

GRASS & DIRT 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 the Junior Competition chapter. For Junior information, see Junior Novice and Junior Sections.

STOCK CLASSES

CLASS	Max. cc	CARBS	EXH.
STOCK 600S	600	OEM	(single pipe)
Stock 600	600	OEM	OEM
Stock 700	700	OEM	OEM
Stock 800	800	OEM	OEM
Stock 1000	1000	OEM	OEM

IMPROVED STOCK CLASSES

CLASS	MAX cc	CARBS
Imp. Stock 600	600	OEM for the model
Imp. Stock 700	700	OEM for the model
Imp. Stock 800	800	OEM for the model
Imp. Stock 1000	1000	Any carburetor allowed

PRO STOCK CLASSES

Pro Stock 600	600cc maximum
Pro Stock 700	700cc maximum
Pro Stock 800	800cc maximum
Pro Stock 1000	1000cc maximum

OPEN MODIFIED CLASSES

Open Mod 600	600 cc maximum
Open Mod 700	700cc maximum
Open Mod 800	800cc maximum
Open Mod 1000	1000cc maximum

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.

STOCK

Stock 440 FAN	440cc maximum FAN
*Stock Fan	600cc maximum
*Stock 440	440cc maximum
*Stock 500	500cc maximum
Stock 700S	(single pipe)
Stock 800S	(single pipe)
Stock 900	900cc maximum

*These three classes are available for ages 14 through 17 Juniors through the ISR Junior advancement program. See Junior Competition chapter.

IMPROVED STOCK

Improved Stock 440	440cc maximum
Improved Stock 500	500cc maximum
IMPROVED STOCK OPEN 800 CLASS (Does not apply to Improved Stock 800)	Turbo charged engines, nitrous oxide engines allowed.

PRO STOCK

Pro Stock 500	500cc maximum
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HEAVY MODIFIED

Heavy Modified 440	440cc maximum
Heavy Modified 500	500cc maximum
Heavy Modified 600	600cc maximum
Heavy Modified 700	700cc maximum
Heavy Modified 800	800cc maximum
Heavy Modified 1000	1000cc maximum

OPEN MODIFIED

Open Mod 250	250cc maximum
Open Mod 340	340cc maximum
Open Mod 440	440cc maximum
Open Mod 500	500cc maximum

FOUR STROKE CLASS

CLASS	CC	CARB/EFI	EXH
STOCK	1200	OEM	OEM

NATURALLY ASPIRATED ONLY

FOUR STROKE ENGINES

- In order to be eligible for competition, a four-stroke powered snowmobile must be classified through the ISR four-stroke classification procedure for competition in two stroke classes.

ENTRY FEES, PRIZES AND AWARDS

RECOMMENDED ENTRY FEES

- Stock-\$15
- Improved Stock/Pro Stock-\$20

- Pro Mod, Heavy Modified, Open Modified-\$25
- The entry fees for all other classes will be regulated by Regional Competition Committee, World Series Committee and/or Sanctioning Body.

PAYBACK/REGISTRATION FEES

The promoter payback at drag races will equal 100% of the entry fees collected or the guaranteed purse, whichever is greater. Said entry fees to be based on the number of snowmobiles registered in the class. If entry fees are \$15.00 or less, the promoter shall have the option of providing trophies, money or both. Promoter shall post the specific event payback system to be used at the registration area of the event and shall publicize the events payback/awards system in advance of the event.

- Purse payback breakdown per class shall be as follows:
 - With 21 or more entries in class:

First place	45%
Second place	25%
Third place	15%
Fourth place	5%
Fifth place	Return entry fee
Sixth place	Return entry fee

- With 20 or fewer entries in class:

First place	45%
Second place	25%
Third place	18%
Fourth place	12%

- With 3 or 4 entries in class:

First place	60%
Second place	40%

- With 1 or 2 entries in class:

First place	100%
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- With 5 or more entries in class and only 3 finish:

First place	50%
Second place	30%
Third place	20%

- Late registration fees will be included in purse payback.
- If an entrant fails to pay entry fees in full or stops payment of entry fees, the entry is not valid and the driver will not receive payback and will not be permitted to lodge a protest or appeal.

