

NEK Drag Race Rule Book

-ISR AFFILIATE



Lyndon Sno Cruisers - NEK Drag Racing

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Welcome

The purpose of this booklet is to make you, as a competitor or crew, aware of the rules and familiarize you with the format of our race days. Thank you for your support and cooperation, good luck in your pursuit. **Safety is our #1 Goal!**

Verification and Control

Class Divisions

1. All class entries will not be discriminated on the basis of sex. Any qualified member may participate in the approved classes offered in any sanctioned event.
2. A snowmobile/sled will be allowed to race in its respective designated performance class, and any larger performance class.

Registration and Entry

1. **WAIVER FORMS ARE MANDATORY FOR ALL RACERS OR PERSONNEL IN SECURED AREAS (paddock, staging and track).**
2. **Driver must have registered at race headquarters and signed a waiver before any runs are made (practice or racing).** No one, except officially entered drivers may ride or practice on any racecourse on the day of the event.
3. **No refunds of entry or other fees will be made after registration is closed,** unless the event is cancelled or rescheduled by a ruling of the Race Director, after which time fees will be returned.
4. Any competitor who pays for race entry with a check is responsible for the payment of all charges should the bank or other institution fail to remit for whatever reason.
5. **Insurance fees are not refundable unless the class is cancelled.**
6. Any class can be eliminated when there are less than two (2) official entries after the close of registration.
7. **All participants in events must be fully familiar with the rules and regulations.**

Driver Identification

1. There will be an automatic suspension for drivers who race under another driver's number.

Pre-Race Safety Inspection

1. **ANY ENTRY IS SUBJECT TO INSPECTION UPON REQUEST BY THE RACE DIRECTOR OR TECHNICAL DIRECTOR.**
2. Pre-race safety inspections are mandatory at all races (includes tethers).
3. Only snowmobiles having passed pre-race inspection will be allowed on the racetrack.
4. Once a snowmobile has arrived on site to race it may be inspected at any time prior to completed registration.

Pit & Staging Area

1. Reasonable speeds will be observed on the pit area. All pit areas are caution zones where utmost driver awareness is required.
2. **Hot pit and staging areas are limited to drivers preparing to race and their pit crewmembers. Minimum age for pit crewmembers in these areas is 14 years old. All persons in these areas must have signed a release and waiver for the event.**
3. There is no minimum age for people in the warm up, pit-parking or cold pit areas.

Testing, Tune-Up, Warm-Up & Practice

1. **Testing of the engine and/or snowmobile must be done in a designated area only.** One is provided in the "Staging Area" with safety cables attached to the Jersey Barrier back drop.
2. Testing area must be a suitable course or area, completely free of obstructions, which provides adequate and safe runoff or slow down.
3. Officials will provide proper supervision of the testing areas as well as adequate crowd control to prevent spectators or other persons from moving into the area.

Support Vehicles

1. No unauthorized motorized vehicles will be allowed in the pit or staging area. Snowmobiles have to return under their own power. Only disabled snowmobiles may be towed from the track.

Driver Protective Equipment

1. **Full coverage helmets are mandatory.** Helmets will be full protective coverage and carry the 2000 Snell Foundation Approval Code. This is also mandatory in the tune-up area. Helmets must be securely fastened at all times.
2. At least 144 square inches of visible area on both the driver's front and back with international or blaze-orange color, is strongly recommended.
3. **Gloves and clothing, along with at least above ankle leather boots are mandatory** (minimum of 6" leather above ankle).
4. **Eye protection is mandatory**; if corrective lenses are required to drive a motor vehicle, the driver will be required to wear them when racing.
5. **Hearing protection is mandatory in all non-stock classes in all types of competition.** Recommended for all stock class competition.

General Race Structure

Classes may run/be announced concurrently, only snowmobiles in those classes should be in the staging and race areas.

