

2018



*Youth Racing
Rules & Conduct*



AMMC Racing Code of Conduct

To ensure that **AMMC RACING** events are healthy and positive, this Code of Conduct sets forth conditions that Racers, Pit Crew and Families representing **AMMC RACING** are expected to follow and promote.

It is our intent to have **AMMC RACING** represented in a positive manner with sportsmanship and fair play guiding all of our racers on the track and in the pits. In the event that racers cannot or **will not** uphold these conditions, those racers could face race **SUSPENSION** or **DISQUALIFICATION** for the season from **AMMC RACING** events by the officers of this club.

1. Be knowledgeable of **AMMC RACING** rules and regulations, and follow them.
2. Racers and Pit Crew will conduct themselves in a manner that represents good sportsmanship and fair play at all times.
3. No rider, family or pit crew may be in possession of or under the influence of alcohol, marijuana or illegal drugs of any nature before or during an AMMC event.
4. Tobacco use and/or Vaping will not be allowed in the staging area/pits and/or surrounding track.
5. Do not deliberately cut off, block or run into other racers during practice or races.
6. No rider shall at any time ride in a manner that endangers his/her safety, the safety of other riders, officials or the public.
7. Racers and Pit Crew must refrain from foul language at all times during all AMMC events.
8. Unnecessary trouble or unsportsmanlike conduct displayed by a rider, the rider's family or crew makes that rider subject to disqualification for the heat, day, or series as determined by the Director or Board.
9. Racers and Pit Crew are responsible for displaying good sportsmanship in winning and losing.
10. Racers and Pit Crew will treat all equipment (theirs and others) in the proper manner.
11. Racers, Pit Crew and/or family will not show or exhibit derogatory conduct toward any race officials before, during or after the races.
12. Racers and Pit Crew are NOT allowed to approach any race officials or flaggers on any calls. Any issues must be taken up with the "Race Director".
13. Pit Crew Members, Parents and/or designated guardians may not interfere with any racing on the track.
14. No Pets will be allowed on any course or designated pit area during an AMMC event. All pets must be leashed.
15. Every rider and all persons participating in, or in any way connected with any race, will be bound by these rules for competition. For clarification of any rule, see the Race Director.

Sportsmanship

The number one goal is good sportsmanship. Your racers must respect the board members, flaggers, other parents and the other racers at all times. We have a no tolerance policy for bad sportsmanship.

Parents

You are a huge part of this organization and very appreciated. We rely heavily on your cooperation and parenting. We expect positive behavior. You may not always agree with the board members, and that is okay, but we ask that disagreements be handled appropriately. Please talk to the board members if you are having an issue. Don't scream and yell at the lap counters, flaggers, pit boss, or any of the volunteers, this can cause you to be removed from the pits. Everyone gets heated from time to time. If this happens during the season, please allow yourself a 24-hour cooling off period before approaching the staff. We all want what is best for your child and the races so please come to us with a willingness to hear our side and work through the issue/s and we will do the same. Everyone makes mistakes from time to time, **remember we are all volunteers.**

120/206/200/Champ General Rules

General Competition

1. General age is 4 -13 (3 years of age will be case by case basis, must race "Stock Class")
2. Driver must have 1 year prior racing experience before proceeding to Champ Class or Pro 206.
3. Racer Number mandatory on front and back of driver, Windshield is also recommended, Clear and visible.
4. Any underage/overage class racing to be determined by race director only.
5. Copy of racer birth certificate must be on file.
6. The same sled cannot register for more than one class except Open Class.

Mandatory Safety Equipment

1. Helmet: Full face, DOT and or Snell/ECE 22.05, **Helmet must be strapped at all times while sitting on machine.**
2. Upper Body Protection, IE: TEK Vest, Chest protector
3. Shin Guards
4. Above ankle boots
5. Eye Protection
6. Tether Kill, Must be in working order and attached to driver while operating at all times.
7. Approved Neck Brace mandatory in all youth/120 freestyle events.
8. Clean out/Safety Stands: Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory.

