



2022 Race on the Rock – Uphill Drags – Event Rules and Class Regulations

Hello Racers and welcome back to the Race on the Rock snowmobile weekend! We are excited to host the 25th Annual races at Marble Mountain Ski Resort this year on April 16 & 17th, 2022. WSR would like to thank in advance all the racers and their families for their patience in the cancellation of the race in 2020 and 2021 and look forward to this year's race.

Please note that it is the responsibility of the racer/race-team to read and understand the following event rules and regulations, and uphill drag class rules & regulations prior to event pre-registration and the actual event.

ROTR (Race on the Rock) Registration Rules & Regulations

1. Pre-Registration will be completed on the Western Sno-Rider's website (www.westernsnoriders.ca) at the date and time specified by WSR. The registration will be separated by class again, with the high-powered sled classes registering first, and then the next opening will be the remaining trail stock and improved trail stock classes.
2. Racers must be 16 years of age or older. Racers 18 years of age or under must show us Picture ID and a signature from a legal guardian or parent is required. Any racer may be asked to provide a Picture ID.
3. A sled can only be entered in a total of three classes.
4. **Entry fees for 2022 ROTR:**
 - a. \$100.00 General Registration Fee – Per Sled **See Note 6**
 - b. \$30.00 Class Entry Fee; Charged Per Class
 - c. Included in general registration – (1) One Pit Crew Member, additional crew member (If required by racer) at cost of \$30.00
5. WSR will contact all confirmed pre-registration entrants for credit card payment via phone call. Once call is received, payment is to be received no later than April 8, 2022, at 7:00pm. If this fee is not paid by this date, you will not be registered, and your registration will automatically be removed.
6. Pre-Registration fee is now non-refundable. In the event that the ROTR is cancelled by WSR for weather or safety concerns, \$50 per registration will be refunded to the racer. A \$50 administration/insurance fee per registration will be withheld by WSR.
7. If a racer tries to register a sled for a certain class, and that sled is then found out to be ineligible to race in that class due to modifications by tech inspection, both that racer and the sled are disqualified from their registered race; no registration money will be refunded, however WSR will work with the racer to try and enter them into a class that meets their modifications, if possible.
8. No refund of registration fees will be given for either missed races or for disqualifications
9. All racers will be assigned a bib # upon completion of registration and payment.
10. Riders will be charged a \$100 refundable deposit for race bibs on race day. When the bib is returned to the registration room, the deposit will be refunded. If bib is not returned racers will not receive any winnings and the \$100 dollar deposit will not be refunded. Further sanctions may be applied if deemed necessary by WSR.
11. All sleds will be subject to Tech Inspection prior to entry into the race events. Tech Inspection will be **Friday Afternoon, March 15, 2022**. Racers who are late or miss for Tech inspection may be disqualified from the races. If you know in advance that you are going to be late due to travel delays, please advise WSR ASAP so we can try and accommodate you.



12. The inspection group will not reassemble parts removed by technical inspectors to verify machine class placement. It is important to note that any specific parts required to be tested for a specific class entry be readily available and any equipment removed for measurement access for tech inspection.
13. There will be no extensions to the registration deadline, except at the discretion of the registration officials and if extenuating circumstances exist.
14. Racers who are deemed to have broken any race rules may face sanctioning. Sanctions will be imposed at the discretion of the ROTR/WSR committee and may include, but not limited to, disqualification of a class and/or the race, fines, and/or bans from future races or events held by Western Sno-Riders. Sanctions applied a racer are not able to be appealed until their sanction time has lapsed.
15. Racers can pay to have their race trailer placed in the pit paddock area. There will be a fee of \$50.00 and must be paid at the registration desk prior to being moved into the pit paddock. Once the fees are paid, you will receive a trailer ticket, which is to be given to the groomer operators that will be towing the trailers to the pit paddock. Trailers will be placed in the pit area in an order and location as determined by the race official assigned that duty. This will take place as tech inspections are completed and we have complete control of the ski hill. Racers are not permitted to drive their truck/trailer onto or off of the hill at any time. There shall be no unregistered sleds in the pit area, including inside trucks and trailers within the pit area. Western Sno-Riders reserves the right to enter a trailer at any time, unannounced, and unimpeded, to do an inspection. If any rules infractions are found to be broken, they will be dealt with immediately by the Race Committee. Rule #14 will apply for sanctioning if any rules or regulations are broken.

