



INC

Northeast Snowmobile Racing INC

Classes

SNOW DRAG RACING

Classes

Amateur: (\$20 Entry Fee + \$5 Insurance Fee)

Trophy: 500, 600, 700, 800, 1000, Open

Improved Trophy: 500, 600, 700, 800, 1000, Open

120's

Pro: (\$35 Entry Fee + \$5 Insurance Fee)

Stock: 600, 700, 800, 1000, King of Stock

Improved Stock: 600, 700, 800, 1000, King of Improved Stock

Pro-Improved: 600, 700, 800, 1000, King of Pro-Improved

Pro-Mod: 600, 700, 800, 1000, Turbo, King of Pro-Mods

King of the Trail

Outlaw

All motor

King of the Hill

Northeast Snowmobile Racing INC

“Pro Rules”

GENERAL REGULATIONS

- 1: Full coverage helmets and chest protectors are mandatory in Pro classes.
- 2: No Pro Teams in Amateur classes.

GENERAL SNOWMOBILE RULES

- 1: All snowmobiles must meet 6" suspension travel requirement rules, unless otherwise noted.
- 2: A rear snow flap must be present and in OEM like for the brand.
- 3: Tethers are mandatory in all Pro classes, and highly recommended in Amateur classes.
- 4: Gearing may be changed in all classes.

SNOW DRAG STOCK

If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

GENERAL SNOWMOBILE REQUIREMENTS

1. *The snowmobile must have the OEM provided parts as sent from the factory unless specified.*
2. Stock class must run on pump gas with a maximum octane rating of 94. Fuel may be removed and replaced by tech officials at any time if fuel is suspect. No Oxygenated fuel.
3. No SnowCross Sleds in Stock Classes, They will start in the Improved Classes following Improved rules.
4. Safety Tether

ENGINE

1. No component of the engine may be altered 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. Maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm).
3. There will be no more than one cylinder base gasket to a cylinder.
4. CDI/ECU module may be reprogrammed.
5. Oil injection pump must remain in place and remain functional. Lines may be removed and plugged . Premix gasoline may be used.
7. Engine must retain OEM for the model cooling system concept. Cooling circuit must remain functional.
8. The exhaust system as provided by the manufacturer for the model with no manipulation internally or externally.

9. On snowmobiles with OEM electronic fuel injection, commercially available electronic control modules may be added . The added module must be designed to plug directly into the OEM ECU and /or the OEM wire harness without modification, being used in conjunction with the OEM ECU. (No Standalone systems)
10. OEM reeds and reed block only.
11. OEM pistons only.
12. OEM airbox may not be altered in any fashion.

No stutter use in stock turbo

DRIVE

1. OEM for that *model* primary and secondary clutch must be used.
2. Clutch internals may be modified (flyweights, springs and helix only).
3. No machining, grinding or welding allowed on clutches unless specifically stated.
4. Metal may be removed but not added to the primary clutch ramps or flyweights.
5. Helixes may be machined for angle change. No material may be added.
6. Complete brake system must remain OEM stock for the make and model.
7. OEM for that model driver must be used.

SKI SUSPENSION & STEERING

1. Must remain in original mounting location or option location pre drilled or indicated by the manufacturer.
2. Shock absorbers must be OEM for the brand.
3. Sway bar may not be relocated. Sway bar must be OEM for the model. Sway Bar may be removed.
4. No modification to steering post allowed

SKIS & SKI RUNNERS

1. Any ski is allowed in OEM fashion that is commercially available.

TRACK SUSPENSION

1. OEM for the model suspension must be used. Suspension may be mounted anywhere in the tunnel where the manufacturer has drilled or marked for mounting holes. Pre drilled plates may be drilled out to facilitate suspension adjustment.
2. Track extension kits are not allowed.
3. Shocks must be OEM for the brand and remain in OEM location.
4. Suspension must keep 6" of travel
5. Rear axle idler wheels must remain OEM for the brand. OEM for the brand rear idler wheels may be added to the rear axle.

