



JUNCTION TRAIL BLAZERS RACE ON THE HUMBER

EVENT RULES AND CLASS REGULATIONS 2026

2026 RACE DATES:

Saturday, February 7 th , 2026
Saturday, March 21 st , 2026

1) RACE ON THE HUMBER GENERAL RULES & REGISTRATION INFORMATION:

- Registration will be on the Friday afternoon before race day.
- Tech inspection will be on the Friday afternoon before race day. No tech inspection will be performed on day of races.
- Racers must be 16 years of age or older. Racers 18 years of age or under must provide government issued ID and a completed waiver form with signature from a legal guardian or parent is required. Any racer may be asked to provide a Picture ID.
- A snowmobile can only be entered in a total of three classes for high-powdered snowmobiles (*pro-55, power adder and open*), and limit of two for the trail/improved stock snowmobiles.
- Entry fees for 2026 RACE ON THE HUMBER:
 - i. \$100.00 General Registration Fee – Cost per Snowmobile
 - ii. \$100.00 Class Entry Fee; Charged per class for Pro 55, Power Adder & Open.
 - iii. \$50.00 Class Entry Fee; Charged per class for Trail Imp/Stock Snowmobiles and all other applicable classes besides those mentioned in above in *ii*.
 - iv. Trailer Fee: \$75.00
 - v. Additional Pit Crew Member bracelets (*if required by racer*) can be purchased at a cost of \$40.00
 - vi. Included in General Registration: Race # & bracelet, One Pit Crew Member bracelet, & Trailer Placement in Pit Area (*first come, first serve basis*)
- Registration & bracelet fees are non-refundable.



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- If a racer tries to register a snowmobile for a certain class, and that snowmobile is then found out to be ineligible to race in that class due to modifications by tech inspection, both that racer and the snowmobile are disqualified from their registered race. No registration money or class entry fees will be refunded, however JTB will work with the racer to try and enter them into a class that meets their modifications, if possible.
- No refund of registration fees will be given for either missed races or for disqualifications.
- All racers will be assigned a # upon completion of registration and payment.
- All snowmobiles will be subject to Tech Inspection prior to entry into the race events. Tech Inspection will be from 4:00 pm until 7:00 pm (*time subject to change*) on the Friday afternoon before the race day on Saturday. Please include your safety equipment such as helmet, Tek-vest & Neck Brace for inspection during Tech. Racers who are late or miss Tech inspection will be disqualified from the races. If you know in advance that you are going to be late due to travel delays, please advise the Race Director ASAP so we can try and accommodate you.
- The tech inspector will not reassemble parts removed during the inspection 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.
- There will be no extensions to the registration deadline, except at the discretion of the registration officials and if extenuating circumstances exist.
- Racers who are deemed to have broken any race rules may face sanctioning. Sanctions will be imposed at the discretion of the JTB 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 JTB. Sanctions applied to a racer cannot be appealed until their sanction time has lapsed.
- Racers can have their race trailer placed in the pit area, first come first serve. Space is limited to Pro-stock & Up Snowmobiles unless more spaces become available. Trailer registration fee must be paid at the JTB Clubhouse & Race Centre while registering your snowmobile and racer must receive a trailer sticker to be affixed during the entire race.
- Trailer owners are responsible to bring their own blocking for trailer jack posts. If the trailer owner does not bring their own jack post blocking, they will not be allowed in the pit area.



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- Each trailer must always have a contact person with contact information available so once the race is over, the trailer can be readily moved to the parking lot for the owner to pick up. Racers are not permitted to remove the trailer sticker that they received during registration until the trailer is removed from the pit area.
- Once the tech inspection is completed on Friday evening and the pit area is closed, the gate will be locked and not opened again until the pit opens on Saturday morning. Security will be at the entrance of the pit, anyone found to be inside the pits overnight will be disqualified from the race.
- Once a Racer is assigned to the snowmobile, the Racer must remain the same for full event unless approved by the Race Director.
- Rules & Regulations are an uncontrolled document that will be updated annually at the first executive meeting following the Annual General Meeting.
- Race on the Humber is administered by volunteer members of the Race Committee operating under the authority of the Junction Trail Blazers (JTB). The JTB Executive retains the right to revise, amend, or modify the rules and regulations at its discretion.

