

# MASTERS 2022 Snowmobile/Snow Bike Hillclimb Rules

**Rules in Red are changes or additional rules from the previous year.**

- 1) These rules are in addition to the General Rules that apply to all of the MASTERS Venues, Hillclimb, Hillcross, Snow Drags, and Terra-X. These rules are specific to Hillclimb. All drivers competing in Hillclimbs, are required to read, understand, and agree to abide by both the General Rules and the Hillclimb specific rules. It is understood by the driver that following all the rules does not stipulate the danger of all snowmobile competition, and participation in a MASTERS event can cause injury and possible death.
- 2) One of the alterations to a snowmobile competing in the Pro Stock Division is that a snowmobile can have an altered, after-market track, providing that rear suspension modification and alteration that has been made or installed is an OEM product for that specific sled. This means that it must fit on the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes.
- 3) ALL Snowmobiles competing in Pro Stock and/or Pro Mod must have a snow flap that touches the ground when the driver is on the sled.
- 4) Snow wheels can be added.
- 5) A Track can be altered, however it must retain the integrity to be safely operated during competition, including the Pit and Staging areas. Other than commercially produced Traction screws, NO other Traction products will be allowed. Any amount of screws are allowed, providing the integrity of the track has not been compromised.
- 6) A Stock snowmobile does not need the specific cowl for that model, however the cowl must be for the OEM. All cowls must be secured to the tunnel, and it is recommended that additional strapping be attached to the cowl and the tunnel.
- 7) Handlebar risers are allowed on a Stock snowmobile, providing they are commercially produced.
- 8) After-market skis are allowed on a Stock Snowmobile, providing no additional alteration or modification is made to the front suspension. OEM kits to increase or decrease Ski stance is allowed. Ski runners cannot exceed 10 inch carbide cutting material.
- 9) Aftermarket Shocks are allowed on a Stock Snowmobile. Any spring may be used on the suspension.
- 10) Brake control must remain on the left side of the handlebar, and throttle control on the right, with an operating throttle spring.
- 11) For Stock Sleds, any combination of springs, weights, and ramps may be used. They can be interchanged between any OEM, providing no modification has been made to the clutch to make these components fit.

- 12) Unless it comes from the OEM, Roller secondary clutches are not allowed for Stock Classes.
- 13) Drive change sprockets may be changed, providing they are options provided by the OEM.
- 14) Drive belts do not have to be OEM for a Stock Snowmobile.
- 15) Replacement pistons must be Stock OEM for that machine. Repaired Pistons cannot have more than .020 inches overbore for wear.
- 16) Oil injection pump must be operating and functional for Stock Classes.
- 17) Airbox cannot be removed in Stock Classes.
- 18) Additional gauges can be installed.
- 19) Skid plates can be attached in Stock.
- 20) OEM Stock Clutch covers for Stock Classes, while reinforced clutch covers are recommended for Mod Classes.
- 21) Unless specified in these rules, or during a drivers meeting, other ISR Rules for Stock and Modified classes will be enforced, however the MASTERS reserves the right to change a rule or rules, upon notice to the drivers at a drivers meeting.
- 22) Unless specified by the MASTERS, The Snow Bikes will run first, then Open Mod Class, then Pro Mod 800, Pro Mod 700, Pro Mod 600, Open Stock, Pro Stock 800, Pro Stock 700, Pro Stock 600. The order to run 120's, Junior, Vintage and Spirit will be determined before the competition begins, and those classes or a class may run at a specific time or after the completion of a round or class.. ~~The second round will start with Pro Stock 600, Pro Stock 700, Pro Stock 800, Pro Open Stock, then Pro Mod 600, Pro Mod 700, Pro Mod 800, and ending with Pro Open Mod.~~

**22.a) The top 45% (rounded off. Example; 16 entries in a class is 7.2 or 7 advance to 2<sup>nd</sup> Round of the entries in a class, will qualify for the 2<sup>nd</sup> Round.) Times and Distances from the 1<sup>st</sup> Round WILL NOT matter in the place the 2<sup>nd</sup> Round qualifiers finish. The 2<sup>nd</sup> Round times/distances will determine the final class position and who the Class Winner is, of which will advance to either the Pro Stock or Pro Mod King of the Hill. The order of the 2<sup>nd</sup> Round will be determined prior to the running of that round.**

**22b) With 4 to 7 entries, the Top 3 will advance to the 2<sup>nd</sup> Round. With 3 entries, only 2 will advance to the 2<sup>nd</sup> Round.**

23) The best time or High mark, ~~no matter if it was in the First Round or~~ **of** the Second Round will determine the winner of the class and qualify for the Pro Stock King of the Hill in the Stock Division, and Pro Mod King of the Hill in the Pro Mod Division. ~~The 3 best times, even if one driver records 2 of the top 3 times are the drivers that will receive a portion of the cash purse for that class.~~ 120's, Junior, Spirit, and Vintage Drivers only compete for Trophies. It will be announced at the event as to what positions/place a driver finishes in as to who will qualify for the World Championship.

24) A driver and/or his sled is not allowed to hit a gate. The gate the driver and/or his/her sled hits the gate is the high mark. If a driver goes out of bounds and off course, the last successfully competed gate is the high mark. If a driver hits a gate in the timing chute, his/her high mark is the highest gate before entering the Timing Shute. **Is determined by Distance.**

25) The order the driver runs in a class is determined at the meeting the night before the event. Any driver that is not at the line when he/she is to run, is given a 2 minute warning, and if that driver does not make it to the line, he loses the chance to compete in that class and in that round. All drivers are required to know when they are to run and be in staging. It is the responsibility of the driver to know when he/she is to run. Drivers are NOT allowed to interfere with any MASTERS official during competition. Times and distance will be posted on the Officials board, and all calls and time posted are FINAL.