ROTR (Race on the Rock) RACING & PIT PADDOCK Rules & Regulations

1. Racers must be 16 years of age or older. Racers 18 years of age or under must show us Picture ID and a signature from a legal guardian or parent is required. Any racer may be asked to provide a Picture ID at any time.
2. Race order schedule will be posted on Race Day. Race order is subject to change during the day at the discretion of race officials based on timing of events (grooming, sled cool down, etc.). WSR will be trying a new 45 minute clock between the outlaw sled heats to give racers time to work on their machines between heats.
3. The driver's meeting is mandatory and will be held at an announced time and place which will be before the race on Saturday. It is to be conducted by the race chief.
4. **Alcohol and/or drug use is not permitted by any racer or pit personnel before they have finished racing and will not be tolerated. If a racer or any of the pit personnel is found to have been using alcohol or drugs, then that racer/pit personnel and sled will be immediately disqualified for the remainder of the event. The racer(s) including their pit crew members will be banned from WSR event competition for a minimum of 1 year and further sanctions may be applied by WSR.**
5. If a race class does not have enough entries officials are permitted to place the racer into the next higher qualifying race classification without the racer's permission. If the sled is already registered in that class, then the sled is registered in the first eligible race class and that registration money will go into that race class.
6. A driver and the snowmobile (chassis and motor) shall be considered a unit, and once registration is complete, neither will be substituted. If a driver is qualified on a snowmobile, both must be in the same final event of the class, and or event. There will



be no substitutes for sled or driver once registration is closed. In the event that the driver of the snowmobile cannot make the event, the driver can be substituted by request to the race chief up to the morning before the race. Once the driver has been substituted, no further changes will be allowed, and the previously registered driver will not be allowed to compete.

7. Members of racers pit crew are the responsibility of the driver. If any member of the pit crew is found to be breaking any rules stated herein, **the driver & all the pit crew members** will be disqualified from the competition that day, and subject to further sanctioning noted in note 8 below.
8. The condition of a machine is the responsibility of the driver. A driver may be disciplined if driver's machine is modified as to defraud the officials or other competitors.
9. If a racer tries to register a sled for a certain class, and that sled is then found out to be ineligible to race in that class due to modifications by tech inspection, both that racer and the sled are disqualified from their registered race; no registration money will be refunded, however WSR will work with the racer to try and enter them into a class that meets their modifications, if possible.
10. Racers who are deemed to have broken any race rules may face sanctioning. Sanctions will be imposed at the discretion of the ROTR/WSR committee and may include, but not limited to, disqualification of a class and/or the race, fines, and/or bans from future races or events held by Western Sno-Riders. Sanctions applied a racer are not able to be appealed until their sanction time has lapsed.
11. Located at the starting line is a 1 Minute clock, (subject to change). After the first sled arrives at the starting line for a particular race, a 1-minute countdown will begin. When the timer reaches 0, or all racers are at the starting line before the timer elapses, the race will start, whether all racers are at the starting line or not. It is recommended that pit crew clear the area as fast as possible so as not to interfere in the race start. In the event of a counter reaching 0 and pit crew still in staging area, the race will start.
12. Race lanes are situated from right to left looking at the hill, with the right most lane being #4.
13. At the start line, a beam of light is used to ensure that the sled is staged to begin the race at the green light. The sled becomes staged when the light beam is broken by the beam breaker that is attached to the ski of the snowmobile. For each registered snowmobile, a beam breaker will be provided to the racer. It is the responsibility of the racer to attach the beam breaker to the ski loop and mount it so that it shall not extend past the tip of the ski loop.
14. Sleds that do not come to a complete stop at staging lights will be disqualified from that race.
15. Only the driver, snowmobile and one pit crew member will be allowed into staging area, staging at start lights will be the sole responsibility of the driver.
16. A red light shown at the end of the race heat will mean automatic disqualification.
17. If a racer crosses over into a competitor's lane, the racer that left their lane will be disqualified from that race, the racer must stay in control of their snowmobile.
18. If a racer does not cross the finish line during your race you will be considered "DNF - did not finish" and are disqualified from that race.
19. Snowmobiles and racers may not leave the confines of the lane run off areas or return lane. Non-compliance of this rule will result in immediate disqualification.
20. Snowmobiles are only to be driven in the designated race area. If any racer is seen riding anywhere else on the mountain at any time they will be disqualified, with no money returned to them and no winnings awarded.