SPECIALTY CLASSES/SANCTIONS

- Specialty classes/sanctions are exempt from the payback guidelines. Race affiliates or promoters may distribute extra/add-in money as they see fit.
- If payback differs from that published in payback/registration the affiliate/promoter must announce all details before registration.
- Payback for all other events will be regulated by the regional competition or sanction committee.

SCORING

- All competitors that show to the line for a final event will be scored.

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- In drag racing events, in the final, a red light will constitute a last place finish for prizes and awards. In the event of multiple red lights, 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 PER CLASS ENTRY	EXAMPLE (points for 30 class entries)
First	5	180 (5X30)
Second	4	120
Third	3	90
Fourth	2	60
Fifth	1	30

- In general competition, the total points awarded will be based on the number of entries up to a maximum of 50.
- 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

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. **The number of crew members accompanying the drivers to the starting line will be regulated at the discretion of the sanctioning body.**
- 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.
- 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

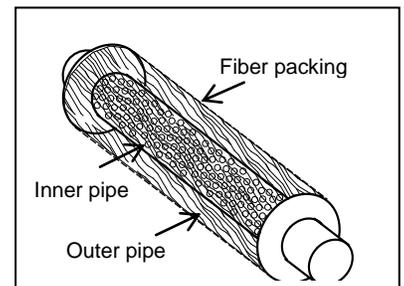
- The maximum class displacement in cc's must be permanently displayed (minimum two (2) inches height) at the rear of the tunnel on both sides.

ENGINE

- (Improved Stock, Pro Stock and Modified classes) The following minimum standards for straight-thru silencers are required:
 - 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).
 - Inner pipe (perforated core) must contact sound absorbing material (fiber or steel wool packing).
 - Outer pipe must be at least 3/4 in. larger than inner pipe.
 - Minimum silencer length 3 in.

Notice

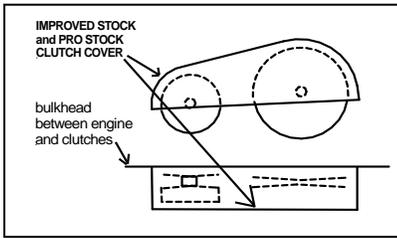
Sound levels will be under closer scrutiny for the 2012-2013 season.



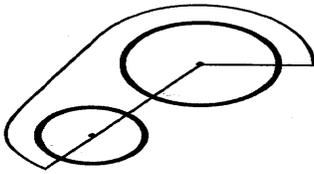
DRIVE

- The snowmobile must be propelled by a variable ratio belt transmission.
- (Improved Stock and Pro Stock) The belt guard 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

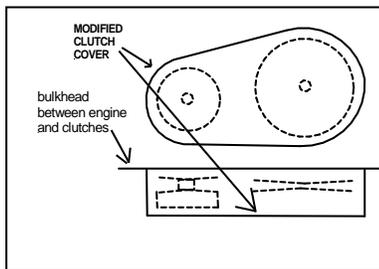
cover materials not allowed. If 0.125



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.



- (Improved Stock and 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.
- (Heavy Mod and Open Mod) Clutch cover must have full facial coverage and 360-degree elliptical coverage in the direction of belt travel (see illustration). Belt guard must be .090 inch 6061T6 aluminum or equivalent steel material and be covered with six (6) inch belting. Other belt guard 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.



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

SKI SUSPENSION & STEERING

1. Limiter straps may be used on all suspensions in all classes.

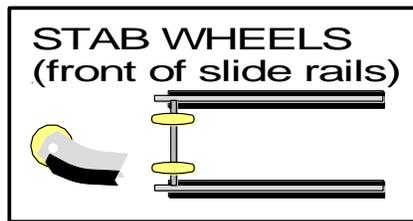
2. All Grass Drag snowmobiles are required to have a minimum of 2 inches of remaining compression travel measured vertically at the front bumper with driver in place.
3. Suspension travel to be measured vertically at the bumper. It is the driver's and/or crew's responsibility to demonstrate suspension 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.
5. Any OEM handlebar for the brand may be used.

SKIS & SKI RUNNERS

1. Slide runner (hyfax) may be used as a ski runner.
2. (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 Grass Drag snowmobiles are required to have a minimum of 2 inches of remaining compression travel measured vertically at the rear bumper with driver in place.
4. Suspension travel to be measured vertically at the bumper. It is the driver's and/or crew's responsibility to demonstrate suspension travel.
5. Slide runners (hyfax) may be removed in all classes.

