

BULLETIN NO. 20/21-011 DATE: 25 Oct 21

TO: ALL ISR Affiliates

SUBJECT: Pro Stock Ice-Grass-Snow drag race rules DRIVE Section

ISR Clarification Bulletin **No Belt drives in Pro Stock unless OEM for The Model!**

Subject: Pro Stock Drag Racing

We have received several requests to assist with the application and clarification of the DRIVE Section of Pro Stock Ice-Grass-Snow drag race rules.

The items in question are found on page 24 and 25 of the current ISR rulebook published on the ISRRACING.Org web site.

We will highlight each item that has been found concerning and forward the intent and explanation of the rule language. The rule will be highlighted in yellow, and the clarifications will be in blue text.

We will address and clarify the following in the DRIVE section:

3, sub section e. #4, #5, and #6

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1. Any primary or secondary clutch may be used.
2. Clutch jackshaft may be changed or modified (no welding on jackshaft).
3. Relocation of crankshaft, jackshaft, drive shaft (front drive axle) allowed.
 - a. Crankshaft may be moved up or down, forward, or backward if engine and primary and secondary clutch is within confines of the hood, console, and side panels and front close off panel on the bulkhead.
 - b. No altering of bulkhead for engine movement other than the engine mounts or engine plate to hold engine.
 - c. Crankshaft to jackshaft center to center is allowed +/- 1" (one inch) tolerance from OEM specification for the model.
 - d. Chain case may be moved anywhere on side of bulkhead or tunnel however jackshaft must remain on top of tunnel or front side of bulkhead. Left side drive axle bearing, bearing carrier, and bolts may not be below tunnel or bulkhead side.
 - e. Any OEM or aftermarket chain case allowed. **OEM is defined as Original Equipment Manufacturer. Aftermarket is defined as any vendor that either self-insures or retains commercial product liability insurance for their vended product. This applies to chain cases only.** Jackshaft to rear axle of suspension center to center distance measurement may not exceed sixty-four (64) inches measured in a parallel line with and adjacent to the top of tunnel. For (Ski Doo XP, XM, XS) (Polaris Axis, Matrix) chassis sixty-eight (68) inches measured in a parallel line with and adjacent to the top of tunnel. Other chassis will be evaluated for non-conformance to the 64" rule.
- 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. Drive reduction system must be OEM for the model concept (i.e., chain, belt, or gear). Chain case / gear case and cover may be from any stock qualified model within the brand. This indicates that a competitor must start with a chain case offered in models within the brand that offer chain case type gear reduction drives. Similarly, if using a belt drive you must start with a belt drive model case that is offered by the brand. (Again, presently only one manufacturer). Gear drive reference was placed in the rule set due to at the time of writing the original version of the rule, Diamond Drive systems were offered in some specific models within a specific brand.

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5. Chain case / gear case modification is not allowed. Chain case / gear case must be functionally driving the snowmobile with the OEM for the model drive concept (i.e., chain, belt, or gear). Chain cases, belt drive cases, gear drive cases may not be modified. The chain case, belt case, or gear case must be part of the assembly that drives the snowmobile. If the case is a chain case style it must use chain and sprocket internals, if it is a belt drive style case it must use belt drive belts and cog drives. If it is a gear drive case it must use internal shafts, gears, and bearings, that are found in gear drive systems. IE. One could not place a belt drive inside of a chain case designed case. (Example)

6. Any chain, belt, sprockets, and gears allowed for drive reduction system. This states that any internal chain drive sprockets, and chains may be used in chain drive systems, they do not have to be OEM. In turn any belt drive, belts and belt drive cogs may be OEM or aftermarket, and finally if a gear drive any gear combinations may be used to achieve the desired ratio, again they do not need to be OEM gears.

7. Brake assembly may be on either the jackshaft or the track drive axle.

8. Brake caliper may be either dual opposing piston or single piston type.

9. Minimum brake disk diameter is 7.0 inches. (If brake disk is mounted to track drive axle and a dual opposing piston caliper is used, the disk minimum diameter is 6 inches.)

10. Pro Stock qualified snowmobiles need not comply with Modified brake requirements when jumping up into Modified class.

We trust the above clarifications will assist builders and competitors more fully understand the rules concerning this critical area. Thank you for requesting clarification in this critical area.

ISR

International Snowmobile Racing, Inc.