Signal Light Rules

1. When light signals are used instead of flags, all competitors must be made aware of signal light procedures prior to the race.
2. Competitors must obey signal lights.
3. The following signal lights apply to DRAG racing:
 - a. **PRE-STAGE/STAGE**-Flashing or non-flashing means stage snowmobiles; be ready to race.
 - b. **YELLOW LIGHT**-Staged and ready to race.
 - c. **GREEN LIGHT**-Start of race.
 - d. **RED LIGHT**-Driver has left the line before green light.

Timing

1. **It is the driver's responsibility to see that his snowmobile triggers the scoring system properly.**

Race Starting Procedures

1. **All drivers must be assembled on the starting line, ready to race within two (2) minutes of notification of their race.**
2. Snowmobiles may be pushed to the starting line.
3. Snowmobiles must be placed on an approved stand for warm and/or for clearing the track.
4. All snowmobiles on the starting line must have the track and both skis flat on the course surface, before starter begins the race.
5. All snowmobiles will be started from a standing "still" position.
6. The driver's feet must be on the running boards or stirrups.

Start

1. There shall be no change of drivers at any time without notification to the Race Director.
2. Events that take place under natural lighting will be terminated thirty (30) minutes after published sunset.
3. The first "Red Light/False Start" loses the heat; the second disqualifies you from the class.

Race Restart Procedure

1. The Race or Tech Director may have a restart at their discretion. Their say is final.
2. In the event of an accident involving one (1) or more snowmobiles, the Tech Director may at his sole discretion rule said snowmobile(s) mechanically unsafe to participate in the restart. These snowmobile(s) must be fully safety inspected and approved by the Race/Tech Director before further competition will be permitted.
3. Drivers and snowmobiles must be on the starting line within two (2) minutes of the restart notification.

Leaving the Course

1. Drivers should stay on the confines of the marked course.

Race Finish

1. The finish line will be clearly marked. A driver whose snowmobile is disabled before driver reaches the finish line may be pushed or pulled by driver's own unaided muscular energy across the finish line and will be considered to have completed the race. A competitor is said to have finished the race when driver is in contact with the snowmobile and any part of the snowmobile crosses the finish line.

Drivers Briefing

1. **The mandatory meeting will be held at an announced time and place.** It will be conducted by the Race Director and Race Promoter. Descriptions of the course, lights, etc. will be made.

Radios

1. There will be no independent radio transmission on sanctioning body's radio frequency.
2. Unless otherwise stated, radio communication between crew and driver is not allowed while the driver is on the course.

Clean Out / Safety Stands

1. Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory.
2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8" thick. Side panels are mandatory and they must extend at least to the center of the rear axel. The sides and back must be secured inside the framework. Vertical coverage must be no longer than one (1) inch off the ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes). A plywood liner is recommended to help absorb impact. Safety stand must maintain sufficient height to prevent track coming into contact with ground/ice surface. **The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.**
3. **(Drag racing) clean out will only be allowed at specified backboards.** The snowmobile must be placed on a safety stand and the safety stand must be backed against the clean out backboard. Backboard minimum requirements are five (5) feet tall, four (4) feet wide for each snowmobile. Backboards must be sheeted with 3/4" plywood (no chipboard). Additional clean out boards may be placed in the staging area.
4. No full throttle operation while snowmobile is on warm up stand.

Fire Extinguisher

1. Fire extinguishers must be available in pit, staging and starting line areas. Fire extinguisher minimum size will be five (5) pounds with ABC fire extinguishing capabilities, and be in place before the start of the race.

Official Sanctions & Classes

The intent of these class designations is to establish races in which all can compete at their level if personal and equipment ability. The class structure is organized in such a way as to enable as many snowmobilers as possible a place to successfully compete. We run a double elimination bracketing system for each class.