TRACK & TRACTION

1. (Improved, Pro Stock and all Modifieds) Track must be designated by the molder of the track for racing. 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.

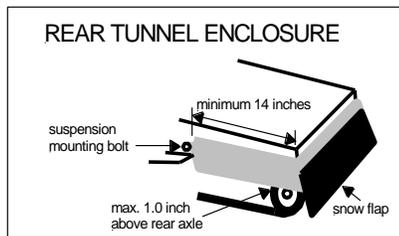
4. Track studs may be no more than 3/4 inches above the highest point of the track or the traction lug. (See diagram in Appendix.)
5. Studs must be placed between two track lugs and no more than 1.5 inches from either lug. Penetration will be measured from a straight line across the high point of the 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.

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.
5. (Improved Stock, Pro Stock and Modified classes) The rear of the tunnel must be enclosed with material comparable in strength to 0.063 aluminum sheet. The tunnel enclosure is required to reduce the possibility of skis and driver's extremities entering the tunnel area. The shaded area (see illustration) must be enclosed. The enclosure shall cover the rear and both sides and extend forward a minimum of 14 inches. The bottom of the enclosure shall be no higher than one (1) inch above the center of the rear axle (with the driver in

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place). The rear of the enclosure shall be no further than 2.5 inches from the rear of the track.



6. (Improved Stock, Pro Stock and Modified classes) "Wheelie bars" allowed. No length limitation. Length of wheelie bar not included in length of snowmobile. Snowmobile must conform to rules for clean-out stand.

STUTTER BOXES

1. No stutter boxes allowed unless otherwise specified.

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 Masters Drag events. Teardown is by protest only at Amateur Drag events, or at the discretion of the Race Director.

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.

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.

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.

NOTICE: This rule will be reviewed annually.

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. (This is construed as to include the exhaust gaskets at engine and exhaust system mating surfaces)

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.
9. **Track sprockets/drivers must remain OEM for the brand.**
10. **Track drive sprockets may be changed to use a 2.52 inch pitch drive to accommodate a designated R rated 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.**
11. 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

1. Any steel or titanium suspension springs allowed. OEM for the model design concept must be maintained.

2. Must maintain two (2) inches of remaining compression travel with driver on snowmobile.
3. 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.
4. Handle bar extensions are allowed. All ends must be plugged. (See diagram in GENERAL RULES AND REGULATIONS SECTION).
5. Any OEM handlebar for the brand may be used.
6. 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

1. Aftermarket skis allowed. Skis must be commercially available and marketed through normal sales activity. Minimum aftermarket ski length is 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.
2. Skis may be reinforced but must remain in the original configuration. This reinforcing must be on upper surface of the ski only.
3. Ski runners may be removed or replaced. Bolt holes may be covered.
4. Ski skis not allowed unless OEM for the model.
5. Ski lubrication not allowed.
6. **If ski runner (wear bar/carbide) does not go up through the ski, ski runner front must be 2 inches off the ground (with machine at rest) to prevent ski runner from digging into the ground.**

TRACK SUSPENSION

1. 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.
2. 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.
3. Must maintain two (2) inches of remaining compression travel with driver on snowmobile.
4. Marginal snow wheels and related hardware may be added to or removed from slide rails. Structural integrity must be maintained.
5. Rear axle idler wheels must remain OEM for the model. OEM for the model rear idler wheels may be added to the rear axle.
6. 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.
7. No device may be added that stops the suspension from going thru its normal bottoming action.

TRACK & TRACTION

1. A track manufacturer (who has three step distribution) may submit one track design with clip configurations to ISR Race Rules Committee for approval. Approval will be based on the track manufacturer's

- adherence to rib/lug height, track durometer, track weight and other factors.
2. The track must be OEM for the year and model or one of the designated tracks listed below: CAMOPLAST: 9811R, 9812R, 9813R, 9814R, 9843R, 9844R, 9845R, 9846R, 9862R, 9902R, 9926R, 9927R, 9810R, 9861R, 9904R, 9929R, 9937R, 9976R, 486700025, 486700040 KIMPEX: 04-848K
 3. To be eligible for competition, the above listed tracks must be commercially available. No modifications to frame, drive or suspension allowed to install track unless otherwise stated.
 4. 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.
 5. Minimum lug height from the flat of the track is 0.50 inch.
 6. The track may not be reversed.
 7. 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.