21. The top two snowmobiles from the finals in each class will be Tech Inspected:
 - a. A no-show for post-race tech inspection will mean automatic disqualification.
 - b. If a driver does not allow his sled to be tech inspected, the sled will be immediately disqualified from the race and further sanctioning may be applied.
(Ex: Techs will be allowed to remove Y-pipes & carb boots in trail stock to check port & polish)
22. Two Techs will be on site in the return lane to perform random spot checks as the race day progresses. A Bore and Stroke Gauge will be on site on race day and random checks may be performed throughout the day at the discretion of race officials.
23. **Protesting a Race Start/Result:**
 - a. A protest must be valid in the eyes of the race chief who has the option not to accept it for action.
 - b. No protests will be accepted that refer to a race chief/technical director's judgment or decision.
 - c. It shall not be possible to protest or appeal technical inspection equipment, scoring or timing equipment.
24. Snowmobile Requirements:
 - a. Each snowmobile will be placed in their respective class based on modifications.
 - b. Some key restrictions to note:
 - i. No studs or traction products are acceptable in any class.
 - ii. Sleds with baffles removed from stock exhaust systems will be considered modified and will be classified as improved.
 - iii. Tracks on sled will not be in reverse direction for safety and braking purposes. Non-compliance of this rule will result in immediate disqualification. Except Pro Stock and Open only.
 - iv. In the stock classes, there is no additives permitted in fuel or oxygenated fuel.
 - v. Any stock snowmobile that has an electronically controlled fuel pressure regulator or programmer will be moved up to the improved class.
25. **Pit Paddock Area Rules:**
 - a. Improper usage of pit passes will be grounds for disqualification of the racer.
 - b. Only officials and persons who are racing or have pit passes are permitted in the pit area. Pit area includes the fenced in area, this also includes the trailers in the staging area. All persons must be 16 years of age and provide a photo ID. Only one pit pass will be issued per bib. One (1) additional pit pass can be purchased from the registration desk for an extra fee of \$30 each for a maximum of 2. Pit passes must be worn on the wrist and visible for security to see.
 - c. Reasonable speeds will be observed in the pit area. All pit areas are caution zones where utmost in driver awareness is required. Maximum 5 km/h while in the pit area.
 - d. Snowmobile safety stands that catch debris thrown by a track are mandatory.
 - e. No competitor or driver pit personal (stock classes) shall possess power boosting in addition or agent upon the race premises of the sanctioned event. Violation of the rule shall subject the violator to be disqualified.
 - f. No open flame of any kind is permitted in the pit/race area. This includes anyone smoking or with a BBQ.
 - g. **Alcohol and/or drug use is not permitted by any racer or pit personnel before they have finished racing and will not be tolerated. If a racer or any of the pit personnel is found to have been using alcohol or drugs, then that**



racer/pit personnel and sled will be immediately disqualified for the remainder of the event. The racer(s) including their pit crew members will be banned from WSR event competition for a minimum of 1 year and further sanctions may be applied by WSR.

ROTR Event Safety Rules & Regulations:

1. All snowmobiles must have handlebar mounted button (on/off) kill switch on the right side within thumb reach (this is in addition to your tether switch).
2. The tether switch will be securely mounted in a location on the snowmobile other than on the handlebars. The tether switch will be securely fastened to the driver, no alligator clips are allowed.
3. Helmets (DOT Certified) must be worn and securely fastened by all racers. WSR Representatives at the start line will be checking to ensure the helmet straps are fastened. Any racer not wearing the proper helmet and disobeys instruction to fasten the helmet will be immediately disqualified.
4. Brakes shall be operative at all times. Brake systems will be checked during tech inspection.
5. All racers must have a working taillight, brake light, headlight, (Headlights are not required in Power Adder, King of The Hill or Pro Stock).
6. Snowmobile safety stands that catch debris thrown by a track are mandatory.
7. **Alcohol and/or drug use is not permitted by any racer or pit personnel before they have finished racing and will not be tolerated. If a racer or any of the pit personnel is found to have been using alcohol or drugs, then that racer/pit personnel and sled will be immediately disqualified for the remainder of the event. The racer(s) including their pit crew members will be banned from WSR event competition for a minimum of 1 year and further sanctions may be applied by WSR.**
8. No open flame of any kind is permitted in the pit/race area. This includes anyone smoking or with a BBQ.
9. Upper Body Protection must be worn at a minimum in conjunction with the DOT Helmet. Some examples of brands that meet WSR Guidelines: EVS, Tek-Vest, Leatt Adult Chest Protector, Leatt Youth Chest Protector & HMK Protective Vest. Must protect front and back; dirt bike style chest protectors may be used as long as they protect the front and back of the racer.
10. Full length sleeve arm wear must be worn at all times during the race heats by the racer. This can be a long sleeve shirt, jacket, jersey, etc.
11. Boots must be worn when racing, no shoes are allowed.
12. Hearing protection is recommended for racers and pit crew members.

*** Race On The Rock rules and regulations can be changed at any time at the discretion of the Race Committee or Western Sno-Riders Board of Directors ***



Race on The Rock Uphill Drags Class Rules & Regulations

Trail Stock: 1000cc-850cc, 800cc, 700cc, "Nolan Smith - 600cc"

General Conditions & Requirements:

1. This is a TRAIL stock class. Factory race sleds are not permitted in this class and must enter in the Improved Trail Stock as they are improved by the Factory for racing.
2. The snowmobile must have original OEM for the model engine, hood, frame, cowl, gas tank, carburetion, air box, suspension, and variable speed converter.
3. Any stock 650cc Polaris Snowmobiles will be placed in the 700cc class.

Acceptable items to Change:

- Gearing
- Clutching (*Ramps, Weights, Pins, Springs, and Cams*)
- Jetting
- Track
- Full Length Ski (*Aftermarket skis allowed but must be minimum of 40 inches long*)
- Handlebars (*675mm minimum with grips*)
- Windshields
- CDI Boxes Must Remain OEM (*No Programming*)

Important items to keep in mind NOT to touch:

- OEM Bore & Stroke (**Example:** *If original engine is 597cc then it MUST maintain 597cc*)
- OEM Crankshaft
- OEM Chassis
- OEM Suspension (*No modified parts. Example: Rail extensions, wheels, shocks, etc.*)
- OEM Clutch
- No Port & Polish
- Exhaust
- Carburetors (*Excluding jetting*)
- Air Box
- Headlight/Taillight
- Snow Flap
- Pump Fuel **ONLY!** Race Fuel is **NOT** Permitted! (**Subject to Random Testing**)
- No Fuel Controllers
- No Add-On Gauges
- Functional Tether Switch (*Will be tested during tech inspection*)
- Coolant System (*No quick disconnect couplers within coolant lines to permit snowmobile to be cooled down. Snowmobiles cannot be cooled down via any source other than through the OEM coolant system.*)

Trail Stock Champion:

- The top two finishing sled from Trail Stock 1000-850cc, 800cc, 700cc, 600cc, and 4ST will run against other another in a final showdown to determine the fastest trail stock sled.
- Only one sled entry per racer.
- Rules apply from Trail Stock Class



4-Stroke: All 125 HP Class 4-Stroke Sleds

1. Same Rules as Trail Stock Class
2. Acceptable Sled Must be 125 HP Class; 4-Stroke Naturally Aspirated Engine
3. They will be Placed in the 600cc (125 HP - 2 Stroke Equivalent) Class of Either"
 - Trail Stock
 - Improved Stock
 - Pro Stock
4. **No Turbos Permitted**

Trail Stock Class:

Acceptable items to Change:

- Gearing
- Clutching (*Ramps, Weights, Pins, Springs, and Cams*)
- Jetting
- Track
- Full Length Ski (*Aftermarket skis allowed but must be minimum of 40 inches long*)
- Handlebars (*675mm minimum with grips*)
- Windshields
- CDI Boxes Must Remain OEM (*No Programming*)

Important items to keep in mind NOT to touch:

- OEM Bore & Stroke (*Example: If original engine is 597cc then it **MUST** maintain 597cc*)
- OEM Crankshaft
- OEM Chassis
- OEM Suspension (*No modified parts. Example: Rail extensions, wheels, shocks, etc.*)
- OEM Clutch
- No Port & Polish
- Exhaust
- Carburetors (*Excluding jetting*)
- Air Box
- Headlight/Taillight
- Snow Flap
- Pump Fuel **ONLY!** Race Fuel is **NOT** Permitted! (*Subject to Random Testing*)
- No Fuel Controllers
- No Add-On Gauges
- Functional Tether Switch (*Will be tested during tech inspection*)
- Coolant System (*No quick disconnect couplers within coolant lines to permit snowmobile to be cooled down. Snowmobiles cannot be cooled down via any source other than through the OEM coolant system.*)



4-Stroke: All 155 HP Class 4-Stroke Sleds

1. Same Rules as Trail Stock Class
2. Acceptable Sled Must be 155 HP Class; 4-Stroke Engine
3. They will be Placed in the 850cc-1000cc Class of Either Trail Stock, Improved Stock or Pro Stock Depending on Specifications.
4. No Turbos Permitted

Trail Stock Class:

Acceptable items to Change:

- Gearing
- Clutching (*Ramps, Weights, Pins, Springs, and Cams*)
- Jetting
- Track
- Full Length Ski (*Aftermarket skis allowed but must be minimum of 40 inches long*)
- Handlebars (*675mm minimum with grips*)
- Windshields
- CDI Boxes Must Remain OEM (*No Programming*)

Important items to keep in mind NOT to touch:

- OEM Bore & Stroke (*Example: If original engine is 597cc then it **MUST** maintain 597cc*)
- OEM Crankshaft
- OEM Chassis
- OEM Suspension (*No modified parts. Example: Rail extensions, wheels, shocks, etc.*)
- OEM Clutch
- No Port & Polish
- Exhaust
- Carburetors (*Excluding jetting*)
- Air Box
- Headlight/Taillight
- Snow Flap
- Pump Fuel **ONLY!** Race Fuel is **NOT** Permitted! (**Subject to Random Testing**)
- No Fuel Controllers
- No Add-On Gauges
- Functional Tether Switch (*Will be tested during tech inspection*)
- Coolant System (*No quick disconnect couplers within coolant lines to permit snowmobile to be cooled down. Snowmobiles cannot be cooled down via any source other than through the OEM coolant system.*)



4-Stroke Turbo - Trail Stock

1. Stock Turbos Permitted, and 4-Stroke Engines with NO Turbo also Permitted
2. Same Rules as Trail Stock

Trail Stock Class:

Acceptable items to Change:

- Gearing
- Clutching (*Ramps, Weights, Pins, Springs, and Cams*)
- Jetting
- Track
- Full Length Ski (*Aftermarket skis allowed but must be minimum of 40 inches long*)
- Handlebars (*675mm minimum with grips*)
- Windshields
- CDI Boxes Must Remain OEM (*No Programming*)

Important items to keep in mind NOT to touch:

- OEM Bore & Stroke (**Example:** *If original engine is 597cc then it MUST maintain 597cc*)
- OEM Crankshaft
- OEM Chassis
- OEM Suspension (*No modified parts. Example: Rail extensions, wheels, shocks, etc.*)
- OEM Clutch
- No Port & Polish
- Exhaust
- Carburetors (*Excluding jetting*)
- Air Box
- Headlight/Taillight
- Snow Flap
- Pump Fuel **ONLY!** Race Fuel is **NOT** Permitted! (**Subject to Random Testing**)
- No Fuel Controllers
- No Add-On Gauges
- Functional Tether Switch (*Will be tested during tech inspection*)
- Coolant System (*No quick disconnect couplers within coolant lines to permit snowmobile to be cooled down. Snowmobiles cannot be cooled down via any source other than through the OEM coolant system.*)



