

MSDRA Racing Format

Beginning with the 2012 racing season, MSDRA will no longer be running stock classes. Instead, we will have a bracket racing format with a handicap pro tree. Any sled can run in this format as long as it does not have a cleated track and meets basic safety requirements (see below). This is basically a “run what you bring” format. For sleds running quicker than 6.49 in 660’, ISR improved stock, pro stock, pro mod rules apply. For sleds running quicker than a 5.49 in 660’, ISR heavy mod, open rules apply. There will be a \$30 entry fee and 1st or 2nd round buy backs.

We will be running regular classes for Improved Stock and up. These classes will follow ISR rules. There will be a 100% payback in these classes.

Please see the following pages for general safety and rules information.

MSDRA General Safety Rules

- 1) All drivers are required to wear a full coverage helmet with eye protection.
- 2) All drivers in Improved Stock and up are also required to wear a safe-jac.
- 3) All drivers in Pro-stock and above are required to wear a safe-jac. Knee/shin guards are recommended.
- 4) All Sleds will have an operational tether. Tethers are required to be attached to an individual whenever sled is running.
- 5) All jack stands are required to have a back plate, and side shields securely attached, if used for warm-up. Tech may disallow any jack stand not deemed safe.
- 6) Any running /idling sled is to be attended at all times – see Rule #4.
- 7) Sleds moving in the pit area are to run at a prudent (slow) speed so not to endanger others.
- 8) No sled shall be lifted for the purpose of cleaning out the track, anywhere on the racing premises without using a proper jack stand, EVER.
- 9) Any person in the starting line area will be required to wear safety eye wear.
- 10) Sleds in general pit area warming up are to be revved no more than ¼ throttle.
- 11) When provided, sleds are to be cleaned out for racing in the designated clean-out area only. This area is not the starting line in this case.
- 12) Driver must have feet on running boards or foot pegs at all times.
- 13) Crew may be in starting line area only when your sled is racing.
- 14) No sled will be allowed to race that does not meet basic safety compliance.

Any infraction of the safety rules or other dangerous act by crew and/or driver can mean disqualification at any time during the event.

The Head Tech will have final say in any sled classification or technical rule infringement issue.

The Race Director's decisions are final in all other matters.

General Sled Requirements:

- 1) Any sled moving up to the next class will be allowed to compete as it did in its own class unless it is modified between classes. If modified it must then meet the higher class' requirements. Example: Stock sled bumped into Imp. Stock - adding modified pipe to stock sled, sled would now have to meet Improved Stock requirements.
- 2) Clutch covers for Imp. Stock and up must be separate of cowl configuration and cover clutches down to center of clutch bolt or below. Must be .090" inch 6061 T6 aluminum or better. Belting added is recommended.
- 3) Clutch covers for Open Mod chassis sleds must have full facial coverage and 360 degree elliptical coverage in the direction of the clutch or belt travel. Same material specs as above.
- 4) Duel limiter straps are required in all classes – on the front arm of rear suspension.
- 5) All sleds Improved Stock and up must be equipped with stab wheels on the front of the slide rails to prevent rails from piercing track.

- 6) No aftermarket stutter boxes allowed below Imp. Stock 1000 class.
- 7) Tether cord will be attached to driver any time sled is running/operated.
- 8) Tracks cannot be reversed.
- 9) Studs may not protrude any more than $\frac{3}{4}$ " above the highest point of the track lug in MSDRA stock and above, or $\frac{1}{2}$ " in Trail stock class. Outlaw is only exception.
- 10) Cleated tracks are not allowed. Period.
- 11) Oil tanks are not to be used as fuel tanks.
- 12) In stock class track width is as produced for the model. All other classes there is no minimum width. All Tracks must be commercially available. Track width must remain as produced by the molder of the track.
- 13) Stock, Imp. Stock, and Pro-Stock are not allowed to use foot pegs. Running board foot stops are allowed but must not be wider than the running board at the position of their placement.
- 14) Rear Tunnel enclosures required for Imp. Stock and above. Must be .063" or better aluminum sheet, must cover the sides and rear of the tunnel. The bottom of the enclosure shall be no higher than 1 inch above the rear wheel center and extend 14 inches forward (min.).
- 15) MSDRA Stock and above will follow ISR guidelines unless an exception is noted in MSDRA basic class outline.
- 16) If using cool down systems must use environment friendly RV (Pink) antifreeze.