Mandatory Teardowns

1. Regardless of snowmobile equipment passing prior inspections, compliance with the rules must be made at the post-race inspection.
2. Once a snowmobile has completed registration to race it may be inspected at any time.
3. Tech Director will select the snowmobiles for mandatory teardown and inspection. Drivers will take their snowmobiles directly to Tech after completing the race. The snowmobile must remain in Tech until released by the Tech Director or a designated member of the Tech staff.
4. Driver and/or driver's mechanic will perform teardown to point required by the Technical Director.
5. Any driver not reporting to Tech or refusing teardown will be disqualified.
6. Inspected snowmobiles will not be reassembled by the inspection group.
7. Driver and/or driver's mechanic will be the only two (2) people allowed with the snowmobile in the inspection area.
8. The sanctioning organization assumes no responsibility for impounded snowmobiles.

General Race knowledge

Points per Heat	
Place	Points
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1
11	1

Engine

1. All governor linkage must be intact, in place and functional. **Any governor spring may be used. Governor gear may be removed.**
2. No components of the engine (including head, valves and cam) may be altered, changed or enlarged from the engines manufactures original stock specifications nor may any additional components be added to the engine.
3. Blueprinting of the engine is not allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, de-burring, glass or sandblasting surfaces or material removal for the purpose of engine balancing or other reasons.
4. No changes in engine dimensions can be made by gasket adjustments.
5. Sparkplugs do not have to be OEM.
6. No carburetor/air silencer changes allowed. Filter material may be added or removed.
7. **Jetting changes are allowed. Remote adjustable main jet systems are allowed.**
8. Exhaust must be OEM as produced for the model. The OEM exhaust system must be used in it's entirety. No internal or external modifications allowed. No welding allowed even for repair. Muffler components and/or silencing material must be intact at all times.
9. Flywheel must be OEM with no modifications.

Drive

1. Brake must be functional and operational at all time.
2. OEM drive clutch must be used with no modifications.
3. Stock drive clutch engagement must be maintained.
4. No belt drives allowed.
5. Chain guard must be in place.
6. OEM gear ratio must be maintained.
7. Replacing chain tensioner with commercially available aftermarket tensioner is allowed.
8. Number 40/420 drive chains allowed.

Ski Suspension & Steering

1. Front suspension must be OEM for the model.
2. Front suspension must remain it its stock location.
3. Ski widening devices and/or height adjustments devices are not allowed.
4. Suspension travel may be limited by means of limit straps only. Suspension travel must be maintained, no rigid suspensions allowed.

Skis & Ski Runners

1. Ski must be OEM for the model and year or a commercially available aftermarket ski with a minimum overall length of 20 inches
2. Ski tips must have ski-loops, steel ski-loops must be padded.

Track Suspension

1. The complete suspension must be used as furnished by the manufacture. OEM suspension mounting points must be used.
2. Seals may be removed from bearings in bogie wheels, rear idler wheels and/or rear idlers sprockets.
3. Commercially available marginal snow wheels may be added to the sled rails.
4. Suspension travel may be limited by means of limit straps only. Suspension travel must be maintained, no rigid suspensions allowed.
5. On board slide rail lubrication systems not allowed.

Track & Traction

1. Any commercially available moulded rubber track may be used. Track must fit within frame and suspension without modification to frame, suspension or drive. Track must be used as produced by the modler. HY-FAX allowed.
2. The OEM fixed upper carrier idlers may be reduced in dimension by 3/8 (0.375) from the original for the model year.
3. Traction Screws allowed. No studs nor Ice Picks allowed

Frame & Body

1. OEM hood must be maintained. Hood may be painted/wrapped of any color.
2. Windshields may be removed, modified or replaced. Windshields must have safety trim.
3. All sharp edges must be padded.
4. Must have snow flap.

Class Rules/Exceptions

Stock Class

Snowmobile must conform to the General Class Rules unless stated otherwise in this section

Ages 4-6

Drive

1. Stock gearing allowed only
2. Polaris gearing 420 ratio which is stock for the sled.
3. Cat, Yam, Ski doo allowed to run 410 gear ration.
4. Must use 40/420 chain, no #35 chain allowed.
5. Chain tensioner may be replaced with commercially available aftermarket tensioner.