TRACK & TRACTION

1. The track must be used as produced by the molder of the track. Trimming of lugs allowed to a minimum height of 1", No cutting for width allowed in Stock.
2. No chisel studs or grinding on studs allowed. Carbide tipped trail studs only.
3. Track must be OEM Width +/- 1/2"

FRAME & BODY

1. Material may be added to chassis and suspension parts for reinforcement. The OEM for the model parts must be maintained.
2. No additional venting allowed.
3. The OEM fuel tank is the only tank that can be used for fuel supply.
4. Tunnel material in all machines in all classes must maintain its structural integrity.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. Lighting coil must remain in place.
3. Headlight and taillight must be original OEM equipment headlight and taillight must be operational at the start of the race. Taillight cannot be battery operated.
4. Gauges may be installed. OEM gauges must remain in place. Gauges may be disconnected.
5. Aftermarket sensors of any type can be installed in the exhaust system. If installed it must be functional.

Snow Drag Improved Trail Stock

If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

GENERAL SNOWMOBILE REQUIREMENTS

1. Any alterations allowed in stock are allowed in Improved Trail Stock.
2. The snowmobile must have original OEM for the model engine, frame, cowl, fuel tank, air box, and seat.
3. Improved stock class must run on pump gas with a maximum octane rating of 94. Fuel may be removed and replaced by tech officials at any time if fuel is suspect. No Oxygenated fuel.
4. Safety Tether

ENGINE

1. Engine parts must be OEM for the model except where noted. The following OEM engine parts may be modified internally, but not replaced:

- a. Crankcase
- b. Cylinders. (No external fastening devices for mounting cylinders allowed.)
- c. Heads

2. OEM stroke only

3. The OEM number of cylinders only.

4. Engine displacement may be increased by cylinder boring to the maximum displacement for any Improved Trail Stock class at which time the sled will be entered into the correct cc class. ** Turbo sleds MUST remain OEM Displacement. **

5. No power adders. (Improved Stock Turbo, OEM Turbo Only)

6. Cooling system must keep its complete stock appearance.

7. Exhaust must exit stock location.

Turbo's

1. OEM turbo body only, internals may not be modified or changed.
2. Stutter start is allowed
3. Exhaust must exit OEM location muffled.

DRIVE

1. Any clutch may be used.
2. Jackshafts of like material may be changed to accommodate a clutch change. No welding allowed to accomplish this change.
3. Track drive axle and chain case must remain OEM for the model and remain in OEM location
4. Any OEM for the brand track drive sprocket allowed

SKI SUSPENSION & STEERING

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

SKIS & SKI RUNNERS

- 1: Any commercially available aftermarket or OEM ski allowed.

TRACK SUSPENSION

1. Track suspension must remain OEM to the model and may be located anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes.
2. Slide rail extensions are allowed.
3. Spring concept must remain OEM for the model.

TRACK & TRACTION

1. Any commercially available rubber track allowed. No cleated tracks allowed.
2. The track must be used as produced by the molder of the track. Trimming of lug height is allowed down to minimum of 1", no lower.
3. Drilling or cutting holes in the track is not allowed, except to mount traction devices.
4. Carbide tipped trail studs only

FRAME & BODY

1. Must be OEM Chassis, any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed.
2. Tunnel can be repaired but must maintain OEM length.
3. The OEM fuel tank must be the only tank that can be used for fuel supply.
4. Tunnel material in all machines in all classes must maintain its structural integrity.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model.
2. Lighting coil must remain in place.
3. Electrical wiring must remain in place.
4. Headlight and taillight must be OEM original equipment. Headlight and taillight must be operational at the start of the race and cannot be battery operated.

Pro Improved

Shall follow the Improved rules with the exception of the following:

- 1: May run race fuel
- 2: No lightweight parts
- 3: Can run chisels
- 4: Must have OEM for the Brand throttle bodies/carbs. (Can be bored etc...)
- 5: OEM for that model Engine Parts must be used except where noted, may be modified.
 - A: Aftermarket head may be used.
- 6: OEM for that Brand rear suspension,
 - A: Commercially available long track rails or extensions may be used but must use OEM Torque Arms.
- 7: Headlight Delete Kit may be used.
- 8: Exhaust must exit belly pan, or equivalent height as like sleds, in a downward and rearward direction.
- 9: Full body .

Pro Mod Class

GENERAL

1. Race Director shall have the authority to determine structural integrity.
2. Any modifications may not take away from the structural integrity of the snowmobile or its parts. Race Director will have final say in this decision.
3. Safety Tether

ENGINE

1. Any engine allowed. Engine must not exceed displacement limit for the class.
2. Maximum overbore is defined as 2% over the cc displacement limit of the class.
3. Exhaust outlet must exit body in a rearward and downward direction not extending more than 3" from the snowmobile. Race Director has final say in decision.
4. No power adders.