Protest Fees and Procedures

- 1) All protests against another racer are subject to a \$100 (cash only) protest fee.
- 2) Race officials must deem the protest valid prior to accepting the protest fee.
- 3) Protestor must specify exactly what the protest is about and submit in writing. Protest form will be available from Tech.
- 4) If protest is found to be valid, the protest fee will be returned. Sled in violation will be disqualified in every class violation is subject to.
- 5) No protest will be accepted after 15 minutes of the completion of the class or event.
- 6) No protesting the race's finish order or an Official's decisions unless an equipment malfunction has occurred that may have affected the results. MSDRA / Race Host reserves the right to rerun the race to determine the winner in such an instance.
- 7) If a participant is disqualified for any reason MSDRA / Race Host reserves the right to keep all entry fees associated with the class or classes the participant was disqualified from if this occurred after the race was run.
- 8) Any sled found illegal will be subject to a thorough tech inspection to determine legality before being allowed to compete at the next event.

MSDRA Weight Rules

When weight rules are in effect at any MSDRA event; the following rules will apply:

You are responsible for driver and sled meeting, and maintaining the weight requirements.

We will only be weighing Improved Stock sleds and up.

Stock sleds may jump into Improved Stock classes without meeting the weight, however they will be required to go across the scale in the races like everyone else, for monitoring purposes. If anything is changed on a stock sled that would disqualify it as stock, it would now be subject to ALL applicable Improved Stock rules for the class entered.

Improved Stock sleds may move up to a higher displacement class and not be required to meet the weight minimum of that higher class.

Weight or ballast added to any sled, to meet the weight requirement of the class the sled is competing in, shall be bolted (5/16" grade 5 bolt, min.) or securely attached in a manner that it cannot come loose from the sled while under operation. Putting weight in a storage area / compartment is not considered being securely attached. If in doubt about mounting, ask tech to inspect or approve.

Adding fuel to the tank is allowed to "make weight" but must be sufficient so that you won't become light after a run. Sleds will be weighed after qualifying heats and finals and must pass to move on.

Adding ballast / weight to the driver is NOT allowed.

Weights for each class are published in the MSDRA class rules and are subject to review from season to season.

MSDRA *Improved Stock*

440cc (max) +1%-----		
500cc (max) +1% -----	*650lbs. All	
600cc +1% -----	*700lbs. (triple)	645lbs. (twin)**
700cc +1% -----	*750lbs. (triple)	695lbs. (twin)
800cc +1% -----	*775lbs. (triple)	685lbs. (twin)
900cc +1% -----	*775lbs. (triple)	685lbs. (twin)
1000cc +1% -----	*775lbs. (triple)	685lbs. (twin)
Open (no cc limit)-----	*775lbs. (triple)	685lbs. (twin)

***Except RX-1 = 750 lbs*

Minimum combined weight is for sled and driver

- Everything allowed in MSDRA Stock is allowed in Improved Stock.
- ISR guidelines in effect unless noted here.
- Track width may be changed as long as suspension or chassis not modified to allow change. Suspension must mount using original mounting plates.
- Engine, cylinders, heads, crank-case, carbs – Must be OEM. Internal modifications are only allowed.
- Any functionally silenced exhaust allowed.
- Any primary and secondary clutch allowed.
- Jackshaft and driveshaft may be replaced – Must be like material.
- Drive sprockets may be replaced – rear idler wheel may be replaced.
- Lightweight hood may be used, must be stock appearing.
- Clutch guard must cover top and come down half-way on side of clutches, rear tunnel enclosure per ISR spec required.
- 800cc and 1000cc – any available long track kit may be added to OEM suspension. Rail extension must be welded. (No aftermarket suspensions) OEM long track rail may be used, same brand.
- 1000cc / Open – any aftermarket cylinders and heads allowed. Crankshaft or stroke may be changed. Any carb allowed.
- Open: no cc limit. Factory OEM power adder allowed (4-stroke turbo) but must run on pump gas not race fuel. Aftermarket power adders (turbo, NOS, superchargers) not allowed. Meth injection allowed.