2) RACE ON THE HUMBER PIT RULES & REGULATIONS:

- 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.
- Race order schedule will be available on Race Day. Race order is subject to change during the day at the discretion of race officials based on timing of events (grooming, snowmobile cool down, etc.). We reserve the right to not post the heat schedule or line placements.
- The **RACER'S MEETING IS MANDATORY** and will be held at an announced time and place which will typically occur before the first race begins for the day. It is to be conducted by the Race Director and/or Assistant Race Director.
- **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 snowmobile will be immediately disqualified for the remainder of the event. The racer(s) including their pit crew members will be banned from JTB event competition for a minimum of 1 year and further sanctions may be applied by JTB.**



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- 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 snowmobile is already registered in that class, then the snowmobile is registered in the first eligible race class and that registration money will go into that race class.
- A Racer and the snowmobile (chassis and motor) shall be considered a unit, and once registration is complete, neither will be substituted. If a Racer 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 snowmobile or Racer once registration is closed. If the Racer of the snowmobile cannot make the event, the Racer can be substituted by request to the race Director up to the morning before the race. Once the Racer has been substituted, no further changes will be allowed, and the previously registered Racer will not be allowed to compete.
- Members of the racers pit crew are the responsibility of the Racer. If any member of the pit crew is found to be breaking any rules stated herein, **the Racer & all the pit crew members** will be disqualified from the competition that day, and subject to further sanctioning.
- The condition of a machine is the responsibility of the Racer. A Racer may be disciplined if the Racer's machine is modified to defraud the officials or other competitors.
- If a racer tries to register a snowmobile for a certain class, and that snowmobile is then found out to be ineligible to race in that class due to modifications by tech inspection, both that racer and the snowmobile are disqualified from their registered race; no registration money will be refunded, however JTB will work with the racer to try and enter them into a class that meets their modifications, if possible.
- Racers who are deemed to have broken any race rules may face sanctioning. Sanctions will be imposed at the discretion of the RACE ON THE HUMBER/JTB 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 JTB. Sanctions applied to a racer cannot be appealed until their sanction time has lapsed.
- A strictly enforced two-minute time limit (subject to change) will be in effect for racers transitioning from the staging area to the starting line. The countdown will begin as soon as the first snowmobile arrives at the starting line for that race. When the timer reaches zero — or once all racers are at the starting line before the timer expires — the race will begin, regardless of whether all racers have arrived. Pit crews are strongly advised to clear the area promptly to avoid interfering with the start. If the timer reaches zero and pit crew members are still in the staging area, the race will proceed as scheduled.



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- Race lanes are situated from left to right facing the JTB Clubhouse & Race Centre, with the first lane closest to the race centre being #1 and the lane closest to the airport being lane #4.
- Snowmobiles that do not come to a complete stop at the start line will be disqualified from that race.
- Only the Racer, snowmobile and one pit crew member will be allowed into the staging area; staging at start line will be the sole responsibility of the Racer.
- If the starting line officials observe a snowmobile improperly staged, a false start or a jump before the light, the video footage will be observed with the race director and if in violation, it will mean automatic disqualification.
- 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.
- 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.
- 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.
- Snowmobiles are only to be driven in the designated race area. If any racer is seen riding anywhere else on the race grounds at any time they will be disqualified, with no money returned to them and no winnings awarded.
- The top two snowmobiles from the finals in each race may be subject to Tech Inspection:
 - i. A no-show for post-race tech inspection will mean automatic disqualification, if the Race Director requests it.
 - ii. If a Racer does not allow his snowmobile to be tech inspected, the snowmobile will be immediately disqualified from the race and further sanctioning may be applied. (Ex: Tech Inspector will be allowed to remove Y-pipes & carb boots in trail stock to check port & polish if deemed necessary)
- Random tech inspections: A competent tech inspector chosen by the JTB executive will be on site to perform all inspections (*pre-race, during & if necessary, post-race*) 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.