FRAME & BODY

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

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IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. CDI module may be reprogrammed.
3. Fixed ignitions may be advanced or retarded a maximum of 4°.
4. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
5. Lighting coil must remain in place.
6. Stock snowmobiles will be allowed to add or remove tachometers, speedometers, or heat gauges (openings must be closed).
7. Electrical wiring must remain in place.
8. Headlight assembly may be removed (opening must be closed). Headlight consoles are not considered part of headlight assembly.
9. **Aftermarket sensors of any type can only be installed in the wye pipe or the exhaust canister.**

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.

1. There are six (6) Improved Stock classes offered at the promoter's option at any drag race.
2. 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 (645 for two cyl. engine) (Yamaha RX-1 min. wt. 750 lbs.)
Improved Stock 700	700	OEM for the model	750 LBS (695 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)

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

NOTICE: Weights are reviewed annually.

3. Any snowmobile may be reclassified and reassigned in the interest of fair competition.
4. 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

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 Stock.
3. 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

1. Engine components must be OEM for the model unless otherwise specified. May be modified internally, but engine must retain its complete external stock appearance and dimensions. Parts identification numbers must not be removed.
2. Cylinders must be OEM for the model. Must remain within OEM shell dimensions to include crevices, bulges, etc. No visible external changes allowed even if the area is hidden by another part or bracket. Number of cylinders must be OEM for the model. No external fastening devices allowed to secure or hold cylinders in place.
3. 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.
4. 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).
5. Crankshaft and crankcase must be OEM for the model. OEM stroke must be maintained. No modification allowed to the external surfaces of the crankcase even if the area is hidden by another part or bracket.
6. Cylinder head(s) must be OEM for the model. The cylinder head may be modified 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.
7. Engine components allowable for modification or replacement.
 - a. Bearings
 - b. Rods (rod center to center must remain the same)
 - c. Pistons
 - d. Piston pins
 - e. Rings
 - f. Gaskets
8. 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.
9. 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.
10. 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.
11. Except as noted, additional fuel delivery system or pressure charging is not allowed.
12. Internal and external modifications may be made to the airbox. Airbox may be removed. Air filters may be used.
13. 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.)
14. Flywheel harmonic balancer may not be removed.
15. Torque arms allowed.
16. 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.
17. Cooling systems must be operational. May contain disconnects for cool down. Heat exchangers may be relocated, modified or removed.
18. 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.)
19. 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

1. Any primary and secondary clutch may be used. Roller secondary clutches allowed.
2. Primary clutch and secondary clutch may be modified (no RPM limit).
3. Jackshafts, of like material and weight, may be changed to accommodate a clutch change. No welding allowed on a jackshaft. Steel and 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 chaincase 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.
- Any OEM handlebar for the brand may be used.

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.
- Commercially available long track rails and rail extensions allowed. To facilitate installation of long track rails, suspension may be moved up or down in the tunnel (a limit of three inches). The front torque arm must be OEM stock and located in the stock location on the slide rail. Rear torque arm must remain OEM stock for the model and may be relocated to accommodate the longer track and rail assembly. Suspension components must remain OEM stock for the model. Tunnel must be extended to accommodate the longer track and suspension. An approved tunnel enclosure must be added.**

TRACK & TRACTION

- Any commercially available one-piece molded rubber track allowed. Track must be race designated by the molder of the track. No cleated tracks allowed. Unless specified, no modification to drive, frame or suspension allowed to install track.
- Commercially available long track rails and rail extensions allowed.**

- Track must remain untouched (no trimming).
- 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.
- Any aftermarket cylinder is allowed. Aftermarket cylinders must be

- commercially available. The outside of an aftermarket cylinder may not be modified.
- Cylinders may not be interchanged between brands. Welding on crankcase is not an acceptable method to adapt aftermarket or other OEM cylinders to crankcase.
- Any commercially available head allowed.
- Intake concept and location must remain OEM for the model.
- 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.
- More than one OEM type fuel pump allowed.
- Carburetors, mounting spigots and air boots may be modified or replaced. Flange can be modified internally.
- Airbox may be removed.

TRACK & TRACTION

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

IGNITION & ELECTRICAL

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

PRO 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.

