safety and compliance to general rules section.
4. All aftermarket and custom frame components except braces, brackets, and gussets must be manufactured from 4130 chromoly tubing and plate or 6061 -T6 aluminum plate. Use of stock OEM bulkhead allowed, and reinforcement of same is allowed.
5. Stock tunnels may be used with any commercially available aftermarket or custom front end.
6. Motor mounts and jackshafts may be changed from original location.
7. Any engine location is allowed if stock snowmobile profile is maintained.
8. No additional bodywork that changes stock appearance allowed.
9. Ventilation openings may be covered.
10. Suspension side skirts are prohibited.
11. Aerodynamic devices, airfoils, and wings are prohibited.
12. Openings for component accessibility are allowed.

PRO STOCK CLASSES AND RULES

PRO STOCK CLASSES

There are Six (6) Pro Stock classes:

Class and Maximum CC	Weight
Pro Stock 500	550 lbs
Pro Stock 600	625 triple/550 twins
Pro Stock 700	625 triple/550 twins
Pro Stock 800 (800 cc max)	625 triple/550 twins
Pro Stock 900 (900 cc max)	625 triple/550 twins
PRO Stock 1000 ENGINE FORMULA	WEIGHT
Pro Stock 1000 Twin Cylinder	550 lbs
Pro Stock 1000 3 or 4 cylinders	625 lbs
Pro Stock Four Strokes using factory Cat Turbo	725 lbs
King of the Hill	550 lbs

13. The hood and belly pan may be removable as long as OEM appearance for the declared model and brand is maintained.
14. Aftermarket body panels and approved duplications of production bodies of any material will be permitted.
15. Seats other than OEM stock, are allowed, but must resemble production-based seats. Stock seats may be cut down for lower profile but must maintain stock configuration.
16. Snowmobiles using production or aftermarket tunnels that measure less than .125 inch in thickness shall add additional sheet or sheets of metal to the tunnel to achieve .125 thickness. The sheet metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8-inch (.125) thick or thicker do not require this added sheet provided that the 1/8-inch (.125) tunnel extends to the horizontal centerline of the track drive axle.
17. A skid plate (belly pan) is required.
18. Front air dams allowed. Must be a minimum of 2 inches above the ground with front suspension fully compressed.

DRIVE

1. The clutch cover must be separate of the cowl configuration and cover the clutch perimeter and faces to the center of the clutch bolt or below. Must be .090 inch 6061 T6 aluminum or equivalent steel material the outer perimeter must be covered with 6-inch belting. No other clutch cover material is allowed. If 0.125-inch aluminum or steel is used, belting is recommended but not required. Snowmobiles with removable side panels may fasten clutch covers/ shields to side panels to meet this requirement.

BRAKES

1. Pro Mod class sleds must have twin opposed piston caliper braking system with a minimum of 3/16 inch thick (.015-inch tolerance), 6-inch minimum diameter brake disc. this disc must be mounted on the drive axle. Any manufactured brake disc allowed, except no aluminum brake disc may be used.
2. Braided steel brake lines are mandatory.
3. **Brake drive shaft system located outside of tunnel must be enclosed and shielded.**

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.
2. External electric starters are legal.

PRO STOCK 1000 TWO STROKE RULES

1. Engine must be based on a stock qualified snowmobile engine, not to exceed three (3) cylinders unless OEM four (4) cylinder.
2. Cylinder maximum overbore is limited to (two) 2% over the cc displacement for the class.

3. Aftermarket cylinders allowed.
4. Welding on crankcase allowed.
5. Aftermarket crankcase allowed.
6. Can be fuel injected or carbureted. Only one venturi per cylinder allowed.

PRO STOCK 1000 FOUR STROKE RULES

1. The following four stroke engines are allowed:
Arctic Cat 2 cylinder limited to 1056 displacement +2% over bore allowed.
Ski Doo 3 cylinder limited to 1170 displacement +2% overbore allowed.
Yamaha 3 cylinder limited to 1049

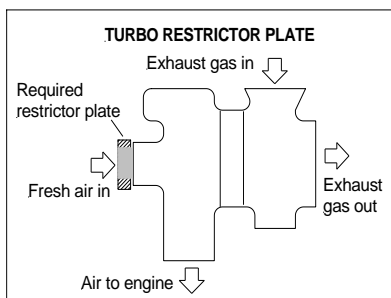
OPEN MOD CLASSES AND RULES

There are five (5) Open Modified classes:

CLASS	MAXIMUM CC
Open Mod 500	500
Open Mod 600	600
Open Mod 700	700
Open Mod 800	800
Open Mod 1000	1000

GENERAL

1. Competition is open to any snowmobile, either production or one of a kind experimental (which could include rear engine type snowmobiles).
2. Minimum wet weight (without gas) is two hundred fifty (250) pounds.
3. 800cc and 1000 cc - maximum overall length 144 inches.
4. All snowmobiles competing in Open Modified Class must comply with GENERAL RULES AND REGULATIONS SECTION.
5. The Race Director shall have the authority to determine structural integrity.
6. 4-stroke powered snowmobiles in the 1000cc class may incorporate a turbocharger with these restrictions:
 - a. A ¼ inch thick restrictor plate before the turbo fresh air intake is required. Maximum bore size 60 mm, bore must be straight with no taper or chamfer.
 - b. OEM for the model engine cylinder head (internal modifications allowed).
 - c. Air to air intercooler only, no water injection.
 - d. Minimum combined weight of 625 lbs.
 - e. Identification tags and stampings on turbochargers must remain intact as purchased.



ENGINE

1. The engine must have been manufactured for snowmobile use (this does not include outboard, motorcycle, aircraft or automotive engines, etc.). The Race Rules Committee will approve the validity of all engines.
2. Cylinder maximum overbore is limited to two (2) percent over the cc displacement for the class.
3. Open modified 1000 maximum overbore is limited to five (5) percent over the cc displacement for the class.
4. No super charging, turbo charging allowed unless otherwise specified
NOTICE: Effective June 1, 2012 Superchargers with 60mm intake restriction will be allowed.
5. Fuel injection allowed.
6. **Turbo Exhaust must be constructed in a manner that the exhaust outlet is not directed at the driver or competitor.**
7. Exhaust system cannot compromise or exceed overall snowmobile length and width.
8. Exhaust system must be functionally silenced. (See General Snowmobile Requirements in Drag Racing for details.)
9. Exhaust system must fit within overall maximum length and width rules.