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3) PROTESTING A RACE START/RESULT:

- a) A protest must be valid in the eyes of the Race Director who has the option not to accept it for action.
- b) No protests will be accepted that refer to a Race Director/Tech Inspector's judgment or decision. Once the Race Director makes their decision, it is FINAL.
- c) It shall not be possible to protest or appeal tech inspection equipment, scoring or timing equipment.
- d) Process for Protesting a Start/Finish:
 - i. The racer who initiates a protest MUST assemble the other racers that were in the heat that is being protested and make their way to JTB Clubhouse & Race Centre.
 - ii. The racer can then state their protest to the Race Director with all parties present.
 - iii. Once all parties have discussed the protested issue, any evidence provided will be reviewed by all parties including video footage owned by JTB.
 - iv. If video evidence is provided to challenge the race light results, it must be reviewed by all racers in the heat, and the Race Director. If the video does not provide clear results of the race, the video will not be considered and the decision will be left to the Race Director.

4) SNOWMOBILE REQUIREMENTS:

- a. Each snowmobile will be placed in their respective class based on modifications.
- b. Some key restrictions to note:
 - i. Snowmobiles with baffles removed from stock exhaust systems will be considered modified and will be classified as improved.
 - ii. Tracks on snowmobile 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.
 - iii. In the stock classes, there is no additives permitted in fuel or oxygenated fuel.
 - iv. Any stock snowmobile that has an electronically controlled fuel pressure regulator or programmer will be moved up to the improved class.



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5) PIT AREA RULES:

- i. Improper usage of pit passes will be grounds for disqualification of the racer.
- ii. 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 snowmobile will be immediately disqualified for the remainder of the event. The racer(s) including their pit crew members will be banned from JTB event competition for a minimum of 1 year and further sanctions may be applied by JTB.
- iii. 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, if required.
- iv. During the kids races at the start of the day, a temporary bracelet will be given to each child racer & parent to enter the pit area. This bracelet will only be valid during the kids races and will be void after. The announcer will inform kids and parents/guardians that they will have 15 minutes after the last kids race to have all 120/200cc snowmobiles removed from pit and/or put away, and be vacated from the premises, unless otherwise approved by the Race Director.
- v. Parents of kids that are racing are still responsible to have a general admission bracelet for the event; the temporary pit pass is only allowed while kid is racing and must be removed afterwards.
- vi. Reasonable speeds will be observed in the pit area. All pit areas are caution zones where utmost in Racer awareness is required. **Maximum 5 km/h while in the pit area.**
- vii. Snowmobile safety stands that catch debris thrown by a track are mandatory.
- viii. No competitor or Racer 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.
- ix. Pit pass holders must stay in their respective racers pit area.
- x. No open flame of any kind is permitted in the pit/race area. This includes **NO SMOKING & NO OPEN BBQ'S/COOK STOVES** in pit area or inside trailers.



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- xi. No pets are allowed into the pit area.
- xii. Once the 120/200cc snowmobiles are completed their race, kids will have 15 minutes to vacate the premises of the pit area. No child, parent(s) or unauthorized adults are to remain in the pit. The bracelets for children will need to be removed and will not be allowed for re-entry after those races are concluded. This is due to congestion and liability.