Stock Classes

CLASS	Max CC	Carbs	EXH
Stock 500	500	38mm carb Or 40mm fuel inject	OEM Single
Stock 600	600	OEM	OEM
Stock 700	700	OEM	OEM
Stock 800	800	OEM	OEM
Stock 900	900	OEM	OEM
Stock 1000	1000	OEM	OEM

Improved Stock Classes

CLASS	Max CC	Carbs
Imp. Stock 500	500	38mm carb or 40mm 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	OEM for the model

Open Mod Classes

CLASS	Max CC
Open Mod 500	500
Open Mod 600	600
Open Mod 700	700
Open Mod 800	800
Open Mod 1000	1000

120cc Classes

Entry Fees, Prizes, Awards & Point System

Entry Fees

1. All racers will pay \$30 per class entered (\$20 goes toward payback; \$10 goes toward insurance coverage to hold the event).
2. This insurance is to be considered as a supplemental to your coverage and only has a \$3,000 limit (subject to insurer).
3. There is no registration fee for 120 cc class.

Payback Prizes

The promoter payback at drag races will equal 100% of the entry fees collected in each class up to 10 entries. The promoter shall post the specific event payback system to be used at the registration area of the event and shall publicize the event payback/awards system in advance of the event.

Max payout cap is \$100 per place per class unless specially noted (sponsor).

First Place	50%
Second Place	30%
Third Place	20%

Awards

Only 120cc class receives trophies during race season, end of year "High Point" trophies will be awarded after season for each class based on the following criteria:

Driver Point System

1. A driver that comes to the line and takes the green light will qualify for points if available to that driver.
2. In the finals, the drivers finishing behind a disqualified driver will move up to the next higher position.
3. Points will be awarded in any class that has one or more entries.
4. Point tabulation for circuit high point winners and class champions will end at the close of the race season.
5. Points shall be awarded as follows:

FINISHER	Points per Place (ask if want official ISR points breakout)
First	6
Second	5
Third	4
Fourth	3
Fifth	2
Sixth+	1

General Competition & Safety Rules

Staging & Starting Line

1. Grooming of the start area and use of specialized tools will be at the discretion of the sanctioning body.
2. A protective stand will be in place behind the track of the snowmobile when it is leaving the starting line.
3. No assistance shall be given to a driver on the starting line except when mechanical difficulty develops. One (1) mechanic may help the driver with permission from the Race Director. Extra help may be requested to remove the snowmobile from the course. Starter looks for raised hands, signifying engines not running or other mechanical trouble. If none, the starter will race within five (5) seconds. A start will not be delayed due to mechanical difficulties for more than two (2) minutes from original notification (unless the Tech Director chooses). Difficulties developing after the green lights, the driver may continue to race or withdraw; however, if a driver withdraws to the pit, the driver is not eligible to restart.
4. 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.
5. One (1) crewmember may accompany driver to the start line.

GENERAL SLED REQUIREMENTS

Ski Suspension & Steering

1. Limiter straps are required in all classes –on the front cross bar or the rear suspension.

Other

1. No aftermarket Stutter Boxes allowed below Pro Stock.
2. All tethers and cords shall be attached to the drivers and not be any longer than 24" long when fully extended.
3. Cleated tracks will be allowed in Open Mod classes only, but must meet following conditions: ~~The maximum cc limit for their use is 700cc. Classes above 700cc are rubber track only. The rivet must be 1/4" in size and have a 5/8" head. Rivets must be solid; no pop rivets will be accepted. Maximum of 6 traction points per cleat including points on any kicker plate device. You may only use hardened steel fasteners to secure kicker plates. The max amount of chisel or flat faced studs per cleat is 3, max 2 traction points per kicker plate. Three (3) cleat fasteners are required in outer belting; minimum of 4 and max of 6 fasteners in center belt. All open holes must be filled with a legal fastener. No grinding or welding will be allowed on cleats. Sixty (60) % of track width must be belting. Cleats can be no farther than 6" apart.~~
4. Studs may not protrude any more than 3/4" above the highest point of the track lug or the highest point of the cleat.
5. On one piece rubber molded tracks: except for the under slide rails, all plates will be no greater than 2 1/4" in length and width. Plates under slide rails may be no longer than 3 1/4" and no wider than 1 1/4".