26) Junior class is for drivers 12 to 17 years are only allowed to run a **STOCK** sled up to 600 cc. **800cc WITH MASTERS approval, or 600cc without MASTERS approval. This is determined by Parents, and MASTERS Officials as deemed the Junior Driver is SAFE and Qualified to run a STOCK 800 cc. ABSOLUTELY NO Mod Sleds are to be raced by a Junior Driver. See Rule 27.**

27) The MASTERS reserves the right to not allow ANY Junior Driver to compete if the MASTERS does not feel the driver is qualified to compete safely in an event. Junior Drivers and a parent are asked to submit a resume of the Junior Drivers skill level at least one week prior to the event.

28) Vintage drivers may also be given a different course to compete. A vintage snowmobile cannot be larger than 800 cc. Vintage is a sled older than 26 years from the year of the race. Thus, effective Jan. 1, 2020, a sled that is 1994 and older can compete in Vintage. **Providing there is 3 or more Leaf Spring Sleds that enter, a Leaf Spring Vintage Class will be offered. All IFS Vintage sleds must be MY 1999 or older.**

29) If entries warrant a 120 Stock, 120 Modified and a 200cc class will be offered. Every 120 cc driver is required to have a parent or legal guardian on the hill to help the 120 cc driver back down the hill.

30) ~~A driver is allowed to run a back-up sled in a class if his/her sled was damaged in a prior run, providing that sled is ONE CLASS smaller than the class he or she wants to run. Example, if that driver was scheduled to run in Pro Stock 800, he can run a Pro Stock 600 sled, providing that the sled is NOT entered by another driver in that class. If he is scheduled to run in Pro Stock 600, he/she is allowed to run a dealer showroom Stock 600 cc sled that is NOT entered by any driver in any class for that event. The 'back-up sled must meet all the safety equipment and can only be used by a driver that had his/her sled damaged during that competition. He/she cannot simply run a back up sled in his/her second run because his/her sled was not running as good as he/she wanted.~~ **No Back up Sleds are allowed.**

31) The Pro Stock and Pro Mod King of the Hill course is determined by a draw prior to the King of the Hill Shoot-outs. The order of both Pro Stock and Pro Mod King of the Hill is determined by a draw of the drivers. The Pro Stock and Pro Mod King of the Hill winners are required to go to the Winners Circle at the end of the event, with their sled for Photo Ops, and Interviews.

32) The MASTERS reserves the right to determine who qualifies for the World Championship. Conduct detrimental to the image of the MASTERS can disqualify a driver from qualifying and representing the MASTERS at the World Championship Snowmobile Hillclimb.

33) A driver must remain in contact with the sled at all times. If the driver goes off the sled, that is considered his/her high mark. They are not allowed to get off the sled and push, pull, or move the sled. The driver is asked to raise his/her hand when he wants a hill jockey to help him/her.

34) Once a driver passes one gate, he/she is not allowed to go back below that last completed gate.

35) A driver can only enter one sled in a class, and no other driver is allowed to enter that sled in the same class.

36) Nitrus and Turbo Charged sleds must run in Open Mod. It doesn't matter if the Turbo is a Factory Stock Turbo or not. ALL Turbo sleds run in Pro Open Mod.

37) 2 and 3 cylinder 4 Stroke Stock sleds are allowed to run in Pro Stock 600 and bigger. 4 cylinder 4 Stroke Sleds are allowed to run in Pro Stock 700 and bigger.

38) If an event cannot be completed with 2 rounds, the times or high marks from the first round will determine the place the drivers finish in. One round completed is required to determine place positions. 39) Due to snow conditions, a course can be changed providing notice is given to the drivers and all those planning to compete in a class has been finished.

40) A driver cannot enter 2 Pro Stock and 2 Pro Mod Classes. They can only enter a TOTAL of 4 Pro Classes. They can enter Snow Bike, Spirit, and Vintage in addition to the maximum of 4 classes.

41) Snow Bike engine sizes and whether the competition will go straight up the hill or around gates, will be a joint agreement between the MASTERS and the majority of those registered and entering the Snow Bike Class.

42) Any consumption of an alcoholic beverage or Marijuana in the Pits or the competition area from 2 hours before the start of the event to the completion of the event (after the conclusion of all racing), whether it is the racer, crew member or anyone in the Pit area will mean immediate disqualification from the event and revocation of any and all prize money and awards WITHOUT any refund in any and all MASTERS Fees, and may call for suspension of future MASTERS sanctioned races.

43) For Hillclimb competition, any driver over the age of 40 is allowed to compete in the Spirit Class, which is a Trophy only class, and no cash payback.

44) The MASTERS reserves the right to cancel a class if the MASTERS determines the class does not have enough entries.

**45 ) Timing Lights: Any racer hitting the timing lights, either at the start or the finish, going in a forward motion, will pay a \$200.00 fine to the MASTERS Racing Circuit. This is for EACH time that racer hits a Timing light. The \$200.00 fine must be paid IMMEDIATELY to continue racing at that event. Racer will get the 'high mark' at the last gate/flag at the start of the Finish Line 'shute.' The racer will ALSO BE REQUIRED to pay for the repair of**

**the Timing Light ( s ). That payment is required before the racer can compete in any Future MASTERS Race. All cash purse and points will be forfeited until fine and Repair costs are covered. STAY AWAY from the Timing lights!**

**46) For Copper Peak, Ski Brakes are REQUIRED. An Old Belt is the most popular Ski Brake. You need to find a place to have them on the sled, so that when you need to go back down the hill, or the Hill Jockeys are going to send you down the hill, you/hill jockey can grab them and put around each ski. YOU WILL NOT BE ABLE TO COMPETE without having a Ski Brake for each Ski.**