DRIVE

1. Modified 800cc classes and above must have a twin opposed piston caliper braking system with a minimum 3/16 (.015-inch tolerance) inch thick, 7.0-inch minimum diameter brake disc, mounted on the drive axle. Any manufactured brake disc may be milled or drilled in the original pad contact area (all pads inclusive). The disc pad contact area may not be reduced more than 15% of the original pad contact area.

SKI SUSPENSION AND STEERING

1. Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile.
2. Minimum ski stance (center to center of the ski runners) is 40 inches. No maximum ski stance width. Snowmobiles built before 1 Jan 06 are exempt.
3. Ski suspension must have at least one hydraulic shock absorber on each side. Snowmobiles built before 1 Jan 06 are exempt.

TRACK SUSPENSION

1. Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed.
2. Track lug height may be trimmed to a minimum of ½ inch lug height. No other track trimming allowed.
3. Minimum track width is 13.5 inches.
4. Track must maintain twenty (20) linear inches of length on the course surface when the snowmobile is under full power.

FRAME & BODY

1. Must have sheet metal the same thickness as the tunnel material permanently fastened to the top or bottom side of the upper tunnel surface. The sheet metal must be the same width as the tunnel and must extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8-inch (.125) thick or thicker do not require this added sheet provided that the 1/8-inch (.125) tunnel extends to the horizontal centerline of the track drive axle.
2. A skid plate (belly pan) is required.

OUTLAW / PRO MAX

Outlaw / Pro-Max is a class designed to allow competition between extremely high horsepower sleds in various chassis designs.

All rules for this class are subject to change at any time and without any grace period.

GENERAL

1. All snowmobiles competing in the Pro Max class must comply with GENERAL RULES AND REGULATIONS SECTION.
2. Race Director shall have the authority to determine structural integrity.
3. Competition is open to any snowmobile, either production or one of a kind experimental unit, (which could include rear engine type units).
4. Minimum combined (snowmobile and driver) wet weight (without gas) is six hundred and twenty-five (625) pounds.
5. Maximum overall length is 144 inches.

ENGINE

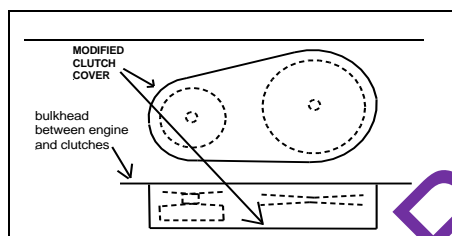
1. The engine must have been manufactured for snowmobile use (this does not include outboard, motorcycle, aircraft or automotive engines, etc.). The Race Rules Committee will approve the validity of all engines.
2. There is a 2000 maximum c.c. limit on total engine volume.
3. One power adder, allowed. Supercharging, turbo charging, or nitrous oxide systems are allowed, but may not be combined. Example, if a competitor adds a turbocharger to an engine, he may not also add a nitrous system.
4. Fuel injection systems are allowed.
5. Turbo Exhaust must be constructed in a manner that the exhaust outlet is not directed at the driver or competitor.
6. Exhaust system must be functionally silenced. (See General Snowmobile Requirements in Drag Racing for details.)
7. Exhaust system must fit within overall maximum length and width rules.

DRIVE

1. Any CVT type primary and secondary clutch may be used.
2. Primary clutch and secondary clutch may be modified (no RPM limit)

3. Clutch cover must have full facial coverage and 360-degree elliptical coverage in the direction of clutch/belt travel (see illustration). Clutch cover must be .090-inch 6061T6 aluminum or equivalent steel material and be covered with six (6) inch belting. Other clutch cover materials not allowed. If the clutch cover is fastened to the existing belly pan, the area below the clutches (from front of cover to rear of cover

and width of cover) must be covered with .090-inch 6061T6 aluminum or equivalent. If cover is .125 inch, 6061T6 aluminum or equivalent steel material, belting is recommended, but not mandatory. Clutch cover and related belting must be securely fastened.



4. Backside of clutches must be covered by a portion of the clutch cover or by a bulkhead of comparable material.
5. Pro Max class sleds must have a twin opposed piston caliper braking system with a minimum 3/16 (.015-inch tolerance) inch thick, 7.0-inch minimum diameter brake disc, mounted on the drive axle. Any manufactured brake disc allowed, except no aluminum brake disc may be used.

SKI SUSPENSION AND STEERING

1. Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile.
2. Ski suspension must have at least one hydraulic shock absorber on each side. Snowmobiles built before Jan 09, are exempt until 2010.
3. Minimum ski stance (center to center of ski runners) is 40 inches.

SKIS & SKI RUNNERS

1. Any commercially available OEM appearing, or aftermarket ski may be used provided the original spring concept remains the same.
2. Minimum ski length is twenty (20) inches on dirt, grass or ice drag racing, and (40) inches on snow drag racing.

TRACK SUSPENSION

1. Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed.
2. Speed tracks and suspensions will be allowed.
3. Track lug height may be trimmed to a minimum of 1/2 inch lug height. No other track trimming allowed.
4. Minimum track width is 13.5 inches.

5. Snowmobile must maintain twenty (20) linear inches of track length on the course surface when the snowmobile is under full power.
6. Traction screws may be used in the track lugs. Must be installed parallel to the track lug. Installed screws must not compromise the structural integrity of the track. Screws must be installed completely into the track lug, and the shoulder of the screw must fully contact the lug. The traction screw cannot touch or enter the fiberglass rod. Screws must be .250 shorter than the lug height.
7. Any traction device must not extend more than 3/4 inch, (.750 inch) above the highest point of the track or traction lug.

FRAME & BODY

1. All Pro Max snowmobiles will have a sheet of metal the same thickness as the tunnel material permanently fastened to the top or bottom side of the upper tunnel surface. The sheet of metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8-inch (.125) thick or thicker do not require this added sheet provided that the 1/8-inch (.125) tunnel extends to the horizontal centerline of the track drive axle.
2. Hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches.
3. A skid plate (belly pan) is required.

2019 SNOW OUTLAW CHAMPIONSHIP CLASSES

LAKE RACER

Turbo / Supercharged - 750 lbs
Nitrous - 700 lbs
N/A - 650 lbs

LIMITATIONS

SINGLE POWER ADDER ONLY.