Improved Trail Stock 1000cc-850cc, 800cc, 700cc, 600cc

Acceptable Items to Change:

- All Trail Stock Modifications:
 - Gearing
 - Clutching (*Ramps, Weights, Pins, Springs, and Cams*)
 - Jetting
 - Track
 - Full Length Ski (*Aftermarket skis allowed but must be minimum of 40 inches long*)
 - Handlebars (*675mm minimum with grips*)
 - Windshields
 - CDI Boxes Must Remain OEM (*No programming*)
- Reeds
- Cut Heads (*No aftermarket*)
- Port & Polish
- Bore (**MUST** be within class cc limit, **EXAMPLE:** 670cc engine may be bored up to 707cc's; however, may not be bored up to 800cc's to run in the 800cc class.)
- Exhaust Pipes (*Aftermarket exhaust systems permitted but **MUST** maintain OEM layout. Exhaust system **MUST** exit from body in OEM location. **Example:** If OEM layout consists of Y-Pipe, into one main pipe, into one silencer, into one exhaust out from body; racers **MUST** maintain those characteristics.)*
- Air Box or Air Filters
- Advance Timing
- Track Drivers (*No billet aftermarket*)
- Oversize Rear Idler Wheel Kits (**NO** modifications to OEM chassis or suspension)
- Base Gaskets & Head Gaskets
- OEM Carburetor/Throttle Body (*Can be Bored*)
- Carburetors Boots
- Adjustable Fuel Controller for Fuel Injected Models (**CANNOT** be accessible to driver during race)
- CDI Boxes Must Remain OEM (*No Programming*)
- Gauges
- Rail Extensions

Important items to keep in mind NOT to touch:

- OEM Stroke
- OEM Clutches
- OEM Crankshaft
- OEM Chassis (**MUST** have exhaust exiting stock outlet location)
- OEM Engine (**MUST** match OEM Chassis)
- OEM Suspension
- Taillight
- Snow Flap
- Pump Fuel **ONLY!** Race Fuel is **NOT** Permitted! (**Subject to Random Testing**)
- No Lightweight Parts
- No Small Gas Tanks Inside of OEM tanks (**MUST remain OEM**)
- Functional Tether Switch (*Will be tested during tech inspection*)
- Coolant System (*No quick disconnect couplers within coolant lines to permit snowmobile to be cooled down. Snowmobiles cannot be cooled down via any source other than through the OEM coolant system.*)



4-Stroke Turbo Improved Trail Stock

1. Same as Improved Trail Stock Class

Acceptable Items to Change:

- All Trail Stock Modifications:
 - Gearing
 - Clutching (*Ramps, Weights, Pins, Springs, and Cams*)
 - Jetting
 - Track
 - Full Length Ski (*Aftermarket skis allowed but must be minimum of 40 inches long*)
 - Handlebars (*675mm minimum with grips*)
 - Windshields
 - CDI Boxes Must Remain OEM (*No programming*)
- Reeds
- Cut Heads (*No aftermarket*)
- Port & Polish
- Bore (**MUST** be within class cc limit **EXAMPLE:** 670cc engine may be bored up to 707cc's; however, may not be bored up to 800cc's to run in the 800cc class.)
- Exhaust Pipes (*Aftermarket exhaust systems permitted but **MUST** maintain OEM layout. Exhaust system **MUST** exit from body in OEM location. **Example:** If OEM layout consists of Y-Pipe, into one main pipe, into one silencer, into one exhaust out from body; racers **MUST** maintain those characteristics.)*
- Air Box or Air Filters
- Advance Timing
- Track Drivers (*No billet aftermarket*)
- Oversize Rear Idler Wheel Kits
- Base Gaskets & Head Gaskets
- OEM Carburetor/Throttle Body (*Can be Bored*)
- Carburetors Boots
- Adjustable Fuel Controller for Fuel Injected Models (**CANNOT** be accessible to driver during race)
- CDI Boxes Must Remain OEM (*No Programming*)
- Gauges
- Rail Extensions

Important items to keep in mind NOT to touch:

- OEM Stroke
- OEM Clutches
- OEM Crankshaft
- OEM Chassis
- OEM Engine (**MUST** match OEM Chassis)
- OEM Suspension
- Taillight
- Snow Flap
- Pump Fuel **ONLY!** Race Fuel is **NOT** Permitted! (**Subject to Random Testing**)
- No Lightweight Parts
- No Small Gas Tanks Inside of OEM tanks (**MUST** remain OEM)
- Functional Tether Switch (*Will be tested during tech inspection*)
- Coolant System (*No quick disconnect couplers within coolant lines to permit snowmobile to be cooled down. Snowmobiles cannot be cooled down via any source other than through the OEM coolant system.*)



Pro Stock: 1000cc, 800cc, 700cc, 600cc

Acceptable Items to Change:

- All Improved Trail Stock Modifications
- Aftermarket Engines
- Aftermarket Suspensions
- Chassis Modifications Permitted (***MUST*** be OEM Base Chassis with serial number)
- Lightweight Parts
- Ignition
- Any Engine Can be Matched to an OEM Chassis
- Open Carburetors
- Bore & Stroke (*Engines are allowed 2% over displacement. Example: 1020cc allowed in 1000cc class*)
- No Headlight or Taillight Required

Important items to keep in mind NOT to touch:

- Snowmobile must resemble stock model of chosen brand.
- No Aftermarket Lay Down Chassis
- Snow Flap
- No Nitrous Oxide Plumbing can be Installed, even if Bottle is Removed.
- Functional Tether Switch (*Will be tested during tech inspection*)



1000cc Open Class

1. Only **4-Stroke Turbo Improved, Pro Stock 1000cc, 800cc, 700cc, 600cc** may run in this class.
2. 4-Stroke sleds **are** permitted to run race fuel in this class.

- **2-Stroke: MUST follow Pro Stock rules (As Above):**

- **Acceptable Items to Change:**

- All Improved Stock Modifications
 - Aftermarket engines
 - Aftermarket suspensions
 - Chassis Modifications Permitted (**MUST** be OEM Base Chassis)
 - Lightweight parts
 - Ignition
 - Any engine can be matched to an OEM Chassis
 - Open Carburetors
 - Bore & Stroke (*Engines are allowed 2% over displacement. Ex. 1020cc allowed in 1000cc class*)
 - No headlight or taillight required

- **Important Items to keep in mind NOT to touch:**

- No aftermarket lay down chassis
 - Snow Flap
 - No Nitrous Oxide Plumbing can be installed even if bottle of removed
 - Tether

- **4-Stroke: MUST follow 4-Stroke Turbo Improved rules:**

- **Acceptable Items to Change:**

- All Trail Stock Modifications
 - Clutching (ramps, weights, pins, springs, and cams)
 - Reeds
 - Cut Heads (No aftermarket)
 - Port & Polish
 - Bore (Must be within class cc limit)
 - Exhaust Pipes (Aftermarket exhaust systems permitted but MUST maintain OEM layout. Exhaust system MUST exit from body in OEM location. Example: If; OEM layout consists of Y-Pipe, into one main pipe, into one silencer, into one exhaust out from body; racers MUST maintain those characteristics.)
 - Air box or Air Filters
 - Advance Timing
 - Track Drivers (No billet aftermarket)
 - Oversize rear idler wheel kits
 - Base Gaskets & Head Gaskets
 - OEM Carburetor/ Throttle body can be bored
 - Carburetors Boots
 - Adjustable fuel controller for fuel injected models (cannot be accessible to driver during race)
 - CDI Boxes Must OEM'
 - Gauges
 - Rail Extensions

- **Important Items to keep in mid NOT to touch:**

- OEM Stroke
 - OEM Clutches
 - OEM Crankshaft
 - OEM Chassis

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- OEM Engine must match chassis
- OEM Suspension
- Taillight
- Snow Flap
- Tether
- Coolant System, no quick disconnect couplers within coolant lines to permit snowmobile to be cooled down. Snowmobiles cannot be cooled down via any source other than through the OEM coolant system.

