



STOCK (PRO PAYBACK) CLASSES AND RULES

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

STOCK SNOWMOBILE GENERAL REQUIREMENTS

1. The snowmobile must be all original OEM parts as sent by factory unless specified.
2. Stock machines must run on pump gasoline and not contain an octane higher than 93. Premix gasoline may be used. If any racer is suspected to be using any unregulated fuel, the tech & race director have the authority to direct the racer to siphon out the fuel and fill with fresh pump gasoline.
3. Tethers **are recommended** in stock classes.
4. Tek-Vests are not required in stock classes, however **highly recommended**.
5. NO SNOWCROSS SLEDS IN STOCK- THEY WILL RUN IN IMPROVED AND UP
6. 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 and the triple crown series.

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. No removal of material whatsoever will be allowed.
2. No polishing, or porting is allowed.
3. The maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm).
4. There will be no more than one cylinder base gasket to a cylinder and must be OEM for the year, make & model.
5. Jet components may be changed, no modification to carburetor body is allowed.
6. Electronic control modules may be reprogrammed/remapped for OEM snowmobiles that come factory with Electronic Fuel Injection.
7. Airbox must be OEM for the year, make and model and may not be removed or modified.
8. OEM Reeds and Reed blocks only.
9. Oil injection pump must remain in place and remain functional. The lines may be removed and plugged. Oil injector nozzles may be removed and holes may be plugged. Premix gasoline may be used.
10. Engine must remain OEM for the model cooling system.
11. Cooling circuits cannot be modified or removed. Thermostats may be removed.
12. Heat exchangers must remain OEM for the model, must not be relocated and must remain functional.
13. The complete exhaust system must remain OEM by the manufacturer for the model. This includes any internal components.

DRIVE

1. Any combination of springs, weights and ramps may be used in the clutches. There is no maximum clutch engagement RPM. No machining, grinding, cutting or welding allowed on clutches. Metal may be removed but not added to primary clutch ramps or flyweights.
2. Any drive chain and sprockets may be used.
3. The brake system must be OEM for the model and must be fully functional.



4. Track sprockets/drivers must remain OEM for the model.

SKI SUSPENSION & STEERING

1. Sled must have a minimum ride height of 3" measured at the lowest point of the bulkhead/skid plate and must retain 2" of remaining compression travel with driver on snowmobile.
2. Shocks must remain OEM for the model and remain in the OEM location.
3. Handle bar extensions are allowed. All ends must be plugged. Any handlebar can be used.

SKIS & SKI RUNNERS

1. Any aftermarket or OEM skis are allowed. Minimum aftermarket ski length is 40 inches.
2. Skis may be reinforced but must remain in the original configuration and on the upper surface of the ski only.
3. Ski runners must not be removed and must be functional.

TRACK SUSPENSION

1. The complete suspension must be used as OEM manufactured.
2. Snow wheels and related hardware may be added to slide rails. Idler wheels must remain OEM for the model and may be added to the suspension. Structural integrity must be maintained.
3. No slide rail extensions may be added or used.
5. Shocks must remain OEM for the model and remain in the OEM location.

TRACK & TRACTION

1. The track must be OEM for the year and model (aftermarket lug tracks allowed)
2. Trail Studs allowed only (Triggers allowed).
3. Snowmobile width must be OEM for the make & model.
4. Track studs may be no more than 3/4 inches above the highest point of the track or the traction lug

FRAME & BODY

1. No chassis alterations, additions or removals are allowed.
2. Tunnel can be repaired but must remain OEM for the model length.
3. Windshield and molding may be removed.
4. No additional venting allowed.
5. The fuel tank must remain OEM is the only tank that can be used for fuel supply.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. Lighting coil must remain in place.
3. OEM gauges must remain in place. Adding tachometers, and speedometers is allowed.
4. Aftermarket sensors of any type can be installed on the exhaust and must be fully functional.