Turbo 4-stroke - 55mm inducer
Turbo 2-stroke - 61mm inducer
Supercharged 4-stroke - 68mm inducer
Nitrous 2/4-stroke - Unlimited

FUEL

1. Gasoline only

1. Traction screws may be used in the track lugs. Must be installed parallel to the track lug. Must not compromise the structural integrity of the track. Must be screwed completely into track lug. Shoulder must contact track lug.
2. Studs may be used. Maximum 2 per track segment. Must meet Snow Cross rules for length and height. Drilling or cutting of holes in track is not allowed except to mount traction devices
3. Maximum hole size is 5/16 inch.

MOUNTAIN STOCK RULES

ENGINE

1. Airbox may be removed. If removed, must be replaced with a commercially available foam/paper type filter. Airbox may not be modified.

SKI SUSPENSION AND STEERING

1. No tie down or stop devices to reduce suspension travel allowed. Suspension must maintain full OEM travel for the model.

TRACK SUSPENSION

1. No tie down devices to reduce suspension travel allowed. Suspension must maintain full OEM travel for the model.

TRACK AND TRACTION

1. Minimum lug height of track is 2 inches
2. Any commercially available one-piece molded rubber track of OEM for the model length may be used. No chassis or drive modifications allowed to install track unless specified.
3. No track trimming allowed except to clear heat exchangers.
4. Commercially available long track kits allowed. The long track alteration kit must be used in its entirety.
5. No traction devices may be added to the track.

MOUNTAIN IMPROVED STOCK RULES

IMPROVED STOCK WEIGHT

1. The snowmobile must meet the weight as filed by the manufacturer for the year and model.
2. 20 pounds will be added to the filed weight for fuel and traction products.
3. Minimum driver weight (with driver gear) is 180 pounds. Ballast may be added to the snowmobile to meet this requirement.

ENGINE

1. Commercially available aftermarket cylinder heads are allowed.

SKI SUSPENSION AND STEERING

1. No tie down devices to reduce suspension travel allowed. Suspension must maintain full OEM travel for the model.
2. Commercially available aftermarket suspension parts are allowed.

TRACK SUSPENSION

1. Any commercially available track suspension parts allowed. Unless otherwise specified, modifications to install suspension parts are not allowed to the chassis or drive system.
2. No tie down devices to reduce suspension travel allowed. Suspension must maintain full OEM travel for the model.
3. Commercially available aftermarket shock absorbers that are direct replacement and OEM length for the model are allowed. OEM shock location for the model must be maintained.

TRACK AND TRACTION

1. No track trimming allowed except to clear heat exchangers.
2. Long track alteration kits that are installed by the manufacturer or offered by the manufacturer as a dealer-installed option will be allowed on any specified model. The long track alteration kit must be used in its entirety.

FRAME AND BODY

1. Commercially available aftermarket production hoods, side panels, and seats may be used so long as snowmobile meets filed weight and maintains stock appearance.

MOUNTAIN MODIFIED RULES

MODIFIED CLASS WEIGHTS

1. The minimum race weight listed is the weight of the snowmobile as raced (with fuel).

Modified 500	350 pounds minimum
Modified 600	350 pounds minimum
Modified 700	400 pounds minimum
Modified 800	400 pounds minimum
Modified 1000	400 pounds minimum
Modified OPEN	400 pounds minimum

ENGINE

1. Modified OPEN only - turbo charging or nitrous oxide is allowed.
2. Exhaust systems must be functionally silenced.

SKI AND SKI RUNNER

1. Any commercially available ski allowed. Minimum length 38 inches.

TRACK SUSPENSION

1. Any suspension is allowed. Must have 6 inches of freestanding downward travel at the rear bumper.
2. No tie down devices to reduce suspension travel to less than 6 inches allowed.

FRAME AND BODY

1. The fuel tank must be from a stock qualified snowmobile. Fuel must be contained in the fuel tank only.
2. Tunnel material in all snowmobiles in all classes must maintain its structural integrity.
3. The hood must have top and side cowling and must contain at least one thousand

MOUNTAIN SNOWMOBILE DRAG RACING CLASSES AND RULES

The following Mountain Snowmobile Drag Racing Rules apply to ISR Drag Racing events that feature snowmobiles with tracks of at least 141 inches in length and a 2" lug height. The format may vary according to region and promoter preference. All such variations should be advertised for the information and convenience of competitors.

MOUNTAIN STOCK CLASSES

- Mountain Stock 500
- Mountain Stock 600
- Mountain Stock 700
- Mountain Stock 800
- Mountain Stock 1000

MOUNTAIN IMPROVED STOCK CLASSES

- Mountain Improved Stock 500
- Mountain Improved Stock 600
- Mountain Improved Stock 700
- Mountain Improved Stock 800
- Mountain Improved Stock 1000

MOUNTAIN MODIFIED CLASSES

- Mountain Modified 500
- Mountain Modified 600
- Mountain Modified 700
- Mountain Modified 800
- Mountain Modified 1000
- Mountain Modified OPEN

MOUNTAIN SPECIALTY CLASSES

- Mountain Stock 600S (single pipe)
- Mountain Stock 700S (single pipe)
- Mountain Stock 800S (single pipe)

MOUNTAIN SLED GENERAL RULES

1. All rules and safety requirements from Drag Racing and from General Rules and Regulations apply unless otherwise stated.
2. If it isn't stated in the book that it can be done, consider that it cannot be done.
3. Unless otherwise noted, minimum traction rib height is 1.4 inches for all tracks in all classes.

TRACK AND TRACTION (ALL CLASSES)

three hundred (1300) square inches. (To receive any contingencies, hood must be identifiable as an OEM style hood and engine and hood must be identified with the same brand.)

4. Full belly pan required.
5. Added upper tunnel sheeting is not required.
6. Additional rear tunnel enclosure not required.

HILL DRAG REGIONAL CLASSES

Driver divisions

- Stock
- Improved Trail Stock
- Pro Mod
- Sno Pro
- King of the Hill

Stock Classes

- Stock 500
- Stock 600
- Stock 700
- Stock 800
- Stock 900
- Stock 1000

Improved Trail Stock

- Improved Trail Stock 500
- Improved Trail Stock 600
- Improved Trail Stock 700
- Improved Trail Stock 800
- Improved Trail Stock 900
- Improved Trail Stock 1000

Pro Mod

- Pro Mod 500
- Pro Mod 600
- Pro Mod 700
- Pro Mod 800
- Pro Mod 900
- Pro Mod 1000

Sno-Pro

- Sno Pro Stock 440-600cc
- Sno Pro Stock 600 cc and up
- Sno Pro Mod 440-600
- Sno Pro Mod 600 cc and up

King of the Hill

- King of the Hill
- King of the Hill (Non-Aspirated)

HILL DRAG FORMAT

The following rules govern the conduct of ISR Hill Drag events. The format may vary according to the region, hill conditions and promoter's preference. Any and all variations need to be advertised for the information and convenience of competitors. Alternate formats will be allowed at the discretion of the ISR affiliate with the pre-approval of ISR. The alternate format cannot contradict the basic format for hill drag competition.

