



Hillfest & Triplefest Drag Ice & Snow Rules Feb 02,2022



UNIVERSAL:

- 1-All Snowmobiles must have clutch cover
- 2- Trophy Stock classes studs may not extend over 3/8s over top of lug
- 3- In Stock Trophy / Money classes – aftermarket trail can, aftermarket reeds or Y pipe is allowed only 2 of the 3 is allowed – more than 2 moves you up to Mod.

STOCK TROPHY & STOCK MONEY

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

1. Snowmobile must begin as a qualified stock snowmobile.
2. The snowmobile must have original OEM for the model engine, frame suspension, cowl, fuel tank, airbox, variable speed converter, and seat. Named components must be OEM for the model and year, or properly filed OEM replacement that supersede the original OEM parts. Factory options are not allowed
3. Trail Stock maximum width dimensions (ski stance) are as produced by the manufacturer OEM year and model

Engine

1. No Component of the engine may be altered, changed, reduced or enlarged from the engine manufacture's original stock spec, nor may any additional components be added to the engine. Blueprinting of engines is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces of material removal for the purpose of engine balancing or other reasons.
2. Maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm).
3. Replacement pistons must be stock OEM for the model.
4. There will be no more than one-cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
5. A maximum of one venture per cylinder will be allowed in Stock Class.
6. OEM carburetor slide valve and replacement jet components, without modification, are allowed in all classes. No modification to carburetor body or throttle body will be allowed.

7. CDI/ECU module may be reprogrammed
8. No Additional fuel pumps allowed.
9. Oil injection pump must remain in place and remain functional. Lines may be removed and plugged. Oil injector nozzles may be removed and holes may be plugged. Premix gasoline may be used
10. Engine must retain OEM for the model cooling system concept. Liquid, fan, or free air cooling must be retained. Cooling circuits cannot be modified or removed. Cooling circuit must remain functional.
11. Spark plugs do not necessarily have to be OEM.
12. The exhaust system as provided by the manufacturer for the model and year. Muffler components and /or silencing material must be intact at all times.
13. On snowmobiles 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. The added module must be designed to plug directly into the OEM ECU and /or the OEM wire harness without modification.). Systems that allow increased fuel delivery may be used (i.e. Power Commander or others).
14. Airbox must remain OEM for model and year. No cutting, altering, or removal of air box or material is allowed
15. Allowed gasoline and lubricants:
 - a. Only a commercially available pump gasoline that complies with these rules is allowed. (The term "pump gasoline" includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting is prohibited
 - b. 93 octane max



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Drive

1. Production primary and secondary clutch must be OEM for the model and year.
2. Primary clutch and secondary clutch may be modified (no RPM limit).
3. Any combination of springs. Weights and ramps may be used. These components may be interchanged between any brands, providing there is no modification to the clutch to make the components fit.
4. No machining, grinding or welding allowed on clutches unless specifically stated.
5. Metal may be removed from primary clutch ramps or flyweights.
6. Helixes may be machined for angle change. No material may be added. No welding allowed. 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. Drive belts do not need to be OEM.
10. Complete brake system must remain OEM stock for the make and model and year.
11. Brake control handle must remain in the OEM location (left handlebar, front side).
12. Track drive sprockets may be replaced with any OEM for the model & year drive concept (i.e. Involute or external). Unless otherwise specified, no modification allowed to frame, drive, or suspension can be made to install replacement sprockets.

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.
3. Limiter strap allowed, but must maintain a 5 inch of compression travel at front bumper
4. Sway bar may not be relocated. Sway bar must be OEM for the model, and in place

Track & Suspension

1. OEM for the model and year suspension must be used. Suspension may be mounted anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.
2. Track suspension kits are not allowed. No rail extensions
3. Shocks must remain in OEM location.
4. At the discretion of the region, marginal snow wheels along with brackets may be added or removed in all classes. Structural supporting components must remain.
5. Any suspension springs allowed. Spring concept must remain OEM for the model. No chassis or suspension modifications to facilitate spring installation allowed. Track suspension must maintain a 5-inch min compression travel at rear bumper.
6. Rear wheel kit is allowed but must retain OEM for model diameter.
7. Shock lengths may be altered as long as still maintains 5 inch of compression travel.

Track

1. Track must be length and width OEM per model & year, Trimming allowed + or - 1.0 from OEM width.
2. No chisel studs or grinding on studs allowed. Any commercially available carbide tipped studs allowed

Frame & Body

1. Material may be added to chassis and suspension parts for reinforcement. The OEM for the model parts must be maintained. No material substitution allowed.
2. OEM skid plate may be added for protection of sled bottoms and may not change the aerodynamics of the sled. Skid plate must be securely fastened.
3. Protective taping or screening will be restricted to the external openings of the hood only. OEM vent covers and screens, which are intended for removal by the consumer, may be removed. No additional venting allowed.
4. The OEM fuel tank is the only tank that can be used for fuel supply. Oil tank may not be used as fuel tank.

Ignition & Electrical

1. Ignition must be OEM for the year and model.



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2. Lighting coil must remain in place.
3. Headlight and taillight must be original OEM equipment and must remain in original mounting location. Headlight and taillight must be operational at the start of the race. Taillight cannot be battery operated.
4. Tachometers, speedometers and or heat gauges may be installed. OEM gauges must remain in place.
5. No aftermarket device allowed which interrupts ignition for launch control or traction control unless OEM for the model.
6. Aftermarket sensors of any type can only be installed in pipe or can

MOD TROPHY & MOD MONEY

Per class, anything above stock, below KOT, Lake Racer and Outlaw classes

KING OF THE TRAIL CLASSES

1. Chassis serial number must be permanently affixed to the side of the tunnel in the area of the right-side footrest.
2. Any fuel allowed
3. Unaltered commercially available carbide tipped trail studs.
4. No side exit exhausts allowed (exhaust must exit from the bottom with muffled exhaust) Turbo may be used as muffler as long as pipe off of turbo does not exceed 12 inches
5. OEM Engine cases allowed, Billet case engines are prohibited
6. Lightweight hoods allowed the use of any other lightweight parts are prohibited

7. Headlight and tail light must be functional

LAKE RACER

1. Chassis serial number must be permanently affixed to the side of the tunnel in the area of the right-side footrest.
2. 2000 cc maximum
3. Power adders allowed
4. Max Turbo 55/58 allowed

OUTLAW

1. Power adders allowed
2. 2000cc maximum