CLASSES

There are five (5) Pro Stock classes:

CLASS	MAX.CC	MINIMUM COMBINED WT.
Pro Stock 500	500	550 lbs.
Pro Stock 600	600	625 lbs. (550 for two cyl. engine)
Pro Stock 700	700	625 lbs. (550 for two cyl. engine)
Pro Stock 800	800	625 lbs. (550 for two cyl. engine)
Pro Stock 1000	1000	625 lbs. (550 for two cyl. engine)

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

NOTICE: Weights are reviewed annually.

GENERAL

- Pro Stock snowmobiles must originate as ISR stock qualified snowmobiles.
- OEM serial numbers are not required, but engine and frame must have unique identification numbers that identify the OEM model and year.

GRASS AND DIRT DRAG RACING

- The OEM for the model frame, engine, seat and fuel tank must be used. Unless otherwise specified, all parts and components including the hood, seat, engine, drive and chassis must retain OEM stock appearance for the model.
- The OEM for the model frame including bulkhead and tunnel must be used as structural members to mount the engine, drive components and suspension.
- An OEM for the brand "like chassis" may be substituted for the OEM chassis. "Like chassis" must have the same front suspension concept as the original chassis (i.e. trailing arm, "A" arm, or strut). When engine is installed in the "like chassis", the crankshaft must be located in the OEM location for the chassis. The engine installation must conform to the engine location rules.
- Any snowmobile may be reclassified in the interest of fair competition.
- Snowmobile must comply with GENERAL RULES AND REGULATIONS SECTION.
- Any alterations allowed in Stock and Improved Stock classes are also allowed.

ENGINE

- Crankcase, cylinders and crankshaft must be from the same stock qualified model. Must retain original number of cylinders.
- Crankcase may be modified internally provided the engine retains its complete external stock appearance and dimensions except as noted in these rules.
- The only external modification allowed to the crankcase is to the cylinder mounting surface and must be covered by the OEM for the engine cylinder base gasket.
- Crankshaft must be OEM for the model.
 - Crankshaft may be modified.
 - Stroke may be changed. Connecting rod length may be changed.
 - Four cylinder crankshaft gears may be changed with any OEM crankshaft gear.
- Cylinders must be OEM for the model and mounted in OEM location and orientation.
 - Cylinder may be modified internally provided the engine retains its complete external stock appearance and dimensions except as noted in these rules.
 - Cylinder overbore is limited to a 2% increase in displacement over the cc limit for the class.
 - Cylinder may be bored up or sleeved down.
 - OEM cylinder outer shell dimensions modification must be within .020 inches (1/2mm) per side/.040 inches (1mm) overall of the OEM cylinder dimensions. Modification must be blended into original casting to retain OEM appearance.
 - Cylinder height may be modified to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 1/2 (.500) inch.
- 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.
- Any carburetor may be used. Only one venturi allowed per cylinder.
 - Intake concept and location must remain OEM for the model.
 - Fuel injection not allowed unless OEM for the model engine.
 - No turbo-chargers, super-chargers or nitrous allowed.
- Intake concept and location must remain OEM for the model engine with the exception that EFI models may be changed to carburetor induction.
- Reeds and reed cage may be replaced or modified so long as the outside dimensions of the cylinder or crankcase are not compromised. External plate may be thicker. No welding or bonding to cylinder or crankcase to accommodate reed assembly allowed. Reed assembly changes must be accomplished by bolting only.
- Other engine components allowable for modification or replacement:
 - Bearings
 - Rods
 - Pistons, pins and rings
 - Gaskets
 - Bolt-on intake and exhaust flanges
 - Fuel pump
 - Engine mounts
- Airboxes may be removed.
- Engine must retain original cooling concept. (Liquid, fan or free-air cooling must be retained but cooling circuits can be modified or removed.)
- Water pumps may be removed.
- Radiators and ducting may be used but must not change OEM appearance. Radiator must not protrude beyond the belly pan and must be within 1/4 inch of the belly pan. Maximum opening in belly pan is one hundred (100) square inches. Radiator must be functional.
- Any functionally silenced exhaust system allowed. Exhaust outlet must not protrude more than three (3) inches beyond the chassis or hood configuration. 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 or secondary clutch may be used.
- Clutch jackshaft may be changed or modified (no welding on jackshaft).
- Relocation of crankshaft, jackshaft and track drive axle allowed. Relocation may be in any direction that is perpendicular to crankshaft. The relocation distance of the