Stock Classes & Rules

Stock Sled General Requirements:

1. Sleds must have original OEM for the model engine, hood, skis, frame, gas tank, cowl, carburetion, air box, suspension, and clutches supplied by the manufacturer for that model.
2. All sleds must conform to general sled section above.

Engine

1. No component of the engine may be altered, changed, reduced or enlarged from the engine manufacturer's original stock specs, nor may any additional components be added to the engine. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.
2. Max cylinder overbore for wear cannot exceed .020".
3. Replacement pistons must be stock OEM for the model.
4. There will be no more than one (1) cylinder base gasket to a cylinder.
5. Spark plugs do not necessarily need to be OEM equipment in these classes.
6. A maximum of one (1) venturi per cylinder will be allowed in Stock classes.
7. OEM carburetor slide valve and replacement jet components, without modification, are allowed in all classes. No modification of carburetor body will be allowed.
8. On sleds with OEM electronic fuel injection, commercially available electronic control modules may be added to the OEM ECU for the purpose of increasing or decreasing fuel delivery only. The added module must be designed to plug directly into the OEM ECU and/or the OEM wire harness without modification.
9. On sleds equipped with electronic fuel injection, it is allowed to replace the non-adjustable fuel pressure regulator with any commercially available, mechanically adjustable fuel pressure regulator.
10. Airbox may not be modified but may be removed. If removed, must be replaced with commercially available foam/paper/fabric air cleaners. Individual air cleaners should be used on each carburetor with suitable connecting adapters if necessary. A redesigned ram air box is not allowed.
11. No additional fuel pumps may be added to Stock carburetors.
12. Oil injection pump must remain in place and remain functional. Lines may be removed and plugged, and premixed gas may be used.
13. Engine must retain OEM for the model cooling system.
14. On liquid cooled sleds, except for quick disconnects and flow directional valves, the cooling circuits cannot be modified or removed. Thermostats may be removed. When the sled is on the course the cooling fluid must flow unobstructed throughout the entire cooling system (no short circuiting).
15. OEM heat exchangers for the model located under the tunnel may be relocated any place on the top, side or under the tunnel and must remain functional.
16. Harmonic balancers must remain intact.
17. The complete OEM exhaust system must be used as furnished by the manufacturer for the model.

Drive Systems

1. Any combination of springs, weights and ramps may be used in the clutches. There is no maximum clutch engagement RPM.
2. No machining on clutches to accommodate springs and weights.
3. No machining, grinding, cutting or welding allowed on clutches unless otherwise specified.
4. Metal may be removed but not added to primary clutch ramps or flyweights.
5. Secondary clutch cams may be cut to any angle; billet helixes are allowed.
6. No overdrive machining.
7. Drive belts do not necessarily have to be OEM equipment in Stock classes.
8. Any drive chain and sprockets may be used, provided they are at least as strong as stock.

Ski Suspension & Steering

1. **Shocks must remain OEM and may not be relocated to a different location.**
2. **Must maintain 2" of remaining compression travel with driver on sled.**
3. Shocks must remain OEM for that model and remain in the OEM location. On re-buildable shocks, spacers may be added internally to limit rebound travel, but not compression travel.

Skis & Runners

1. **Aftermarket skis are allowed if commercially available to the public. Min length 40" and width may not be trimmed.** Skis may not be interchanged between brands, replacement skis must be of same material as OEM ski for that model. (steel to steel, plastic to plastic).
2. Skis may be reinforced but must remain in the original configuration; this must be on the upper surface of the ski only.

