100 MILE HORSEPOWER RANCH SNOW DRAGS

SNOWMOBILE RACING
OFFICIAL RULES & REGULATIONS

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RACER CHECKLIST

☐ Check your class rules and required safety gear.
☐ Complete registration and Waiver before arriving.
☐ Pass tech inspection, then bring your tech sheet to registration.
☐ Collect and attach your racer number.
☐ Attend the drivers meetings.
☐ Check the running order and be ready at staging.
☐ Questions? Ask an official before racing.

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1. GENERAL SNOWMOBILE RULES

1. All racers must have their snowmobiles pass Tech Inspection.
2. Completed tech sheets must be submitted to Registration (required even for pre-registered racers).
3. Racers **must** have their race number/bib **clearly displayed on the front** of their persons or sled for stagers to be able to easily identify you. If a stager can not identify you, you risk being missed in the running order.
4. A **functioning tether cord** must be worn whenever the sled is running.
5. Sled must have a snow flap. No broken skags or hifax. **No traction devices.**
6. Limiter straps may be used but must maintain minimum 2 inches of rear suspension travel.
7. Marginal snow wheels and hardware may be added or removed if structural integrity is not compromised.
8. Competitors are required to race the sled listed on their registration. If a sled becomes damaged or inoperable, the racer may not substitute a different sled and continue racing in that class.
9. Lanes will alternate between heats.
10. All sleds must be operated safely. **No joyriding, hot-rodding, or high-speed pit riding.**
11. Unsportsmanlike conduct toward racers, staff, or spectators may result in removal from the event.
12. **No alcohol or drug use** by racers before or during competition; violators will be disqualified.

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2. SAFETY AND EQUIPMENT

1. Helmets must be worn and properly fastened any time a sled is moving—this includes pits, tech area, staging, and all event grounds.
2. Eye protection is required (goggles or visor).
3. **Proper riding gear is strongly recommended** (boots, gloves, jackets, protective layers).
4. Throttle, brakes, and steering must function properly during tech inspection.
5. No fuel leaks; gas caps must seal properly.
6. Race director has final authority on rules, disputes, and safety decisions.
7. **Weather or track condition changes** may lead to event delays, running order changes, or cancellations at the discretion of officials.

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3. WARMING UP YOUR SLED

1. Sleds may only be warmed up in a designated warm-up zone.
2. The warm-up area can be used for test and tune prior to the race day beginning.
3. **Once the race day begins** the warm-up zone is to **only** be used for bringing the engine to temperature, not for testing performance or ripping around.
4. **Once the race day begins** we ask racers to be conscientious of creating excess noise in the warm-up area as the noise interferes with the track officials, timing crew and the announcer being able to communicate.

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4. RACING PROCEDURES - Double Knockout Format – How It Works

This event uses a Double Knockout racing format. This means each racer must **lose twice** before being eliminated from the competition.

<u>How the Rounds Work</u>
All racers start in the Main Bracket
If you win, you stay in the Main Bracket
If you lose, you move into the Second-Chance Bracket
If you lose a second time, you are eliminated from the event

<u>Finals & Championship</u>
The last undefeated racer from the **Main Bracket** will face the last remaining racer from the **Second-Chance Bracket.** Since the Second-Chance racer already has one loss, they must defeat the undefeated racer twice to win the class. The undefeated racer only needs one win in the final matchup to be crowned the winner

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5. TECH & REGISTRATION (MANDATORY – NO LATE ENTRIES)

- Tech Inspection **must** be completed before a racer may compete.
- Upon arrival, racers must report to Tech and complete an inspection before registering.
- After inspection, racers **must** bring their tech sheet to Registration to complete sign-in.

Tech Inspection Hours

- Friday afternoon and Saturday morning

Tech Cutoff: Saturday at 10:30 AM
Registration Cutoff: Saturday at 10:50 AM

Late entries delay the show and will not be accepted.

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6. DOUBLE-CLASSING RULE

- **Racers can register for up to two General Drag racing classes per snowmobile.**
- Racers with multiple sleds may enter each sled in up to two classes.
- Only one sled per racer is allowed **in each class**. Racers with multiple sleds may enter additional sleds in other classes, but may not enter more than one sled in the same class due to the double-knockout format.
- Racers may only **double-class upward** (e.g. Stock Sled can double class into Improved).
- **King, Queen and Hill n Hole entries do NOT count toward the 2-class limit.**
- A racer who is double-classed in two General Drag racing classes may **still compete** in the **King, Queen or Hill n Hole classes** if they wish to do so.
- *There is a limit on the number of classes a racer can register for because this is a combined event with trucks, buggies and side by sides who will also be drag racing.*

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7. WAIVERS

All racers must complete the online event **Waiver** before event weekend. This includes parents/guardians of minor participants, volunteers and pit crew. Follow the instructions carefully.

Please take a screenshot of your completed waiver to show at registration. If the waiver is not completed beforehand, a **$10 on-site fee** applies.