MSDRA *Pro-Stock*

500cc (max) +2%	-----*	550lbs. All	
600cc +2%	-----*	625lbs. (triple)	550lbs. (twin)
700cc +2%	-----*	625lbs. (triple)	550lbs. (twin)
800cc +2%	-----*	625lbs. (triple)	550lbs. (twin)
1000cc +2%	-----*	625lbs. (triple)	550lbs. (twin)

Minimum combined weight is for sled and driver

- Any alterations allowed in MSDRA Stock and Improved Stock is also allowed in MSDRA Pro- Stock. Must be stock appearing.
- Triple engine in twin chassis allowed, must be same brand.
- ISR clutch guards and tunnel enclosures required.
- Ski suspension: material substitution allowed. All components must be mounted in the OEM location on the chassis.
- Rear suspension: any track suspension allowed. Material substitution allowed. 144 inch suspension max.
- Ski and track suspension must have 1” travel for ice racing.
- Any commercially available rubber track allowed.
- Framed body material substitution allowed. Tubular front ends, “bulk heads” are not allowed.
- Any carb, one venturi per cylinder.
- Any ignition allowed. Launch control allowed.
- Brakes on driveshaft recommended.
- 1000cc ONLY may use aftermarket cylinders and heads. Reed angle may be changed. Top of reed housing may be modified. Must use OEM crankcase, same brand as snowmobile.

MSDRA *Open Mod*

600cc +2% ----- 250lbs.
700cc +2% ----- *Minimum weight is for sled only.*
800cc +2% -----
1000cc +5% -----

- Any alteration allowed in Pro-Stock is allowed in Open Mod.
- Turbochargers are allowed in 1000cc, on 4 cycle engines only.
- Superchargers and N.O.S. not allowed
- Lay-down sleds allowed. Must have fully enclosed clutch guards.
- All sleds must meet all safety requirements.
- Brakes on driveshaft recommended.
- Launch controls allowed.

MSDRA *Pro-Mod Open*

This class is for the larger cc powered full-bodied, stock-appearing sleds. Specialty built sleds allowed but must meet all safety requirements.

- Minimum weight 625 lbs (with driver).
- One power-adder allowed.
- Turbos, super-chargers, or N.O.S. allowed.
- Pro-Stock safety rules apply for all sleds.
- Open mod safety rules apply for all sleds.
- No cc limit on engines.
- Turbo's allowed to use straight pipe after turbine.
- Sled must be deemed safe by Tech.
- Full-bodied, stock-appearing chassis, must have a snowmobile engine.
- Snowmobile must use snowmobile type clutches.
- Recommend that brakes be mounted on drive shaft.
- Must be track driven. No cleated tracks; any stud allowed.
- No stud height rule in effect.
- Launch controls allowed.

MSDRA *Outlaw*

This class is for the “Lakeracer” or larger cc powered lay-down type sleds. Specialty built sleds allowed but must meet all safety requirements.

- Turbos, super-chargers, and N.O.S. allowed.
- Pro-Stock safety rules apply for “Lakeracer” type sleds.
- Open mod safety rules apply for lay-down sleds.
- No cc limit on engines.
- Turbo’s allowed to use straight pipe after turbine.
- No weight rule, sled must be deemed safe by Tech.
- Any chassis, must have a snowmobile engine.
- Snowmobile must use snowmobile type clutches.
- Recommend that brakes be mounted on drive shaft.
- Must be track driven. No cleated tracks; any stud allowed.
- No stud height rule in effect.
- Launch controls allowed.