SNOWMOBILE DRAG RACING
Ontario

PRO IMPROVED STOCK RULES

$30.00/CLASS ENTRY FEE + $10.00 INSURANCE FEE (PER CLASS)

CLASS	MINIMUM COMBINED WEIGHT
600	700 lbs Twin Cylinders: 665 lbs ENGINE MUST REMAIN STOCK TRIM
700	750 lbs Twin Cylinders: 685 lbs
800	775 lbs Twin Cylinders: 685 lbs
1000	775 lbs Twin Cylinders: 685 lbs
(4 STROKE)	775 lbs Yamaha RX-1: 750 lbs FOUR STROKES MUST REMAIN STOCK TRIM

IMPROVED STOCK GENERAL SNOWMOBILE REQUIREMENTS

1. Any alterations allowed in Stock are allowed in Improved Stock.
2. Snowmobile movement will be from Stock to Improved Stock.
3. Minimum combined weight is the weight of the snowmobile and the driver.
4. Any snowmobile may be reclassified and reassigned in the interest of fair competition.
5. Improved Stock snowmobiles may advance to higher displacement class and not be required to meet the minimum weight for that higher class.
6. Tethers **are mandatory** in all improved classes.
7. Tek-Vests **are HIGHLY RECOMMENDED** in all improved classes.
8. 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. Factory options are not allowed.
9. An official tear down callout can be made by the claimant to the race director and will constitute a $400.00 CDN fee. If the defendant is found to pass the tear down, the defendant will retain the $400.00. If the defendant does not pass the tear down, the claimant retains the $400.00. Please note that the race organization, the race director, the tech and all of it's officials are not liable for cost of materials or labour. Any racer refusing a tear down is automatically disqualified from the day's event.

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. Part identification numbers must not be removed.

2. Cylinders must be OEM for the model. Must remain within OEM shell dimensions. No visible external changes allowed. Number of cylinders must be OEM for the model.

3. The cylinders may be raised to change port height but cannot exceed 1/2 inch in thickness.

4. Engine may be bored up to class limit.

5. Crankshaft and crankcase must be OEM for the model.

6. OEM stroke must be maintained. No modification allowed to the external surfaces of the crankcase.

7. Cylinder head(s) must be OEM for the model. The cylinder head may be modified internally. The visible, outer portion of the cylinder head or cylinder head cover must remain stock appearing and the spark plug must maintain OEM location.

8. Bearings, rods, pistons, pins, rings and gaskets may be modified.

9. Reeds and reed blocks may be changed.

10. No external modifications may be made to the crankcase or cylinder.

11. 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.

12. On snowmobiles with model OEM Electronic Fuel Injection you may modify the throttle body, including the exterior, for increased fuel flow. No welding of the throttle body allowed (not even for repairs). Systems that allow increased fuel delivery may be used (Boondocker, Power Commander). 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.

13. Except as noted, additional fuel delivery system or pressure charging is not allowed.

14. Internal and external modifications may be made to the airbox. The airbox may be removed. Air filters may be used.

15. Oil pumps may be removed or disabled. Oil tank must be removed. Oil injector nozzles may be removed and plugged.

16. Flywheel harmonic balancer may not be removed.

17. Torque arms allowed.

18. 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.

19. Cooling systems must be operational.

20. Any functionally silenced exhaust system allowed. A commercially available, functionally silenced muffler/silencer must be installed and operational.

21. Exhaust outlet must exit body downward and rearward. (If OEM exhaust exits behind driver, pipe need not go downward).

DRIVE

1. Any primary and secondary clutch may be used. Roller secondary clutches allowed.

2. Primary clutch and secondary clutch may be modified.

3. Jackshafts, of similar weight, may be changed to accommodate a clutch change. No welding allowed on a jackshaft. Steel and chrome moly allowed. Titanium not allowed unless OEM for the model. OEM location of shaft must be maintained.

4. 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.

5. Track drive axle and chain case must remain OEM for the model and remain in OEM location.

SKI SUSPENSION & STEERING

1. Any aftermarket rear suspension shock may be used, but must resemble the production shock in approximate overall body length, body diameter, and mounting eye overall length.

2. Ski stance must be OEM for the model.

3. Sled must have a minimum ride height of three (3) inches measured at the lowest point of the bulkhead/skid plate must retain 2 inches of remaining compression travel with driver on snowmobile.

4. Any OEM handlebar for the brand may be used.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Minimum aftermarket ski length must be 32 inches. Ski width may not be trimmed. Skis may not be interchanged between brands. Lower ski surface must remain OEM.

TRACK SUSPENSION

1. OEM for the model suspension must be used. Suspension may be moved up and down in the tunnel (limit 3 inches). OEM location must be maintained.

2. Any aftermarket rear suspension shock may be used, but must resemble the production shock in approximate overall body length, body diameter, and mounting eye overall length.

3. Any size, material, and number of rear axle idler wheels allowed. 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.

4. Commercially available long track rails and rail extensions allowed. 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

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.

2. Commercially available long track rails and rail extensions allowed.

3. Track must remain untouched (no trimming).

4. Minimum lug height from the flat of the track is 0.50 inch.

FRAME & BODY

1. Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed.

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

3. Removal of any insulation that alters the outside stock appearance is not allowed.

4. Any hood or side panels that maintain stock appearance for the make and model may be used.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model.

2. Fixed ignitions may be moved + or – 4 degrees.

3. Electrical stutter boxes launch control and traction control allowed.

4. Lighting coil must remain in place.

5. Tachometers, speedometers and/or heat gauges may be added or removed.

7. Open instrument holes must be closed.

8. Electrical wires/wire harnesses and instrument drive cables may be removed.

9. Headlight assembly may be removed (opening must be closed).