- three shafts combined cannot exceed 1.0 inch. One of the three shafts may be moved 1 inch or two or three of the shafts may be moved but limited to a total combined distance of 1.0 inch. (The distances that the shafts are moved must be added together and the sum total must not exceed 1.0 inch.)
- 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.
- Drive reduction system must be OEM for the model concept (i.e. chain, belt, or gear). Chain case / gear case and cover may be from any stock qualified model within the brand.
 - Chain case / gear case modification is not allowed. Chain case / gear case must be functionally driving the snowmobile with the OEM for the model drive concept (i.e. chain, belt or gear).
 - Any chain, belt, sprockets, and gears allowed for drive reduction system. No modification allowed to chaincase for installation of these parts.
- Brake assembly may be on either the jackshaft or the track drive axle.
- Brake caliper may be either dual opposing piston or single piston type.
- Minimum brake disk diameter is 7.0 inches. (If brake disk is mounted to track drive axle and a dual opposing piston caliper is used, the disk minimum diameter is 6 inches.)
- Pro Stock qualified snowmobiles need not comply with Modified brake requirements when jumping up into Modified classes.

SKI SUSPENSION & STEERING

- Front suspension components including struts, arms, spindles, rod ends, spherical joints, tie rods, linkages, IFS trailing arms and radius rods must remain OEM design concept but may be changed in shape and appearance. Must remain in the OEM location on the chassis.
- Sway bar and links may be removed. If sway bar is disconnected, it must be removed.
- Material substitution is allowed. Replaced components must be as strong or stronger than OEM components.
- Shock absorbers may be replaced. Only commercially available, hydraulically damped shocks specified for use on full-sized snowmobile are allowed. Must remain in OEM location on the chassis.
- Spindles may be strengthened or replaced with a stronger spindle. Spindle height must remain within 10% of the original OEM dimensions.
- Minimum ski stance (center to center of the ski runners) is 40 inches.
- Ski widening devices allowed. No maximum ski stance width.
- Handlebars, handlebar grips and controls may be modified.
- Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile. (See FRAME & BODY for minimum ground clearance rules.)

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.

TRACK SUSPENSION

1. Any track suspension allowed that can be installed within the confines of the tunnel.
2. Material substitution is allowed. Replaced components must be as strong or stronger than OEM components.
3. Shock absorbers may be replaced. Only commercially available, hydraulically damped shocks specified for use on a snowmobile are allowed.
4. Outboard mounted shocks do not compromise OEM stock appearance.
5. Must be a minimum of 2 inches of remaining compression travel with driver on snowmobile. (See FRAME & BODY for minimum ground clearance rules.)
6. Commercially available long track kits allowed. Kit must be used in its entirety.

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. Track and track suspension must fit within the confines of the tunnel. Snowmobile must maintain twenty (20) inches of track length on the course surface when the snowmobile is under full power.
3. Track lug height may be trimmed to a minimum of 1/2 inch lug height. No other track trimming allowed.
4. Holes for traction products must be a minimum distance of 5/8 inch from track edge or any other hole or opening in the track. A maximum of 2 holes allowed in each track segment outside of each slide rail. A maximum of 4 holes allowed in each track segment inside the slide rails. (A total of 8 holes per track segment.)

FRAME & BODY

1. The OEM for the model frame including bulkhead and tunnel must be used as structural members to mount the engine, drive components and suspension components.
2. Chassis reinforcement allowed. No lightening holes can be drilled that alter the outside appearance for the model.
3. Structural integrity must be maintained. Replaced components must be as strong or stronger than OEM components. The Race / Tech Director shall have the authority to determine structural integrity.
4. Access openings for component accessibility will be allowed, but must be closed with original type materials, i.e., hinged clutch covers.
5. Frame must have a sheet of metal the same thickness as the tunnel permanently fastened to the topside or underside of the tunnel. The sheet of metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the bulkhead.
6. Hood to belly pan molding must remain intact. The molding may be lightened as

long as it does not alter the outside OEM appearance.