Track Suspension

1. **Complete OEM rear suspensions must be used as filed by manufacturer** (no options permitted). Suspension may be located anywhere in the tunnel where the manufacturer has drilled mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Holes may not be enlarged or slotted.
2. Any steel or titanium suspension springs allowed. Torsion springs (not coil) may be shortened at the long end to prevent contact with the track. OEM for the model design concept must be maintained.
3. Marginal snow wheels and related hardware may be added or removed from slide rails. Structural integrity must be maintained.
4. No device may be added that stops the suspension from going through its normal bottoming action.

Track & Traction

1. Minimum lug height from the flat of the track is 0.50".
2. Track may not be reversed.

Frame & Body

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

Ignition & Electrical

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

Improved Stock Classes & 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 is assumed that the change or modification is not allowed.

General Sled Requirements:

1. **Sleds must begin as a qualified stock snowmobile.** All sleds must comply with GENERAL RULES & REGULATIONS SECTION.
2. **Any alterations allowed in Stock are allowed in Improved Stock.**
3. **The sled 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 supersede the original OEM parts. Factory options are not allowed.

Engine

1. **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.
2. **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.
3. The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed ½" in thickness.
4. **Engine may be bored up to class limit.** A one percent (1%) overbore allowed. (Example: 670cc engine may be bored up to 707cc and may not be bored up to 800cc's to run in the 800cc class).
5. **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.
6. **Cylinder head(s) must be OEM for the model.** The cylinder head may be modified internally including changing replaceable combustion chambers to use replaceable inserts. The visible outer portion of the cylinder head or cover must remain stock in appearance and the spark plug must maintain OEM location.
7. **Engine components allowable for modification or replacement.**
 - a. bearings
 - b. rods (rod center to center must remain the same)
 - c. Pistons
 - d. Piston Pins
 - e. Rings
 - f. Gaskets
8. **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.
9. On sleds 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. OEM for the model throttle plate (butterfly) must be used without modification.
10. Except as noted, additional fuel delivery system or pressure charging is not allowed.
11. Internal and external modifications may be made to the airbox. **Airbox may be removed;** air filters may be used.
12. **Oil pumps may be removed or disabled; oil tank must be removed.** Oil injector nozzles may be removed and plugged (if oil tank and overflow tank are joined the oil tank must be disabled or the joined tanks removed).
13. **Flywheel harmonic balancer may not be removed.**
14. Torque arms allowed.
15. Rigid mounts allowed. OEM for the model engine location must be maintained. Replacing or adding metallic engine mounts is not allowed. Replacing rubber/cushion parts with more rigid parts is allowed.
16. **Cooling systems must be operational; may contain disconnects for cool down.** Heat exchangers may be relocated, modified or removed.
17. **Any functionally silenced exhaust system allowed.** A functionally silenced muffler/silencer must be installed and operational (see General Requirements).

Drive

1. **Any primary and secondary clutch may be used.** Roller secondary clutches allowed.
2. Primary clutch and secondary clutch may be modified (no RPM limit).
3. Any track drive sprocket and non-driving wheels allowed on the track drive axle. Unless specified, no changes in drive, frame or suspension allowed to accept track drive sprockets.
4. **Track drive axle and chaincase must remain OEM for the model and remain in OEM location.**

Skis Suspensions & Steering

1. Ski suspension and shocks must remain OEM for the model and may not be relocated to a different location.
2. **Ski stance must be OEM for the model.**
3. **Must maintain 2" of remaining compression travel with driver on sled.**

Skis & Ski Runners

1. **Aftermarket skis are allowed if commercially available and marketed through normal sales activity.** Min length 40" and may not be trimmed. Skis may not be changed between brands. Lower ski surface must remain OEM.

Track Suspension

1. **OEM for the model suspension must be used.** Suspension may be moved up and down in the tunnel (limit 3"). OEM location must be maintained and may not protrude beyond normal tunnel configuration.
2. **Shocks must remain in the OEM location.**

Track & Traction

1. Any commercially available one-piece molded rubber track allowed. Track must be race designated by the molder of the track. No cleated tracks allowed. Unless specified, no modification to drive, frame or suspension allowed to install track.
2. Commercially available long track kits allowed; kit must be used in its entirety.
3. Minimum lug height is 0.500".