Order of Event

The order of classes to be run in an event will be determined by the promoter. They will be posted prior to the start of the event.

Driver Point System

1. Hill drag circuits may formulate a point system at their discretion.
2. Suggest point system is as follows.

Finish position	Points per entry	Ex. Based on 30 entries
1	5	5x30=150
2	4	4x30=120
3	3	3x30=90
4	2	2x30=60
5	1	1x30=30

- 3 The total points issued will be based on a maximum of 50 sleds entered in a class.
4. Points will be awarded for any duly constituted race.
5. Points are non-transferable between regions unless there is a reciprocal agreement between associations to do otherwise.
6. To participate in points and contingency money the participant must be a current annual member.

General Competition and Safety Rules

PADDOCK/STAGING AND STARTING LINE

1. It is required that full coverage helmets, safety glasses and upper body protection be used in the paddock, staging and starting line areas. All drivers will wear a full coverage helmet and have tether firmly attached whenever they start or move their snowmobile in these areas.

GENERAL REGULATIONS

1. Full coverage, full face helmets are mandatory.
2. Sanctioning body personnel (with radios, phones, and or flags) are the only individuals allowed to communicate with a competitor while on the course. Communication from sanctioning body personnel, race officials or race workers must not provide a driver or his pit crew with a competitive edge. Pit crews and/or other persons connected with the driver are not allowed any form of communication with a competitor while the competitor is on the course.
3. Drivers may be restricted to the number of classes they may enter. Four classes per driver is recommended, but regional discretion applies.
4. One driver per machine per class.
5. One driver per entry, per class.

General Snowmobile Rules

1. The driver's number must be displayed on both sides of the chassis along with class

designation. These may be permanent or displayed on an approved decal. Individual numbers must be a minimum of three inches high and two inches wide.

2. All snowmobiles must comply with the snowmobile general rules and regulations section of the ISR rulebook.
3. Snowmobile may advance to a higher class and or division without meeting safety requirements for the higher class as long as the snowmobile advances unchanged and meets performance rules in the original class.

DRIVE

1. The machine must be propelled with a variable ratio belt transmission.

TRACK AND TRACTION

1. Drilling or cutting of holes through the track is not allowed except to mount traction devices. Maximum hole size for mounting traction devices is 5/16 of an inch.
2. In all divisions and classes any quantity of traction screws can be used in the track lugs. Screws must be installed parallel to the track lug; Screws must not compromise the structural integrity of the track. Screws must be screwed completely into the track lug. The shoulder of the screw must contact the lug firmly.

FRAME AND BODY

1. Sand Paper may be applied to the running board of the sled.
2. Dulled foot traction devices allowed on the running boards.
 - a. ON THE FLAT OF THE RUNNING BOARD:
Traction devices must be dulled and be no higher than 1/2 inch above the flat of the base of the traction device.
 - b. ON TOP OF THE ROLLED EDGE:
Traction devices must be dulled and be no higher than 1/4 inch above the top of the rolled edge of the running board. The traction device may extend a maximum of 1/4 inch beyond the side of the rolled edge for the purpose of mounting. There shall be no sharp edges to the side of the rolled edge
3. All snowmobiles in stock and Improved Trail classes must have a full hood.
4. A rear snow flap that conforms to the General Rules and Regulations section of the Snow Drag Competition section of the ISR book is required. Snow flap must **contact** the ground with the driver on the sled. The rear snow flap must be retained by 1/4 inch reinforced belting meeting the same criteria as the specifications for the Woody's Mud-Strap (Woodys Part # "mud-strap"). **contact**

IGNITION AND ELECTRICAL

1. In the event a driver becomes dislodged from his sled and the engine continues to run, or the tether switch is not properly fastened to the driver, the driver will be disqualified from the heat in which the infraction incurred.

SNOW HILL DRAG STOCK

In stock and stock-based classes, no change or modification is 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.

GENERAL SNOWMOBILE REQUIREMENTS

1. Snowmobile must begin as a qualified stock snowmobile.
2. The snowmobile must have original OEM for the model engine, frame, suspension, cowl, fuel tank, airbox, variable speed converters and seat. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.

ENGINE

1. No component of the engine may be altered, changed, reduced or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. Blueprinting of engines 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 purpose of engine balancing or other reasons.
2. Maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm).
3. Replacement pistons must be stock OEM for the model.
4. There will be no more than one cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
5. A maximum of one venture per cylinder will be allowed in Stock Class. Any exception must be approved in writing by the ISR rules committee.
6. OEM carburetor slide valve and replacement jet components, without modification, are allowed in all classes. No modification to carburetor body will be allowed.
7. CDI/ECU module may be reprogrammed.
8. No Additional fuel pumps allowed.
9. Oil injection pump must remain in place and remain functional. Lines may be removed and plugged. Oil injector nozzles may be removed, and holes may be plugged. Premix gasoline may be used.
10. Engine must retain OEM for the model cooling system concept. Liquid, fan, or free air cooling must be retained. Cooling circuits cannot be modified or removed. Cooling circuit must remain functional.
11. Spark plugs do not necessarily have to be OEM.
12. The exhaust system as provided by the manufacturer for the model. Muffler components and/or silencing material must be intact at all times.
13. On snowmobiles with OEM electronic fuel injection, commercially available electronic control modules may be added to the OEM ECU for the purpose of increasing or decreasing fuel delivery only. The added module must be designed to plug directly

into the OEM ECU and /or the OEM wire harness without modification.

DRIVE

1. Production primary and secondary clutch must be used.
2. Primary clutch and secondary clutch may be modified (no RPM limit).
3. Any combination of springs. Weights and ramps may be used. These components may be interchanged between any brands, providing there is no modification to the clutch to make the components fit.
4. No machining, grinding or welding allowed on clutches unless specifically stated.
5. Metal may be removed but not added to the primary clutch ramps or flyweights.
6. Helixes may be machined for angle change. No material may be added. No welding allowed. Billet helixes will be allowed.
7. Roller secondary clutches not allowed unless OEM for the model.
8. Drive chain sprockets may be changed if they are options filed by the manufacturer.
9. Drive belts do not need to be OEM.
10. Complete brake system must remain OEM stock for the make and model.
11. Brake control handle must remain in the OEM location (left handlebar, front side).
12. Track drive sprockets may be replaced with any OEM for the model drive concept (i.e. Involute or external). Unless otherwise specified, no modification allowed to frame, drive, or suspension can be made to install replacement sprockets.