7. 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.
8. The outside gas tank shell must remain intact and in its OEM location. The fuel tank may be modified to accommodate a fuel cell. The fuel cap may be replaced with the fuel cell cap. All fuel must be contained in the OEM for the model fuel tank location. The use of a fuel cell used within the above rule will not compromise OEM appearance.
9. Front air dams allowed. Must be a minimum of 2 inches above the ground with front suspension totally compressed.
10. Except for front air dam (which requires 2 inch clearance), all other parts and components must maintain a minimum of 1 inch ground clearance with the suspension fully compressed.

IGNITION & ELECTRICAL

1. **Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.**
2. Any instrumentation allowed. Tachometer, speedometer or heat gauges may be added or removed. Open instrument holes must be closed.
3. Electrical wiring may be removed.
4. Headlight assembly may be removed (opening must be closed). Headlight consoles are not considered part of headlight assembly.

PRO STOCK 1000 RULES

GENERAL

1. Minimum combined weight of snowmobile, fuel, driver and driver gear is 625 lbs.

ENGINE

1. Aftermarket cylinders for the brand are allowed.
2. Cylinders must be commercially available.
3. Cylinders may not be interchanged between brands. Welding or bonding on a crankcase is not an acceptable method to adapt aftermarket cylinders.
4. Any commercially available cylinder head allowed.
5. 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.

IGNITION & ELECTRICAL

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

HEAVY MOD CLASSES AND RULES

There are six (6) Heavy Modified classes:

CLASS AND MAXIMUM CC	MIN. COMB. WEIGHT
Heavy Mod 440 (440cc max.)	500 lbs
Heavy Mod 500 (500cc max.)	500 lbs
Heavy Mod 600 (600cc max.)	550 lbs
Heavy Mod 700 (700cc max.)	550 lbs
Heavy Mod 800 (800cc max.)	550 lbs
Heavy Mod 1000 (1000cc max.)	550 lbs

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

GENERAL

1. 800cc and 1000cc - maximum overall length 144 inches.
2. All snowmobiles competing in Heavy Modified class must comply with GENERAL RULES AND REGULATIONS SECTION.
3. Race Director shall have the authority to determine structural integrity.
4. 4-stroke powered snowmobiles in the 1000cc Heavy Mod. class may no longer incorporate a turbo-charger.

ENGINE

1. The engine is an engine 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. **Watercraft crankcase and crankshaft from a snowmobile manufacturer may be used.**
2. Cylinder maximum overbore is defined as two (2) percent over the cc displacement for the class. Heavy Modified 1000 maximum overbore is defined as five (5) percent over the cc displacement for the class.
3. No super charging, turbo charging allowed unless otherwise specified.
4. Fuel injection allowed.
5. Exhaust not enclosed within the confines of the cowl must point rearward and downward and extend beyond front cross member/spindle centerline. Exhaust system cannot compromise/exceed overall snowmobile length and width.
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. 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

GRASS AND DIRT DRAG RACING

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 until 2010.
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. Track must be race designated by the molder of the track. 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. Snowmobile must maintain twenty (20) linear inches of track length on the course surface when the snowmobile is under full power.

FRAME & BODY

1. Snowmobiles must 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 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.

OPEN MOD CLASSES AND RULES

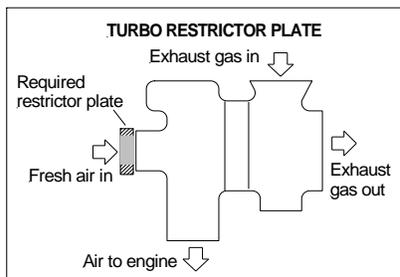
There are five (5) Open Modified classes:

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. **Watercraft crankcase and crankshaft from a snowmobile manufacturer may be used.**
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.
5. Fuel injection allowed.
6. Exhaust not enclosed within the confines of the cowl must point rearward, downward and extend rearward beyond front cross member/spindle centerline. Exhaust system cannot compromise or exceed overall snowmobile length and width.
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. 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 until 2010.
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. Track must be race designated by the molder of the track. 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.

IGNITION & ELECTRICAL

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

PRO MOD RULES (formerly FACTORY MOD)

1. There are five (5) Pro Mod Classes:

Class and Maximum CC	Weight
Pro Mod 500	550
Pro Mod 600	625 triple/550 twin
Pro Mod 700	625 triple/550 twin
Pro Mod 800 (800 cc max)	625 lbs
Pro Mod 1000 (1000 cc Max)	625lbs

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

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. The snowmobile must be Stock Appearing and have a unique identification number.