6) RACE ON THE HUMBER SAFETY RULES & REGULATIONS:

- i. All snowmobiles must have a handlebar mounted kill switch (on/off) on the right side within thumb reach (this is in addition to your tether switch).
- ii. 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 Racer, no alligator clips are allowed.
- iii. Brakes shall be always operative. Brake systems will be checked during tech inspection.
- iv. All racers must have a working taillight, brake light, headlight, where class entries require them.
- v. Helmets (DOT Certified) must be worn and securely fastened by all racers. JTB Representatives at the start line will be checking to ensure the helmet straps are fastened. Any racer not wearing the proper helmet and disobeys instructions to fasten the helmet will be immediately disqualified.
- vi. Upper Body Protection must be worn at a minimum in conjunction with the DOT Helmet. Some examples of brands that meet JTB 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.
- vii. Snowmobile safety stands that catch debris thrown by a track are mandatory.
- viii. **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 snowmobile will be immediately disqualified for the remainder of the event. The racer(s) including their pit crew members will be banned from JTB event competition for a minimum of 1 year and further sanctions may be applied by JTB.**



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- ix. No open flame of any kind is permitted in the pit/race area. This includes anyone smoking or with a BBQ.
- x. Full length sleeve arm wear must be always worn during the race heats by the racer. This can be a long sleeve shirt, jacket and/or jersey. Proper Snow pants not jeans must be worn; and hand protection must be worn at all times.
- xi. Proper boots must be worn when racing, no shoes/sneakers are allowed.
- xii. Hearing protection is recommended for racers and pit crew members.
- xiii. Tek vest Mandatory for ALL Classes**
- xiv. Neck Brace Mandatory for Pro-55, Power Adder & Open-King (No Exceptions)**

*** NOTE: RACE ON THE HUMBER RULES AND REGULATIONS CAN BE CHANGED AT ANY TIME AT THE DISCRETION OF THE RACE DIRECTOR, RACE COMMITTEE AND/OR JUNCTION TRAIL BLAZERS BOARD OF DIRECTORS ***



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RACE ON THE HUMBER CLASS RULES & REGULATIONS

1) 120cc Class

- Stock
- OEM Exhaust Manifolds, Muffler, Intakes and non-flashed ECU
- No internal Engine Modification
- No Exhaust Modification
- Except gearing and addition of rear shock
- Stock track width must be maintained
- NO studs or other traction products allowed
- Snowmobile must have safety tether, no exceptions.

2) 200cc Class

- Stock
- OEM Exhaust Manifolds, Muffler, Intakes and non-flashed ECU
- No internal Engine Modification
- No Exhaust Modification
- Except gearing and addition of rear shock
- Stock track width must be maintained
- NO studs or other traction products allowed
- Snowmobile must have safety tether, no exceptions.

3) Trail Stock: 1000cc-850cc, 800cc, 700cc, 600cc Classes

General Conditions & Requirements:

- This is a TRAIL stock class based on snowmobiles that have been sold to the public. Factory race snowmobiles are not permitted in this class and must enter the Improved Trail Stock as they are improved by the Factory for racing.
- In this class, no change or modification is allowed unless specifically allowed by these rules. If the rules do not specifically allow a change or modification, then it is assumed that the change or modification is NOT allowed.
- The snowmobile must have original OEM for the model engine, hood, frame, cowl, gas tank, carburetion, air box, suspension, and variable speed converter. Any named components must be OEM for the model and year or properly filed OEM replacements that supersede the original OEM parts. Factory available options are not allowed unless directly specified.
- Any stock 650cc Polaris Snowmobiles will be placed in the 700cc class.

Acceptable items to Change:



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- 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. Must match the model of the snowmobile.*)
- OEM Clutch
- No Port & Polish
- Exhaust
- Carburetors (*Excluding jetting*)
- Air Box
- Headlight/Taillight
- Snow Flap
- Allowed to cut Lug Height but not allowed to narrow track
- Pump Fuel **ONLY!** Race Fuel is **NOT** Permitted! (**Subject to Random Testing**)
- No Fuel Controllers (EFI Snowmobiles can run factory EFI fuel controllers, but they cannot adjust timing)
- No Add-On Gauges (EGT / aftermarket RPM tach)
- 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) 4-Stroke: All 125 HP Class 4-Stroke Snowmobiles

General Conditions & Requirements:

- Same Rules as Trail Stock Class
- Acceptable Snowmobile Must be 125 HP Class; 4-Stroke Naturally Aspirated Engine; They will be Placed in the 600cc (*125 HP - 2 Stroke Equivalent*); based on horsepower of snowmobile entered; or either: Trail Stock, Improved Stock or Pro Stock.
- No Turbos Permitted
- Trail Stock Class:

Acceptable items to Change:

- Gearing
- Clutching (*Ramps, Weights, Pins, Springs, and Cams*)
- Jetting
- Track



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- 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.*)

5) 4-Stroke: All 155 HP Class 4-Stroke Snowmobiles

General Conditions & Requirements:

- Same Rules as Trail Stock Class
- Acceptable Snowmobile Must be 155 HP Class; 4-Stroke Engine
- They will be Placed in the 850cc-1000cc Class of Either Trail Stock, Improved Stock or Pro Stock Depending on Specifications.
- 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:



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- 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.*)

6) Trail Stock – Turbo Class

- Stock Turbos Permitted, both 4 stroke and 2 stroke (850 Turbo w. Factory Turbo)
- 4-Stroke Engines with NO Turbo also Permitted.
- 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



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- 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.*)

7) Improved Trail Stock 1000cc-850cc, 800cc, 700cc, 600cc Classes

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
- 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 Racers (*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 Racer during race)
- CDI Boxes Must Remain OEM
- Gauges
- Rail Extensions
- Allowed to cut lug height but not allowed to narrow track.

Important items to keep in mind NOT to touch:

- OEM Stroke
- OEM Clutches
- OEM Crankshaft



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- 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.*)
- Not Allowed to narrow track.

8) 600 Sno-Cross Class (factory race snowmobile)

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
- 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 Racers (*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 Racer during race)
- CDI Boxes Must Remain OEM
- Gauges
- Rail Extensions
- Allowed to cut lug height but not allowed to narrow track.



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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
- 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.*)
- No Studs

9) Pro Stock: 1000cc, 800cc, 700cc, 600cc Classes

Acceptable Items to Change:

- All Improved Trail Stock Modifications
- Any Engine Can be Matched to an OEM Chassis, OEM serial numbers are not required, but the engine and chassis should have unique identification numbers to identify the OEM model & year.
- Crankcase may be modified internally provided that the engine remains its complete stock appearance and dimensions.
- Aftermarket Suspensions
- Chassis Modifications Permit with rear tunnel changed but not billet
- Lightweight Parts
- Ignition
- Open Carburetors
- Bore & Stroke (*Engines are allowed 2% over displacement. **Example:** 1020cc allowed in 1000cc class; Aftermarket cylinder is allowed for 1000ps. 6/7/8 must be oem but no limited to what can be done*)
- No Headlight or Taillight Required
- Studs chisel (NO wide body studs) Stud $\frac{3}{4}$ over lug NO SPEED TRACK .

Important items to keep in mind NOT to touch:

- Snowmobile must resemble stock model of chosen brand, seat, hood, etc.
- No Aftermarket Lay Down Chassis
- Snow Flap
- No Nitrous Oxide Plumbing can be Installed, even if Bottle is Removed.
- No turbos or superchargers allowed.
- Functional Tether Switch (*Will be tested during tech inspection*)
- Tunnel enclosure must be 2 Inches from top of rear wheel.



JUNCTION TRAIL BLAZERS RACE ON THE HUMBER

10) 1000cc Open Class

- Only **4-Stroke Turbo Improved, Pro Stock 1000cc, 800cc, 700cc, 600cc** may run in this class.
- 4-Stroke snowmobiles **are** permitted to run race fuel in this class.
- **2-Strokes** 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.
- Stud Chisel (No Wide Body) $\frac{3}{4}$ over Lug , No SPEED TRACK

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
- Tunnel Enclosure (Must be 2 inches from top of rear wheel)

11) 4-Stroke Class

- 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 Racers (No billet aftermarket)
- Oversize rear idler wheel kits
- Base Gaskets & Head Gaskets



JUNCTION TRAIL BLAZERS RACE ON THE HUMBER

- OEM Carburetor/ Throttle body can be bored.
- Carburetors Boots
- Adjustable fuel controller for fuel injected models (cannot be accessible to Racer during race)
- CDI Boxes Must OEM
- Gauges
- Rail Extensions

