

GRASS AND DIRT DRAG RACING

- To be eligible for competition, the above listed tracks must be commercially available. No modifications to frame, drive or suspension allowed to install track unless otherwise stated.
- No cutting, trimming or shaving of the track or rubber studs/snow lugs allowed. The track must be used as produced by the molder of the track. Acceptable traction products allowed.
- Minimum lug height from the flat of the track is 0.50 inch.
- The track may not be reversed.
- Track clips and guide clips may be replaced when worn. Guide clips may be removed and replaced with track clips. Track clips may be removed and replaced with guide clips. The track must retain the original number of clips with which it was produced.

FRAME & BODY

- Snowmobile width shall be as produced by the OEM manufacturer.
- Any chassis alterations, additions or removals, which alter stock appearances or dimensions are not allowed.
- Tunnel can be repaired but must remain OEM for the model length.
- Windshield and windshield molding may be removed.
- No additional venting allowed.
- Protective taping or screening will be restricted to the external openings only.

IGNITION & ELECTRICAL

- Ignition must be OEM for the year and model.
- CDI module may be reprogrammed.
- Fixed ignitions may be moved (+ or -) four (4) degrees.
- No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
- Lighting coil must remain in place.
- Stock snowmobiles will be allowed to add or remove tachometers, speedometers, or heat gauges (openings must be closed).
- Electrical wiring must remain in place.
- Headlight assembly may be removed (opening must be closed). Headlight consoles are not considered part of headlight assembly.

IMPROVED STOCK CLASSES AND RULES

In stock and stock based classes, no change or modification is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

- There are six (6) Improved Stock classes offered at the promoter's option at any drag race.
- Snowmobile movement will be from Stock to Improved Stock.

CLASS	MAX. CC	CARBS	EXHAUST
Improved Stock 440	440	OEM for the model	ANY FUNCTIONALLY SILENCED EXHAUST ALLOWED. NO POWER ADDERS. (TURBO, NITROUS, ETC.)
Improved Stock 500	500	OEM for the model	
Improved Stock 600	600	OEM for the model	
Improved Stock 700	700	OEM for the model	
Improved Stock 800	800	OEM for the model	
Improved Stock 1000	1000	Any carb allowed	

NOTICE: Weights are reviewed annually.

- Any snowmobile may be reclassified and reassigned in the interest of fair competition.
- Improved Stock snowmobiles may advance to higher displacement class and not be required to meet the minimum weight for that higher class.

GENERAL SNOWMOBILE REQUIREMENTS

- Snowmobile must begin as a qualified stock snowmobile. All snowmobiles must comply with GENERAL RULES AND REGULATIONS SECTION.
- Any alterations allowed in Stock are allowed in Improved Stock.
- 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, or properly filed OEM replacement parts that supercede the original OEM parts. Factory options are not allowed.

ENGINE

- 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. Parts identification numbers must not be removed.
- Cylinders must be OEM for the model. Must remain within OEM shell dimensions to include crevices, bulges, etc. No visible external changes allowed even if the area is hidden by another part or bracket. Number of cylinders must be OEM for the model. No external fastening devices allowed to secure or hold cylinders in place.
- The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 1/2 inch (0.50 inch) in thickness.
- Engine may be bored up to class limit. A one percent (1%) overbore allowed. (EXAMPLE: 670cc engine may be bored up to 707cc's and may not be bored up to 800cc's to run in the 800cc class).
- Crankshaft and crankcase must be OEM for the model. OEM stroke must be maintained. No modification allowed to the external surfaces of the crankcase even if the area is hidden by another part or bracket.
- Cylinder head(s) must be OEM for the model. The cylinder head may be modified internally including changing replaceable combustion chambers and machining out combustion chambers to use replaceable inserts. The visible, outer portion of the cylinder head or cylinder head cover must remain stock appearing and the spark plug must maintain OEM location.
- Engine components allowable for modification or replacement.
 - Bearings
 - Rods (rod center to center must remain the same)
 - Pistons
 - Piston pins
 - Rings
 - Gaskets
- Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change the outside dimensions of the cylinder or crankcase. No external modifications may be made to the crankcase or cylinder to accommodate reed block change.
- 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.
- On snowmobiles with OEM for the model Electronic Fuel Injection the throttle body, including the exterior, may be modified for increased fuel flow. No welding of the throttle body allowed (not even for repairs). Systems that allow increased fuel delivery may be used (i.e. Power Commander or others). The stock control module must be used. No changes for increased airflow allowed. Increasing the size of throttle body throat not allowed.