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8. CLASSES *(A minimum of 4 racers must be registered to form a class)*

Youth & Entry Level Classes

- Mini: 120cc / 200cc
- Youth Under 600cc (15 & under)
- Novice / Amateur **(For riders new to racing)**

Stock Classes

- Retro 700cc and Down (2003 and older sleds only)
- Retro 700cc and Up (2003 and older sleds only)
- Stock 600–790cc
- Stock 791–999cc
- Turbo

Performance Classes

- Retro Mod (2003 and older sleds only)
- Improved
- Modified
- Open Mod
- Queen
- King

Special Horsepower Ranch Class

- Hill N Hole Class

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9. MINI & YOUTH CLASS RULES

- Mini class is for children with 120cc and 200cc snowmobiles.
- Youth is for snowmobiles under 600cc, and for youth under the age of 15.
- Stock, non-turbo sleds only.

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10. NOVICE CLASS RULES

- For riders new to racing.
- Novice & Amateur riders including adults or teens.
- Stock, non-turbo sleds only.

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11. RETRO 700cc and Down/ Retro 700cc and Up CLASS RULES

- Stock/ Improved
- 2003 and older.
- OEM Carburetor or EFI system.
- Original chassis and engine family must match (no swaps outside OEM family).
- Stock displacement OR Overbore allowed up to +2 mm total.
- OEM cylinders and crankcases required (OEM casting).
- Aftermarket or OEM pipes allowed.
- No nitrous, no forced induction, no alcohol-based fuels.
- Airbox may be removed or modified.
- Clutching changes (springs, helix, weights), Gearing open.

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12. STOCK CLASS RULES

- Must remain factory stock, except for these permitted modifications:
  - Any rubber track, drive sprockets, rail extensions.
  - Clutching and gearing changes.
  - Lightweight exhaust can allowed.
- Stock airbox required.

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13. TURBO CLASS RULES

- Factory turbos (OEM).
- Stock engine internals.
- Must remain factory stock, except for these permitted modifications:
  - Any rubber track, drive sprockets, rail extensions.
  - Clutching and gearing changes.
  - Lightweight exhaust can allowed.
- Stock airbox required.

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14. IMPROVED CLASS RULES

- ECM tuning / re-mapping.
- Bolt-on exhaust components (can, y-pipe, sometimes full pipe but must remain stock dimensions).
- Clutching changes (springs, helix, weights), Gearing changes.
- Suspension adjustments (no extensive lightening).
- Air intake modifications within OEM airbox location.
- Trail fuel or race fuel.
- Must remain factory stock:
    - Stock engine internals (no porting, no big bore, no strokers).
    - Stock turbocharger/supercharger if factory-boosted.
    - Stock chassis and drive system.
- Must retain OEM displacement for the class.
- No alcohol fuel. No nitrous.

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14. RETRO MODIFIED CLASS RULES

- 2003 and older.
- Engine swaps allowed if:
    - 2003 origin and older
- Porting, welding, cylinder modifications allowed.
- Big bore kits allowed.
- Pipes open—single, twin, triple, or custom.
- No nitrous, no forced induction.
- Pump gas or race gas permitted. Methanol allowed,
- Suspension geometry may be modified.
- Lightweight components permitted.

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16. MODIFIED CLASS RULES

- Full aftermarket exhaust systems.
- Cylinder porting. Head modifications. Big-bore kits. Aftermarket reeds and spacers.
- Aftermarket fuel systems (bigger injectors, standalone ECU). Aftermarket intakes.
- Aftermarket or modified turbo/supercharger systems.
- Chassis lightening allowed.
- Race fuel.
- No nitrous.

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17. OPEN MOD CLASS RULES

- Any displacement
- Unlimited internal engine mods
- Turbos, superchargers, and nitrous allowed
- Race fuel allowed
- Custom intake, exhaust, electronics, ECU allowed
- Lightweight or custom chassis allowed

Mandatory Safety Gear

- Tek vest or chest protector. Protective suit, gloves, and boots are a **must**.
- Clutch guard (must reach center of clutch bolts)

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18. KING AND QUEEN CLASS RULES (Single Knockout Format)

- **Run what you Brung — unlimited builds**
- **Winner takes all!**
- Any displacement, power adder, fuel, or custom modification allowed.

Mandatory Safety Gear for high horsepower sleds.

- Tek vest or chest protector. Protective suit, gloves, and boots are a **must**.
- Fire-resistant suit **required for methanol.**
- Clutch guard (must reach center of clutch bolts)

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19. HILL N HOLE CLASS

- Racers must be experienced riders with sleds capable of handling jumps safely.
- It is highly recommended that sleds entering this class have adequate suspension and the rider has advanced experience.
- Racers must be over the age of 18 years old.
- The hill n hole track is 200’ straight line track with 2 jumps.
- It is a timed event with a single lane.

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