

GRASS AND DIRT DRAG RACING

AMATEUR

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 20 years of the current model year will not compete in Stock classes, but may compete in **VINTAGE CLASSES**.

Competitors must be 18 years of age to compete in these classes. For Junior information, see Junior Novice and Junior Sections.

STOCK CLASSES

CLASS	Max. cc	CARBS	EXH.
Stock Fan	600		
Stock 440	440	34mm carb or 36mm fuel inj. body	
Stock 500	500	38mm carb or 40mm fuel inj. body	
Stock 600	600	OEM	
Stock 600	600	OEM	
Stock 700	700	OEM	
Stock 800	800	OEM	
Stock 900	900	OEM	
Stock 1000	1000	OEM	

AFTERMARKET TRAIL EXHAUST PERMITTED NO RACE PIPES!

IMPROVED STOCK CLASSES

CLASS	MAX cc	CARBS
Imp. Stock 440	440	34mm carb or 36 mm fuel inj. bodies
Imp. Stock 500	500	38 mm carb or 40 mm fuel inj. bodies
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

MODIFIED CLASSES

Mod 440	440cc maximum
Mod 500	500cc maximum
Mod 600	600 cc maximum
Mod 700	700cc maximum
Mod 800	800cc maximum
Mod 1000	1000cc maximum
Open Mod	NO LIMIT

GENERAL COMPETITION AND SAFETY RULES

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.
- 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.

- 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.
- One (1) crewmember may accompany driver to starting line. At Masters events, with the permission of the Race Director, two (2) mechanics are allowed on the starting line.
- In qualifying rounds, **AND**

In Final races, drivers that "jump start" ("red light") will be scored after those who do not jump-start. If Starter is unable to determine the jump starters, a restart will be held at the Starter's discretion.

- 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

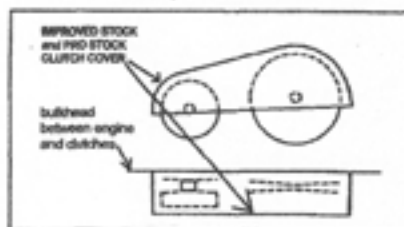
ADVANCING TO ANOTHER CLASS

- 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).

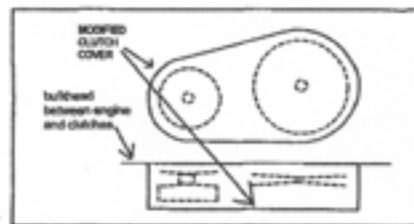
- Adding fuel to the fuel tank is allowed as ballast. If fuel does not make up for the weight deficiency, additional ballast must be securely fastened to the snowmobile. Fastener must be at least (one) 5/16 inch, grade five bolt with a self-locking nut. No wing nuts allowed.
- No weight belts or loose objects may be worn by driver.

DRIVE

- The snowmobile must be propelled by a variable ratio belt transmission.
- (Improved Stock and **MOD**) The clutch cover 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.



- (**Pro Mod**) & (**Open Mod**) 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.



- Aluminum brake disks not allowed.

SKI SUSPENSION & STEERING

- Limiter straps may be used on all suspensions in all classes.
- 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.
- Suspension travel to be measured vertically at the bumper. It is the driver's and/or crew's responsibility to demonstrate suspension travel.
- (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.