SKI SUSPENSION AND STEERING

1. Brake control handle must remain in the OEM location.
2. Must maintain 6" (inches) of vertical suspension measured at the front bumper. (3" on flat drags)

SKIS & SKI RUNNERS

- 1: Any commercially available aftermarket or OEM for the brand ski may be used.

DRIVE

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

TRACK & TRACTION

1. Any commercially available rubber track allowed. No cleated tracks allowed.
2. Trimming of the width of track will be allowed to OEM track width for the model.
3. Drilling or cutting holes in the track is not allowed, except to mount traction devices. Maximum hole size to mount traction devices is 5/16 inch.
4. Any or all track lugs may be trimmed, to a minimum height of 1 inch. The structural integrity of the track must not be compromised.
5. For traction devices other than traction screws, maximum width of traction devices is two (2) inches.

TRACK SUSPENSION

1. Must maintain 6" (inches) of vertical suspension measured at the rear bumper. (3" on flat drags)

FRAME AND BODY

1. Tunnel material in all machines in all classes must maintain its structural integrity.

Pro-Mod Turbo

- 1: OEM Turbo must be used, including housing and internals with no Modification.

King of the Trail

1. Chassis serial number must be permanently affixed to the side of the tunnel in the area of the right foot rest.
2. Any fuel allowed
3. Power Adders allowed
4. Unaltered commercially available carbide tipped trail studs .
5. No side exit exhausts allowed (Muffled exhaust must exit from the bottom of the sled)
6. Safety tether
7. Must be a Full Bodied Sled

Lake Racer

1. Chassis serial number must be permanently affixed to the side of the tunnel in the area of the right foot rest.
2. OEM BulkHead must be used.
3. Power Adders allowed. (Only 1 Power Adder may be used)
4. Safety Tether
5. Must be a Full Bodied Sled

All Motor

NATURALLY ASPIRATED

1. 2500 CC MAXIMUM
2. No Power Adders
3. Any modifications may not take away from the structural integrity of the snowmobile or its parts. Race Director will have final say in this decision.
4. Snowmobile must have 3" of usable suspension travel.

King of the Hill

1. 2500 cc maximum
2. Combo of Power Adders may be used
3. Any modifications may not take away from the structural integrity of the snowmobile or its parts. Race Director will have final say in this decision.
4. Snowmobile must have 3" of usable suspension travel.

Outlaw

GENERAL

1. Race Director shall have the authority to determine structural integrity.
2. Snowmobile must be stock appearing.

ENGINE

1. Exhaust must exit either rearward and downward, as to not aim exhaust at other racers or spectator, or directly upward thru the hood.

SKI SUSPENSION AND STEERING

1. Brake control handle must remain in the OEM location.
2. Must maintain 3" (inches) of usable suspension.

SKIS & SKI RUNNERS

1. Any commercially available aftermarket or OEM for the brand ski may be used.

DRIVE

1. The clutch cover must be separate of the cowl configuration and cover the clutch perimeter and faces to the center of the clutch bolt or below. Must be .090 inch 6061 T6 aluminum or equivalent steel material the outer perimeter must be covered with 6 inch belting.

TRACK SUSPENSION

1. Must maintain 3" (inches) of usable suspension.

TRACK & TRACTION

1. Any commercially available rubber track allowed. No cleated tracks allowed.
2. Trimming of the width of track will be allowed to OEM track width for the model.
3. Drilling or cutting holes in the track is not allowed, except to mount traction devices. Maximum hole size to mount traction devices is 5/16 inch.
4. Any or all track lugs may be trimmed, to a minimum height of 1 inch. The structural integrity of the track must not be compromised.
5. For traction devices other than traction screws, maximum width of traction devices is two (2) inches.

FRAME AND BODY

1. Tunnel material in all machines in all classes must maintain its structural integrity.
2. The hood must have top and side cowling and the hood must be identifiable as an OEM style hood.

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Amateur Rules

Trophy

This class will follow the Pro rules for Stock with the following exceptions.

- 1: Aftermarket Reeds allowed.
- 2: Aftermarket Y-Pipe allowed.
- 3: Aftermarket Exhaust silencer allowed.

Trophy Improved

This class will follow the Pro Rules for Improved Stock.