



INC

Northeast Snowmobile Racing INC

Classes

SNOW DRAG RACING

Classes

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

Stock: 500, 600, 700, 800, Open

Improved Trail: 500, 600, 700, 800, Open

Un-studded 600-, Un-studded 600+

120's

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

Stock: 600, 700, 800, Open

Improved Trail: 600, 700, 800, Open

Pro-Improved: 600, 700, 800, 1000, Turbo

SnowX

Pro-Mod: 600, 700, 800, 1000

Open-Mod: 600, 800, 1000

Mod-Stock Turbo, Open Turbo

King of the Hill N/A

King of the Hill P/A

Northeast Snowmobile Racing INC

Rules

PADDOCK/STAGING AND STARTING LINE

1. All drivers will wear a full coverage helmet and have tether firmly attached whenever they start or move their snowmobile in these areas.

GENERAL REGULATIONS

1. Full coverage helmets and chest protectors are mandatory in Pro classes.
2. One driver per machine per class.
3. One driver per entry, per class.
4. No Pro Teams in Amateur classes.

GENERAL SNOWMOBILE RULES

1. All snowmobiles must meet 6" suspension travel requirement rules, unless otherwise noted.

TRACK AND TRACTION

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

FRAME AND BODY

1. A rear snow flap must be present and in OEM like form.

IGNITION AND ELECTRICAL

Tethers are mandatory in all Pro classes, and highly recommended in Amateur 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. Snowmobile must begin as a qualified stock snowmobile.
2. The snowmobile must have the OEM provided parts as sent from the factory unless specified.
3. Stock class must run on pump gas with a maximum octane rating of 94. Fuel may be removed and replaced by tech officials at anytime if fuel is suspect. No Oxygenated fuel.

4. No SnowCross Sleds in Stock Classes, They will start in the Improved Classes following Improved rules, Or SnowX with race fuel and trail studs.

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. A maximum of one venture per cylinder will be allowed in Stock Class.
5. CDI/ECU module may be reprogrammed.
6. 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.

No stutter use in stock turbo

DRIVE

1. Production primary and secondary clutch must be used.
2. Clutch internals may be modified (flyweights, springs and helix only).
3. Any combination of springs. Weights and ramps may be used.
4. No machining, grinding or welding allowed on clutches unless specifically stated.
5. Metal may be removed but not added to the primary clutch ramps or flyweights.
6. Helixes may be machined for angle change. No material may be added. Billet helixes will be allowed.
7. Roller secondary clutches not allowed unless OEM for the model.
8. Drive chain sprockets may be changed provided that they are options filed by the manufacturer.
9. Complete brake system must remain OEM stock for the make and model.
10. Brake control handle must remain in the OEM location.
12. Track drive sprockets may be replaced with any OEM for the model drive concept.

SKI SUSPENSION & STEERING

1. Must remain in original mounting location or option location pre drilled or indicated by the manufacturer.
2. Suspension kits not allowed. No rail extensions.
3. Shock absorbers must be OEM for the brand.
4. Sway bar may not be relocated. Sway bar must be OEM for the model, or from a stock qualified model within the brand.
5. No modification to steering post allowed

SKIS & SKI RUNNERS

1. Any ski is allowed in OEM fashion.

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 suspension kits are not allowed.
3. Shocks must be OEM for the brand and remain in OEM location.
5. Any suspension springs allowed. Spring concept must remain OEM for the model. Track suspension must maintain a 6 inch minimum travel.
6. 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. Windshield and windshield molding may be removed.
3. No additional venting allowed.
4. The OEM fuel tank is the only tank that can be used for fuel supply.
5. 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, suspension, cowl, fuel tank, air box, and seat.
4. 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 anytime if fuel is suspect. No Oxygenated fuel.
5. Improved Trail Stock maximum width dimensions are as produced by the manufacturer.

ENGINE

1. Engine parts must be OEM for the model except where noted. The following OEM engine parts may be modified internally, but not replaced:
 - a. Crankcase
 - b. Cylinders. (No external fastening devices for mounting cylinders allowed.)
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. Torque plates not allowed.
8. Exhaust must exit stock location.

Turbo's

1. OEM turbo body only, internals may not be modified or changed.
2. Stutter start is allowed

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.
 - A. Flat drags you will be allowed to run a 3" minimum travel at the front bumper.

SKIS & SKI RUNNERS

Any commercially available aftermarket or OEM ski allowed.

TRACK SUSPENSION

1. Track suspension 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. Trimming of the width of track will be allowed to OEM track width for the model. 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. For traction devices other than traction screws, maximum width of traction devices is two (2) inches.
5. 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. CDI/ECU may be replaced with a unit from any stock qualified model within the brand.
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: May run light weight hoods, and do not need a headlight.
- 3: Can run chisels
- 4: Must have OEM throttle bodies/carbs. (Can be bored etc...)
- 5: May run aftermarket head.
- 6: Exhaust must exit belly pan in a downward and rearward direction.

Mod Stock

Same rules as Pro Improved with the addition of internal modifications allowed to the turbo.

Pro Mod Class

GENERAL

1. Race Director shall have the authority to determine structural integrity.
2. Snowmobile must be stock appearing.
3. Sleds will be weighed,(625#) 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.

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. Any functionally silenced exhaust system allowed. Exhaust outlet must exit body in a rearward and downward direction not extending more than 3" from the snowmobile.
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 are 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. (2" on flat drags)

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.

Open-Mod

Same rules as Pro-Mod with a 550 Pound weight.

KING OF THE HILL

NATURALLY ASPIRATED

1. 2500 CC MAXIMUM
2. No Power Adders

Power Adder

1. 2500 cc maximum
2. One (1) power added allowed.

WEIGHT

1. Sleds will not be weighed, 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.

Open Turbo

This class will use the Pro-Mod rule package (Minus engine rule #4)

- 1 Power Adder allowed.