SKI SUSPENSION & STEERING

1. Must remain in original mounting location or option location pre-drilled or indicated by the manufacturer.
2. Suspension kits not allowed. No rail extensions.
3. Shock absorbers must be OEM for the model.
4. Limiter strap allowed but must maintain a six (6) inch travel.
5. Sway bar may not be relocated. Sway bar must be OEM for the model, or from a stock qualified model within the brand. Sway bar may be disconnected or removed. If disconnected and not removed, all remaining components must be secured so as not to endanger driver.
6. OEM handlebar grips may be changed if stock handle bar length is not compromised. The OEM handlebars and handlebar padding must be used. Handlebar end hooks, (side hill) and mountain (side hill) straps are allowed. Brake control handle must remain in the OEM location. (Left handlebar-front)
7. OEM handlebars, padding and throttle assembly may be interchanged within the brand. (OEM brake assembly for the model must be maintained.)
8. OEM handlebar risers may be used within the brand. Commercially available aftermarket handlebar risers, vibration dampeners and relocation mounts may be used (not to exceed maximum height of OEM risers). Handle bar risers must be installed using all provided hardware.
9. No modification to steering post allowed.

SKIS & SKI RUNNERS

1. Skis must be OEM for the model.

TRACK SUSPENSION

1. OEM for the model suspension must be used. Suspension may be mounted anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.
2. Track suspension kits are not allowed.
3. Shocks must be OEM for the model and remain in OEM location.
4. At the discretion of the region, marginal snow wheels along with brackets may be added or removed in all classes. Structural supporting components must remain.
5. Any suspension springs allowed. Spring concept must remain OEM for the model. No chassis or suspension modifications to facilitate spring installation allowed. Track suspension must maintain a 6-inch minimum travel.

TRACK & TRACTION

1. Unless otherwise specified, the track must be OEM for the model. If using a replacement track, the track must be used as produced by the molder of the track. No other trimming or cutting allowed. Maximum lug height of replacement tracks is 1 3/8 inch.
2. No chisel studs or grinding on studs allowed.

FRAME & BODY

1. Material may be added to chassis and suspension parts for reinforcement. The OEM for the model parts must be maintained. No material substitution allowed.
2. OEM skid plate may be added for protection of sled bottoms and may not change the aerodynamics of the sled. Skid plate must be securely fastened.
3. A rod may be placed in the roll on the edge of the running board.
4. Windshield and windshield molding may be removed.
5. Protective taping or screening will be restricted to the external openings of the hood only. OEM vent covers and screens, which are intended for removal by the consumer, may be removed. No additional venting allowed.
6. The OEM fuel tank is the only tank that can be used for fuel supply. Oil tank may not be used as fuel tank.
7. Tunnel material in all machines in all classes must maintain its structural integrity and be free of wear from traction devices.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. Fixed ignitions may be moved (+ or -) four (4) degrees.
3. Lighting coil must remain in place.
4. Headlight and taillight must be original OEM equipment and must remain in original mounting location. Headlight and taillight must be operational at the start of the race. Taillight cannot be battery operated.

5. Tachometers, speedometers and or heat gauges may be installed. OEM gauges must remain in place. Gauges may be disconnected.
6. Aftermarket sensors of any type can only be installed in the wye pipe or the exhaust canister.

Snow Hill Drag Improved Trail Stock

In stock and stock-based classes, no change or modification is 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.

GENERAL SNOWMOBILE REQUIREMENTS

1. Snowmobile must begin as a qualified stock snowmobile. All snowmobiles must comply with GENERAL RULES AND REGULATIONS SECTION.
2. Any alterations allowed in stock are allowed in Improved Trail Stock.
3. The snowmobile must have original OEM for the model engine, frame, suspension, cowl, fuel tank, airbox, and seat. Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts.
5. Improved Trail Stock maximum width dimensions are as produced by the manufacturer.

ENGINE

1. Engine parts must be OEM for the model except where noted. The following OEM engine parts may be modified internally, but not replaced:
 - a. Crankcase
 - b. Cylinders. (No external fastening devices for mounting cylinders allowed.)
 - c. Heads
2. The entire external portion of the engine must be stock appearing.
3. OEM stroke must be maintained.
4. The OEM number of cylinders must be maintained.
5. Cylinder head(s) must be OEM for the model. The cylinder head may be modified internally including changed replaceable combustion chambers and machining out of combustion chambers to install inserts. Replacement combustion chambers must be commercially available. The visible outer portion of the cylinder head or cylinder head cover must remain stock appearing, and the spark plug must maintain OEM location.
6. Cylinder must remain within the OEM shell dimensions to include crevices, bulges, etc. No visible external changes allowed.
7. The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate including gaskets cannot exceed ½ inch, (.500) in thickness.
8. Engine displacement may be increased by cylinder boring to the maximum displacement for any Improved Trail Stock class. If so modified, the snowmobile is no

longer eligible for smaller displacement classes.

9. Engine components allowable for modification or replacement.
 - a. Bearings
 - b. Rods-center to center dimension must remain OEM for the engine.
 - c. Pistons
 - d. Piston pins
 - e. Rings
 - f. Gaskets
- g. Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change outside dimensions for the cylinder or crankcase. No external modifications allowed to the crankcase or cylinder to accommodate reed block change.
10. Air box may be removed. Air filters may be used. Internal and external modifications to the air box are allowed.
11. On snowmobiles with OEM for the model Electronic Fuel Injection, the throttle body including the exterior may be modified for increased fuel flow. No welding of the throttle body allowed, this includes no welding for repair purposes. Systems that allow increased fuel delivery may be used. The stock control module must be used. No changes for increased airflow allowed. Increasing the size of the throttle body throat not allowed. OEM for the model throttle plate (butterfly) must be used.
12. Oil pumps may be removed. Oil injector nozzles may be plugged or removed.
13. No superchargers, turbochargers, or nitrous systems allowed.
14. Cooling system must be fully operational and retain complete stock appearance.
15. Harmonic balancer may not be removed.
16. One additional torque arm allowed (any style).
17. A torque plate is not allowed under engine or under motor mounting plate.
18. Any functionally silenced exhaust allowed. It is recommended that the db level (measured at 75 feet down the track, 50 feet from the track, at full throttle, with meter to be on exhaust side of sled) maximum allowable for winter racing will be 108 db. Contact local affiliate for local sound regulations.
19. Exhaust must exit stock location.