ENGINE

1. The engine must be from a stock qualified snowmobile. (1000cc class only, aftermarket cylinders allowed.)
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 may be used. Only one venturi allowed per cylinder.
7. No super charging, turbo charging or nitrous allowed.
8. Fuel injection not allowed unless OEM for the model engine.
9. EFI models may be changed to carburetor induction.
10. Exhaust not enclosed within the confines of the cowl must point rearward and downward and extend beyond front cross member/spindle centerline. Exhaust systems cannot compromise/exceed overall snowmobile length and width. Exhaust stinger must be directed downward and rearward.
11. Exhaust system must be functionally silenced. (See General Snowmobile Requirements in Drag Racing for details.)
12. Exhaust system must fit within overall maximum length and width rules.

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.

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.

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. Track lug height may be trimmed to a minimum of 1/2 inch lug height. 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. All Pro Modified 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.
4. Front air dams allowed. Must be a minimum of 2 inches above the ground with front suspension fully compressed.

IGNITION & ELECTRICAL

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

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.

PRO-MAX

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

The class is limited to 140 miles per hour maximum. Whenever 140 miles per hour is reached, the race course will be shortened by 25 feet. ISR will advise all affiliations by bulletin when this threshold is reached, and will specify the new track length limitation.

Maximum initial course length is specified as 660 feet for Ice and Snow drags, and 500 feet for Grass and Dirt drags.

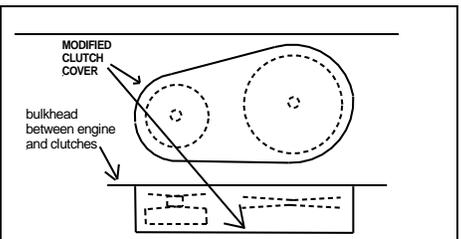
All rules for this class are subject to change at anytime and without any grace period.

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 units, (which could include rear engine type units).
4. Minimum wet weight (without gas) is six hundred and twenty five (625) pounds.
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.



ADD NEW CLUTCH PICTURE HERE

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

GRASS AND DIRT DRAG RACING

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. 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. 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 ¾ 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.

IGNITION & ELECTRICAL

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

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 136 inches in length. 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)

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. 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 1.4 inch unless OEM track for the model has shorter lugs.
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 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.

DRAG RACING COURSE

COURSE DESCRIPTION

1. Sanctioned Drag Racing events shall be held on a flat course of 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.)
2. Blend the end of the course (run-off area) to existing terrain conditions. No banks, fences or walls.
3. Promoter shall provide adequate crowd control to prevent spectators or any other persons from moving onto the racing course or run-off areas.
4. The finish line will be isolated from all unauthorized personnel by a fence one hundred (100) feet in circumference away from the track edge.
5. A 1/2 inch four (4) x four (4) sheet of plywood will be required, behind each lane, at the starting line.

COURSE LENGTH

1. 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.
2. Maximum course length for grass or dirt drag racing is 500 feet.

COURSE WIDTH

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

The following rules apply to all ISR sanctioned Drag Racing events. There

DRAG RACING FORMATS

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.

ORDER OF CLASSES

1. 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

1. 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.
2. Points will be awarded only to the driver of the snowmobile.
3. Elimination heat formats may be raced at Masters or Amateur Drag racing events.

SPECIAL EVENTS

1. TIMED ELIMINATIONS

- a. Entrants in all classes will race for elapsed time on the course. Fast times will be basis for qualification in finals.
- b. No snowmobile may exceed the pre-established elapsed time for its assigned class.
- c. Any snowmobile that exceeds the pre-established elapsed time will automatically be advanced into the next higher class for duration of the racing season.
- d. 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).

2. MATCH ELIMINATIONS

- a. Entrants in all classes will race two at a time. Winners advance until two competitors remain to race in the final heat.
- b. 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.
- c. Match eliminations may be raced at Masters or Amateur Drag racing events.

3. BRACKET RACING

- a. Upon entry, each competitor must specify the precise elapsed time he/she will not exceed during the course of racing.
- b. 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.
- c. 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.
- d. Heat races continue until the final heat, when the winner of the class will be decided by the system noted above.
- e. Points will be awarded to the four final drivers, in order of closest to elapsed times.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO SPECTATORS OR PARTICIPANTS.