Important Items to keep in mind NOT to touch:

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

12) All Motor 2-Stroke Class (Maximum 2000cc)

- Same Rules as Open Class with Exception of:

- a) No Turbo/Supercharger
- b) No Nitrous

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
- Stud chisel (no wide body) stud 3/4 over lug, NO SPEEDTRACK

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*)



JUNCTION TRAIL BLAZERS RACE ON THE HUMBER

- Allowed to cut Lug height but not narrow track
- Tunnel enclosure must be 2 inches from top of rear wheel

13) Pro-Mod Class

- Class for IHI CAT Turbo powered track driven snowmobiles.

Acceptable Items to Change:

- Any cc engine up to 1200cc. (1500cc two stroke)
- IHI CAT Turbo in any OEM Chassis
- Aftermarket Clutches
- Lightweight Parts Are Allowed
- Race Fuel is Permitted (Up to Q16)
- **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SNOWMOBILES PERMITTED**
- Studs Chisel or widebody, stud $\frac{3}{4}$ over lug (NO SPEED TRACK)

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
- Allowed to cut lug height but not allowed to narrow track
- Tunnel Enclosure up to 2 inches from top of the rear wheel

14) Pro-Xtreme 55 Turbo Class

- Class for turbo power added track driven snowmobiles.

Acceptable Items to Change:

- Any OEM production-based snowmobile engine platform.
- Aftermarket Clutches
- Engine cc up to 2000cc.
- Race fuel is allowed.
- Chassis can be OEM or aftermarket.
- **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SNOWMOBILES PERMITTED**
- Stud Chisel or Widebody Stud
- **Neck Brace Mandatory**

Important items to keep in mind NOT to touch:

- Functional Tether Switch (*Will be tested during tech inspection*)
- Snow Flap
- No methanol



JUNCTION TRAIL BLAZERS RACE ON THE HUMBER

- 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.
- Tunnel enclosure must be 2 inches from top of rear wheel

15) Improved Stock Turbo Class

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

Acceptable Items to Change:

- Any OEM production-based snowmobile engine platform.
- Aftermarket Clutches
- Engine cc up to 1200cc.
- Stutter buttons are allowed.
- **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SNOWMOBILES PERMITTED**
- Stud –Chisel (No wide body) Stud $\frac{3}{4}$ over lug , No SPEED TRACK.

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.
- Snowmobile must maintain stock appearance.
- Allowed to cut lug height but not allowed to narrow track.
- Tunnel enclosure must be 2 inches from top of rear wheel.

16) Power Adder Class

Acceptable Items to Change:

- Any & All Modifications are Permitted.
- Nitrous, and Turbo are Allowed.
- Any cc Engine
- **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SNOWMOBILES PERMITTED**
- Studs wide body or chisel
- **Neck Brace Mandatory**

Important items to keep in mind NOT to touch:



JUNCTION TRAIL BLAZERS RACE ON THE HUMBER

- Functional Tether Switch (*Will be tested during tech inspection*)
- Snow Flap
- Tunnel Enclosure must be 2 inches from top of rear wheel

17) Open-King Class

Acceptable Items to Change:

- Any & All Modifications are Permitted.
- Nitrous, and Turbo are Allowed.
- Any cc Engine
- **Neck Brace Mandatory**
- **NO TRAIL STOCK OR IMPROVED TRAIL STOCK SNOWMOBILES PERMITTED**

Important items to keep in mind NOT to touch:

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

END OF RULES & REGULATIONS

ABBREVIATIONS USED:

<i>JTB – Junction Trail Blazers</i>	<i>DNF – Did Not Finish</i>
<i>ROTH – Race on the Humber</i>	<i>OEM – Original Equipment Manufacturer</i>
<i>IMP – Improved</i>	<i>DOT – Department of Transportation</i>
<i>RD – Race Director</i>	<i>NLSF – NL Snowmobile Federation</i>