DRIVE

1. Any primary and secondary clutch may be used.
2. Jackshafts of like material may be changed to accommodate a clutch change. No welding allowed to accomplish this change.
3. Track drive axle and chain case must remain OEM for the model and remain in OEM location.
4. Any OEM for the brand track drive sprocket allowed. Unless otherwise specified, no modification allowed to frame, drive, or suspension to install sprockets.
5. Complete brake system must be OEM for the make and model.
6. On snowmobiles that comply in all respects with the Improved Trail Stock

class rules, the modified class safety shield around the brake mechanism is not required when advancing to the modified division.

SKI SUSPENSION & STEERING

1. Brake control handle must remain in the OEM location (left side, front side of bar).
2. Any commercially available handlebar allowed. Mountain bars not allowed.
3. No modification to steering post allowed.
4. Any spring may be used on the suspension.
5. Must maintain 6" (inches) of vertical suspension measured at the front bumper.

SKIS & SKI RUNNERS

1. Any commercially available aftermarket or OEM for the brand ski (including multi keeled and multi cutting edge skis) may be used. OEM skis must be from a stock qualified model.

TRACK SUSPENSION

1. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-Drilled plates may be drilled out to facilitate suspension adjustment. Pre-Drilled backing plate holes may not be enlarged or slotted.
2. Slide rail extensions allowed.
3. Any suspension springs allowed. Spring concept must remain OEM for the model. No modification to frame or suspension allowed when installing springs.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed. Unless specified, no modification to drive, frame or suspension allowed to install track. Maximum lug height is 1 ½ inch.
2. Unless otherwise specified, the track must be used as produced by the molder of the track. No trimming or cutting allowed.
3. Drilling or cutting holes in the track is not allowed, except to mount traction devices. Maximum hole size to mount traction devices is 5/16 inch.
4. For traction devices other than traction screws, maximum width of traction devices is two (2) inches. The traction devices must be secured with at least two hardened steel fasteners. Hardened steel fasteners must not protrude more than ½ inch from the flat of the traction device.
5. No chisel studs or grinding on studs allowed.

FRAME & BODY

1. Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed.
2. Tunnel can be repaired but must maintain OEM length.
3. The OEM fuel tank must be the only tank that can be used for fuel supply. Oil injection tanks may not be used as a fuel tank.

4. Insulation foam may be removed from engine compartment.
5. Tunnel material in all machines in all classes must maintain its structural integrity and be free of wear from traction devices.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model. CDI/ECU may be replaced with a unit from any stock qualified model within the brand. Flywheel and stator may be modified.
2. Fixed ignitions may be moved (+ or -) four (4) degrees.
3. Lighting coil must remain in place.
4. Electrical wiring must remain in place.
5. Headlight and taillight must be OEM original equipment. Glass lenses must be taped over with transparent clear tape. Lights must remain in original mounting location. Headlight and taillight must be operational at the start of the race. Taillight cannot be battery operate

SNO-PRO

In stock and stock-based classes, no change or modification is 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.

GENERAL

1. Snowmobile must begin as an ISR stock qualified model. All snowmobiles must comply with GENERAL RULES AND REGULATIONS section.
2. Any alterations allowed in Stock are allowed in Sno-Pro. The sled must have original OEM for the model or factory designated replacement engine, frame, suspension, fuel tank and seat.
3. Sno –Pro maximum width dimensions are as produced by the manufacturer.

ENGINE

1. Engine components must be OEM for the model unless otherwise specified. The engine must retain its complete external stock appearance and dimensions.
2. Cylinders must be OEM for the model. Must remain within OEM shell dimensions to include crevices, bulges, etc. No visible external changes allowed. Number of cylinders must be OEM for the model. No external fastening devices allowed to secure or hold cylinders in place.
3. Engine displacement may be increased by cylinder boring to the maximum displacement for any Sno-Pro class. If so done, the snowmobile is no longer eligible for smaller displacement classes.
4. Crankshaft and crankcase must be OEM for the model. OEM stroke must be maintained.
5. Cylinder head(s) must be OEM for the model. Billet heads may be used as long as outside appearance is not changed.
6. Engine components allowable for modification or replacement.

- a. Bearings
- b. Rods (rod center to center must remain the same)
- c. Pistons and rings
- d. Piston Pins
- e. Gaskets
- f. Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change the outside dimensions of the cylinder or crankcase. No external modifications allowed to crankcase or cylinder to accommodate reed block change.
7. Airbox may be removed. Air filters may be used. Internal and external modifications may be made to the airbox.
8. Carburetors, flanges and intake manifold must be OEM for the model, and OEM appearing, internal modifications are allowed.
9. Oil pumps may be removed. Oil injector nozzles may be plugged or removed.
10. One additional fuel pump is allowed. No other type of additional fuel delivery system allowed.
11. No superchargers, turbochargers or nitrous systems allowed.
12. Harmonic balancer may not be removed. Any commercially available harmonic balancer may be added. Engine must retain external stock appearance.
13. Any functionally silenced exhaust allowed. Must exit downward, rearward and extend no more than 3 inches from chassis.

DRIVE

1. Any primary and secondary clutch may be used.
2. Jackshaft may be changed to accommodate a clutch change. Must be like material. Titanium jackshaft not allowed unless OEM for the model. No welding allowed on jackshaft.
3. Track drive axle and chain case must be OEM for the model.
4. Jackshaft, track drive axle and chain case must be in OEM for the model position.
5. Complete brake system must remain OEM for the model.
6. Track drive sprockets may be replaced. Drive or chassis modifications to install sprockets not allowed unless specified.

SKI SUSPENSION & STEERING

1. Brake control handle must remain in the OEM location (left, front side of handlebar).
2. Any commercially available handlebar allowed. Mountain bars allowed.
3. Any suspension springs allowed. Spring concept must remain OEM for the model.
4. No modification to steering post allowed.

SKIS & SKI RUNNERS

1. Any commercially available aftermarket or OEM for the brand ski (including multi keeled and multi cutting edge skis) may be used.
2. Minimum ski length is forty (40) inches.