Frame & Body

1. **Any chassis alterations, additions or removals, which alter shock appearance or dimensions are not allowed.** Tunnel can be repaired but must remain OEM length.
2. **The OEM fuel tank must be the only tank that can be used for fuel supply.** Oil injection tanks may not be used as a fuel tank.

Ignition & Electrical

1. **Ignition must be OEM for the model.**
2. **Fixed ignitions may be advanced or retarded a maximum of 4°.**
3. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control unless OEM for the model.
4. Lighting coil must remain in place.
5. **Tachometers, speedometers and/or heat gauges may be added or removed.**
6. **Open instrument holes must be closed.**
7. **Electrical wires/wire harnesses and instrument drive cables may be removed.**
8. Headlight assembly may be removed (opening must be closed). Headlight consoles are not considered part of headlight assembly.

Open Mod Classes & Rules

There are five (5) Open Mod classes: (see page 7)

General

1. **Competition is open to any snowmobile, either production or one of a kind experimental** (which could include rear engine type snowmobiles).
2. **800cc and 1000cc maximum overall length is 144".**
3. All sleds competing in Open Modified Class must comply with GENERAL RULES & REGULATIONS SECTION.
4. The Race Director shall have the authority to determine structural integrity.

Engine

1. **The engine must have been manufactured for snowmobile use** (this does not include outboard, motorcycle, aircraft or automotive engines, etc.).
2. **Ne super charging, turbo charging allowed unless otherwise specified.**
3. **Fuel injection allowed.**
4. **Exhaust not enclosed within the confines of the cowl must point rearward beyond front cross member/spindle centerline. Exhaust system cannot compromise or exceed overall snowmobile length and width.**

Ski Suspension & Steering

1. **Must be a minimum of 1" of remaining compression travel with driver on sled.**
 2. **Minimum ski stance (center to center of the ski runners) is 40".** No maximum ski stance width.
- NOTICE, Effective 1 Jun 08: Ski suspension must have at least one hydraulic shock absorber on each side.**

Track & Traction

1. **Any commercially available one-piece molded rubber track allowed. Track must be race designated by the molder of the track. ~~No cleated tracks allowed.~~**

120cc Class

The intent of this class 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.

All 120cc classes are stock based classes. ~~No change or modification is allowed unless specifically stated.~~

Eligible Drivers

This class is for kids aged 4 through 12.

Eligible Snowmobiles

Arctic Cat Z 120, Z 120 Sno Pro, Bombardier Mini Z and Polaris XCR 120.

General Competition and Safety

1. In the event that a driver is off his/her sled after an accident involving two or more sleds, the race will be red flagged.
2. Our venue is small enough that all sleds will start at the same time, possibly using both lanes if necessary.
3. Driver entry into this event is open to any qualified individual. This class is open to children of an age and experience limit to create a fun and safe atmosphere to encourage new competitors.
4. Both the owner and the driver are responsible to ensure that their snowmobile and driver safety equipment conform to all of the rules for the class which they have entered (see next section).
5. Any driver that does not meet the requirements listed will be subject to disqualification and forfeiture of any prizes or awards, plus eligibility for the next two (2) races.

Mandatory Driver Safety Equipment

1. Helmets are required; upper body protection, shin guards and above ankle boots are suggested.

Entry Fees, Prizes and Awards

1. Entry fees for this class are \$0 as it is a sponsored class.
2. Recommended Awards: Trophies (no prize money) and points.

General Snowmobile Rules:

1. Guide clips and/or track clips may be added to the track.
2. Carbide ski runners are allowed.
3. Any separate front and rear bumpers that extend away from the body must be padded.
4. All metal ski hoops must be padded.