All Motor 2-Stroke Class (Maximum 2000cc)

1. Same Rules as Open Class with Exception of:
 - I. **No Turbo/Supercharger**
 - II. **No Nitrous**

Pro-Stock Class:

Acceptable Items to Change:

- All Improved Trail Stock Modifications
- Aftermarket Engines
- Aftermarket Suspensions
- Chassis Modifications Permitted (***MUST*** be OEM Base Chassis)
- Lightweight Parts
- Ignition
- Any Engine Can be Matched to an OEM Chassis
- Open Carburetors
- Bore & Stroke (*Engines are allowed 2% over displacement. Example: 1020cc allowed in 1000cc class*)
- No Headlight or Taillight Required

Important items to keep in mind NOT to touch:

- No Aftermarket Lay Down Chassis
- Snow Flap
- No Nitrous Oxide Plumbing can be Installed, even if Bottle is Removed.
- Functional Tether Switch (*Will be tested during tech inspection*)



Pro-Mod

1. Class for IHI CAT Turbo powered track driven snowmobiles.

Acceptable Items to Change:

1. Any cc engine up to 1200cc.
2. IHI CAT Turbo in any OEM Chassis
3. Aftermarket Clutches
4. Lightweight Parts Are Allowed
5. Race Fuel is Permitted
6. **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SLEDS PERMITTED!**

Important items to keep in mind NOT to touch:

- Functional Tether Switch (*Will be tested during tech inspection*)
- Snow Flap
- Must maintain OEM/Stock Appearance
- No billet turbo wheels or housing porting
- IHI Unmodified Turbo
- No Nitrous or Superchargers.
- Clutch guards must fully cover the clutch/belt.
- No methanol, no import or Q16 fuels.

Pro Xtreme 55 Turbo Class

1. Class for turbo power added track driven snowmobiles.

Acceptable Items to Change:

1. Any OEM production-based snowmobile engine platform.
2. Aftermarket Clutches
3. Engine cc up to 2000cc.
4. Race fuel is allowed.
5. Chassis can be OEM or aftermarket
6. **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SLEDS PERMITTED!**

Important items to keep in mind NOT to touch:

- Functional Tether Switch (*Will be tested during tech inspection*)
- Snow Flap
- No methanol
- Maximum turbo inducer size is **55mm** (**This will be tested during tech inspection, racers to have this readily available to measure for tech inspection.**)
- No Nitrous or Superchargers.
- Exhaust can be side exit, but should be directed safely away from the next lane where possible.
- Clutch guards must fully cover the clutch/belt.



Improved Stock Turbo Class

1. Class for turbo power added track driven snowmobiles.
2. Gasoline fuel only – **93 Octane Permitted, No ethanol fuel.**
3. CAT IHI Turbo, can be used in any OEM chassis

Acceptable Items to Change:

1. Any OEM production-based snowmobile engine platform.
2. Aftermarket Clutches
3. Engine cc up to 1200cc.
4. Stutter buttons are allowed.
5. **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SLEDS PERMITTED!**

Important items to keep in mind NOT to touch:

- CAT IHI Turbo, can be used in any OEM chassis
- No billet turbo wheels or housing porting.
- Functional Tether Switch (*Will be tested during tech inspection*)
- Snow Flap
- **OEM Suspension & Chassis**
- No lightweight parts
- No Nitrous or Superchargers.
- Exhaust must exit from OEM location, no straight pipes.
- Clutch guards must fully cover the clutch/belt.
- Sled must maintain stock appearance.

Power Adder

Acceptable Items to Change:

6. Any & All Modifications are Permitted
7. Nitrous, and Turbo are Allowed
8. Any cc Engine
9. **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SLEDS PERMITTED!**

Important items to keep in mind NOT to touch:

- Functional Tether Switch (*Will be tested during tech inspection*)
- Snow Flap

King of the Hill

Acceptable Items to Change:



10. Any & All Modifications are Permitted
11. Nitrous, and Turbo are Allowed
12. Any cc Engine
13. **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SLEDS PERMITTED!**

Important items to keep in mind NOT to touch:

- Functional Tether Switch (*Will be tested during tech inspection*)
- Snow Flap

2022 WSR Uphill Drag Rules & Regulations