TRACK SUSPENSION

1. Track must be OEM or OEM designated replacement for the brand and model.
2. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.
3. Slide rail extension plates are allowed. Structural integrity must be maintained. The Race/Tech Director shall have the authority to determine structural integrity.
4. Any suspension springs allowed. Spring concept must remain OEM for the model.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track is allowed. Modifications to chassis or drive to install track not allowed unless specified.
2. Drilling or cutting of holes through the track is not allowed except to mount traction devices. Maximum hole size 5/16 inch.

FRAME & BODY

1. Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed. Fuel tank and seat must be OEM for the model except as noted in Stock class rules.
2. Tunnel can be repaired but must maintain OEM length.
3. The OEM fuel tank must be the only tank that can be used for fuel supply.
4. Lubricating tanks may not be used as a fuel tank.
5. Removal of any insulation, which alters the outside stock appearance, is not allowed.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model. CDI unit may be from any stock qualified model within the brand. Flywheel and stator may be modified.
2. Lighting coils must remain in place.
3. Wiring and instrument cables may be removed.
4. Headlight and taillight must be original OEM equipment. Must remain in original mounting location. Must be operational at the start of the race. Taillight cannot be battery operated.
5. It is allowed to add tachometers, speedometers, or heat gauges. OEM gauges must remain in place and may be disconnected.

Pro Mod Class

GENERAL

1. All snowmobiles competing in the Pro Mod class must comply with GENERAL RULES AND REGULATIONS SECTION.
2. Race Director shall have the authority to determine structural integrity.
3. Snowmobile must be stock appearing and have a unique identification number. Chassis serial number must be permanently

- affixed to the side of the tunnel in the area of the right-side footrest.
- The combined weight in all classes is to be 625 pounds minimum.

ENGINE

- Any engine allowed. Engine must not exceed displacement limit for the class.
- Maximum overbore is defined as 2% over the cc displacement limit of the class.
- Any functionally silenced exhaust system allowed. The exhaust emission pipe must not protrude more than three (3) inches beyond the chassis or hood configuration.

SKI SUSPENSION AND STEERING

- Brake control handle must remain in the OEM location (left side, front side of bar).
- Sled overall width is open.
- Any commercially available handlebar allowed.
- Must maintain 6" (inches) of vertical suspension measured at the front bumper.

SKIS & SKI RUNNERS

- Any commercially available aftermarket or OEM for the brand ski (including multi keeled and multi cutting edge skis) may be used.
- Minimum ski length is forty (40) inches.

DRIVE

- Carbon fiber brake discs are allowed.
- Aluminum brake discs not allowed.
- The clutch cover must be separate of the cowl configuration and cover the clutch perimeter and faces to the center of the clutch bolt or below. Must be .090 inch 6061 T6 aluminum or equivalent steel material the outer perimeter must be covered with 6-inch belting. No other clutch cover material is allowed. If .125 aluminum or steel is used, belting is recommended but not required. Snowmobiles with removable side panels may fasten clutch covers/ shields to side panels to meet this requirement.

TRACK & TRACTION

- Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed. Unless specified, no modification to drive, frame or suspension allowed to install track.
- Drilling or cutting holes in the track is not allowed, except to mount traction devices. Maximum hole size to mount traction devices is 5/16 inch.
- Any or all track lugs may be trimmed, to a minimum height of 1 inch. The structural integrity of the track must not be compromised.
- For traction devices other than traction screws, maximum width of traction devices is two (2) inches. The traction devices must be secured with at least two hardened steel fasteners. Hardened steel fasteners must not protrude more than 1/2 inch from the flat of the traction device.

TRACK SUSPENSION

- Must maintain 6" (inches) of vertical suspension measured at the rear bumper.

FRAME AND BODY

- Tunnel material in all machines in all classes must maintain its structural integrity and be free of wear from traction devices.

- The hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches of surface. As a requirement to receive contingencies the hood must be identifiable as an OEM style hood. Engine and hood brand designation must match in order to be considered for contingency programs.

KING OF THE HILL

NATURALLY ASPIRATED

- 1000 CC MAXIMUM
- No lowering (OEM suspension or comparable travel).

NON-ASPIRATED

- 1300 cc maximum
- One (1) power added allowed.

WEIGHT

- Minimum combined weight shall be 550 pounds, snowmobile and driver.

DRAG RACING COURSE

COURSE DESCRIPTION

- Sanctioned Drag Racing events shall be held on a flat course of ice, snow, grass or dirt, completely free of obstructions which provides adequate and safe run-off area at the end of the racing course so that competitors may exit and safely slow down upon completion of the race. (See suggested course layout diagram in Appendix.)
- Blend the end of the course (run-off area) to existing terrain conditions. No banks, fences or walls.
- Promoter shall provide adequate crowd control to prevent spectators or any other persons from moving onto the racing course or run-off areas.
- The finish line will be isolated from all unauthorized personnel by a fence one hundred (100) feet in circumference away from the track edge.
- A 1/2-inch four (4) x four (4) sheet of plywood will be required, behind each lane, at the starting line.

COURSE LENGTH

- Other than maximum course length and minimum lane width, variations in course dimensions may be approved by each region, but will not be accepted in determining ISR timing records.
- Maximum course length for snow drag racing is 660 feet.

COURSE WIDTH

- Minimum lane width is twenty-five (25) feet.

The following rules apply to all ISR sanctioned Drag Racing events. There may be some variations in this format from region to region. All such variations must be advertised for the information and convenience of the competitors.

DRAG RACING FORMATS

ORDER OF CLASSES

- Order of classes to be run will be determined by the Promoter and properly publicized or posted for the convenience and information of competitors.

ELIMINATION HEATS

- In all classes, up to six (6) snowmobiles will race per elimination heat. Heat qualifiers will advance until up to six (6) finalists remain. Up to five (5) finalists will earn points towards the end of the season points championships in each class.
- Points will be awarded only to the driver of the snowmobile.
- Elimination heat formats may be raced at Masters or Amateur Drag racing events.