Drive

1. Brake must be functional and operational at all times.
2. OEM drive clutch must be used with no modifications.
3. Stock drive clutch engagement must be maintained.
4. No belt drives allowed.
5. Chain guard must be in place.

Ski Suspension & Steering

1. Front suspension must be OEM for the model.
2. Front suspension must remain in its Stock location.
3. Ski widening devices and/or height adjustment devices are not allowed in Stock classes unless furnished as OEM and properly filed.
4. Suspension travel may be limited by means of limit straps only. Suspension travel must be maintained. No rigid suspension allowed.

Skis & Runners

1. Ski must be OEM for the model and year or a commercially available aftermarket ski with a minimum overall length of 20".
2. Ski suspension components must be OEM.
3. Ski tips must have ski loops; steel loops must be padded.

Track Suspension

1. The complete suspension must be used as furnished and filed by the manufacturer. No options allowed. Shocks must be OEM for the model, and the OEM suspension mounting points must be used.
2. Seals may be removed from bearings in bogie wheels, rear idler wheels and/or rear idler sprockets.
3. Commercially available marginal snow wheels may be added to the slide rails.
4. Slide rail lubrication systems not allowed.

Track & Traction

1. Any commercially available molded rubber track may be used. Track must fit within frame and suspension without modification to frame, suspension or drive.
2. Track studs must not extend more than $\frac{3}{4}$ " above the highest point of the track.

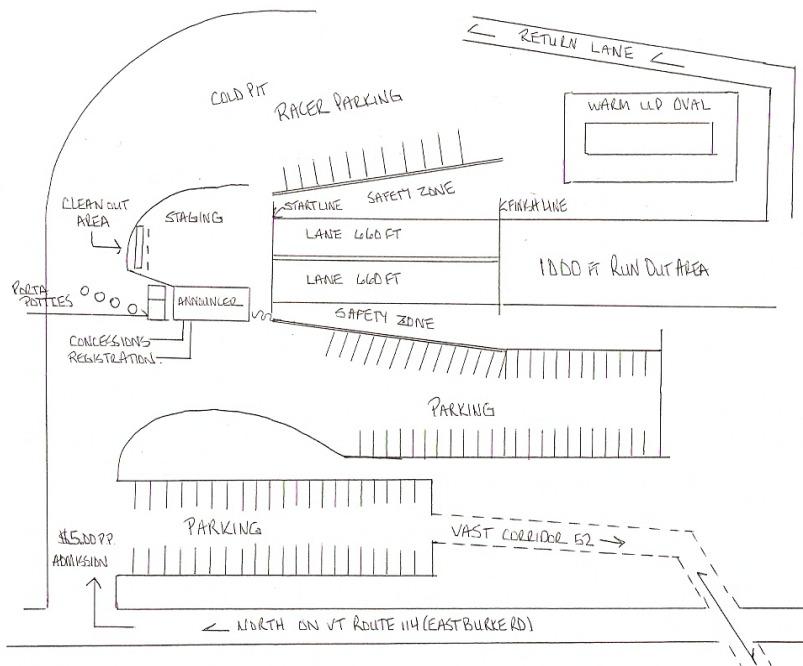
Frame & Body

1. OEM hood must be maintained without modification, but may be painted any color.
2. Windshield may be removed, modified or replaced; must have safety trim.
3. All sharp edges must be padded.

Ignition & Electrical

1. An ignition tether must be installed and functional.
2. Headlight and taillight must be OEM for the model and taillight must be functional.
3. Ignition and lighting system must be OEM for the model; no modifications allowed.

Course Map (Not To Scale)



Registration 8:00 am until 10:00 am on race day.

Tech Check anytime before all registrations are final by 10:45 am.

Driver's Meeting at 10:15 am.

First class starts at 11:00 am.

Each class entry is \$30, NO REFUNDS.

Everyone entering NEK Drag Race Site will have to pay \$5 entry fee (includes racers, crew, spectators and VAST snowmobilers).