SPECIAL EVENTS

- TIMED ELIMINATIONS
 - Entrants in all classes will race for elapsed time on the course. Fast times will be basis for qualification in finals.
 - No snowmobile may exceed the pre-established elapsed time for its assigned class.
 - Any snowmobile that exceeds the pre-established elapsed time will automatically be advanced into the next higher class for duration of the racing season.
 - Winners will be determined by head to head competition, but within the maximum elapsed time limits established. (Note: elapsed times will vary according to the type of racing surface).
- MATCH ELIMINATIONS
 - Entrants in all classes will race two at a time. Winners advance until two competitors remain to race in the final heat.
 - Promoter may, at his discretion, race double elimination heats which require every driver to lose two (2) races before the driver is eliminated from competition.
 - Match eliminations may be raced at Masters or Amateur Drag racing events.
- BRACKET RACING
 - Upon entry, each competitor must specify the precise elapsed time he/she will not exceed during the course of racing.
 - Entrants in all classes will race against the clock for elapsed time. A minimum of two (2) and a maximum of four (4) snowmobiles may race at one time, at the discretion of the Promoter.
 - Heat winners will be determined by the driver who comes closest to his/her predicted elapsed time without exceeding the predicted elapsed time. Exceeding the predicted time means disqualification.
 - Heat races continue until the final heat, when the winner of the class will be decided by the system noted above.
 - Points will be awarded to the four final drivers, in order of closest to elapsed times.

LAKE RACER

Lake Racer is a class designed to allow competition between extremely high horsepower sleds in various chassis designs.

ICE course only, will limit the competition always to two sleds at one time, with a minimum of one lane separation between the sleds. Ice course shutdown (run off) must be a minimum of 2000 foot.

Maximum initial course length is specified as 660 feet for Ice and Snow drags only. (No Grass Drag equivalent)

All rules for this class are subject to change at any time and without any grace period.

GENERAL SNOWMOBILE REQUIREMENTS

1. All snowmobiles competing in the Lake Racer class must comply with GENERAL RULES AND REGULATIONS SECTION.
2. Race Director shall have the authority to determine structural integrity.
3. Competition is open to any snowmobile, either production or one of a kind experimental units, (which could include rear engine type units).
4. Minimum weight with driver is 750 pounds for the 2000 cc limit class.
5. Maximum overall length is 144 inches.

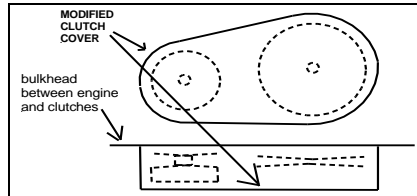
ENGINE

1. The engine must be from a stock -qualified snowmobile. The rules committee will approve the validity of all engines. Watercraft crankcase and crankshaft from a snowmobile manufacturer may be used.
2. There is a 2000 maximum c.c. limit on total engine volume.
3. One power adder, allowed. Supercharging, turbo charging, or nitrous oxide systems are allowed, but may not be combined. Example, if a competitor adds a turbocharger to an engine, he may not also add a nitrous system.
5. Fuel injection systems are allowed.
6. **Turbo Exhaust must be constructed in a manner that the exhaust outlet is not directed at the driver or competitor.**
7. Exhaust system must be functionally silenced. (See General Snowmobile Requirements in Drag Racing for details.)
8. Exhaust system must fit within overall maximum length and width rules.

DRIVE

1. Any CVT type primary and secondary clutch may be used.
2. Primary clutch and secondary clutch may be modified (no RPM limit)
3. Clutch cover must have full facial coverage and 360-degree elliptical coverage in the direction of clutch/belt travel (see illustration). Clutch cover must be .090-inch 6061T6 aluminum or equivalent steel material and be covered with six (6) inch belting. Other clutch cover materials not allowed. If the clutch cover is fastened to

the existing belly pan, the area below the clutches (from front of cover to rear of cover and width of cover) must be covered with .090-inch 6061T6 aluminum or equivalent. If cover is .125 inch, 6061T6 aluminum or equivalent steel material, belting is recommended, but not mandatory. Clutch cover and related belting must be securely fastened.



4. Backside of clutches must be covered by a portion of the clutch cover or by a bulkhead of comparable material.
5. Lake Racer class sleds must have a twin opposed piston caliper braking system with a minimum 3/16 (.015-inch tolerance) inch thick, 6.0-inch minimum diameter brake disc, mounted on the drive axle. Any manufactured brake disc allowed, except no aluminum brake disc may be used.

SKI SUSPENSION AND STEERING

1. The front suspension must remain OEM design concept but may be changed in shape and appearance.
2. Material substitution is allowed. Replaced components acceptability for construction and strength will be at the discretion of the Technical Inspector. Inspection holes may be required to be bored into components at anytime by Technical Inspectors. Technical Inspectors decision regarding acceptability is final. New, novel, or controversial designs are strongly suggested to be presented to technical approval, during the construction process for review. Construction concepts will remain proprietary to the builder but may be forwarded to select SMDG members with expertise in the particular area for advisory input.

SKIS & SKI RUNNERS

1. Any commercially available OEM appearing, or aftermarket ski may be used provided the original spring concept remains the same.
2. Minimum ski length is twenty (20) inches.
3. Must be a minimum ride height of three (3) inches measured at the lowest point of the bulkhead/skid plate. Measurement point to be centered directly in front of the track drive area, (using the spindle centers to determine center point of bulkhead) and must retain 2 inches of remaining compression travel with driver on snowmobile.

TRACK SUSPENSION

1. Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track allowed. Track must be race

designated by the molder of the track. No cleated tracks allowed.

2. Speed tracks and suspensions will be allowed.
3. Track lug height may be trimmed to a minimum of ½ inch lug height. No other track trimming allowed.
4. Minimum track width is 13.5 inches.
5. Any traction device must not extend more than ¼ inch, (.750 inch) above the highest point of the track or traction lug.

FRAME & BODY

1. Snowmobiles using production or aftermarket tunnels that measure less than 1/8" or .125 inch in thickness shall add additional sheet or sheets of metal to the tunnel to achieve .125 thickness. The sheet metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8-inch (.125) thick or thicker do not require this added sheet provided that the 1/8-inch (.125) tunnel extends to the horizontal centerline of the track drive axle.
2. Hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches.
3. A skid plate (belly pan) is required.
4. OEM bulkhead must be used in its entirety.
5. Aftermarket tunnels allowed.
6. Chassis reinforcement allowed.
7. No lightening holes can be drilled that alter the outward appearance for the model. OEM appearing body panels for the model must be used.
8. Seat must remain in OEM contour and be stock appearing. Seat may be lowered equally front to rear but must be at least six (6) inches thick (or OEM height if less than 6 inches) at its minimum dimension (seat height will be measured from the top of original tunnel to top of seat in rider less state. Measurements will be made at the lowest point of the seat. The rigid console cover may be lowered to blend into seat contour. Seat must retain original length.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.
2. External electric starters are legal.

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