Track Suspension

1. Rear shock/kit allowed

Improved Stock Class

Ages 5-12

Snowmobile must conform to the General Class Rules unless stated otherwise in this section

Drive

1. Clutch may be replaced with aftermarket clutch.
2. Gear ratio may be changed.
3. Chain may be changed to #35.

Track Suspension

1. Rear shock/kit allowed

PRO Stock Class

Snowmobile must conform to the General Class Rules unless stated otherwise in this section

Ages 6-13

Engine

1. Carburetor Velocity stack allowed
2. Aftermarket exhaust allowed
3. Champ Valve Springs allowed
4. Light Weight Valve Spring Retainers allowed
5. Rocker Arm change allowed
6. Head Machining allowed
7. Exhaust and Intake Porting allowed
8. Carburetor insulator block may be modified, but must maintain stock thickness dimension

Drive

1. Clutch may be replaced with aftermarket clutch
2. Gear ratio may be changed
3. Track drivers allowed: 5 Tooth Polaris, 6 Tooth Arctic cat/Yamaha
4. Belt drive (CVT) allowed
5. Jackshaft allowed

Track Suspension

1. Shock/Kit/Skid allowed

Ski Suspension & Steering

1. Front suspension may be replaced with commercially available aftermarket shocks
2. Ski widening devices and/or height adjustments devices are allowed

Pro 206 Class

Snowmobile must conform to the General Class Rules unless stated otherwise in this section

Ages: Competitors must be 7 years of age with one year of driving experience. Drivers reaching 14 years of age during the season may finish the season in that class

Engine

1. Must be a "Sealed" Briggs LO-206E engine with 6100rpm rev limiter.
2. ISR Spec header and silencer allowed.

Drive

1. Clutch may be replaced with aftermarket clutch. (NO CVT)
2. Gear ratio may be changed.
3. Track Drivers may be changed to ISR Legal 4 Tooth (Polaris) or 5 Tooth (Arctic Cat/Yamaha)

Track Suspension

1. Shock/Kit/Skid allowed

Ski Suspension & Steering

1. Front suspension may be replaced with commercially available aftermarket shocks
2. Ski widening devices and/or height adjustments devices are allowed

Open Class

Ages 7-13

General

1. Sled must be a 120 chassis
2. 206cc Max engine size
3. Minimum class allowed: Pro Stock

200 Stock Class

Snowmobile must conform to the 200 STOCK ISR rules

Ages 6-12

Engine

1. Jetting changes allowed.
2. Remote adjustable main jet system allowed.
3. OEM 6000 RPM rev limiter must be used.

Track Suspension

1. OEM available marginal snow wheels may be added to slide rails.
2. Suspension travel may not be altered.

Traction

1. Studs not allowed.
2. Traction Screws allowed.

Junior Semi-Pro/Pro General Rules

Classes

Semi Pro:

- Ages 9-13,
- Machine: 0-550cc Fan Cooled

Pro:

- Ages 13-17,
- Machine: 0-600cc Fan Cooled/Liquid Cooled

GENERAL

Snowmobile must have OEM engine, hood, intake, exhaust, frame, suspension and cowl. All ISR stock class rules apply. Once a racer completes a season in the Pro class, said racer will not be allowed to move back to Semi Pro class.

Mandatory Safety Equipment

1. Helmet: Full face, DOT and or Snell/ECE 22.05, Helmet must be strapped while on machine.
2. Upper Body Protection, IE: TEK Vest, Chest protector
3. Shin Guards
4. Above ankle boots
5. Eye Protection
6. Tether kill switch, must be in working order and attached to driver while operating at all times
7. Approved Racing Neck Protection

Points are not transferable between classes

Points per Heat		
Place		Points
1		10
2		9
3		8
4		7
5		6
6		5
7		4
8		3
9		2
10		1

ENGINE

1. Engine cannot exceed 600cc (two-stroke) or 1050cc (four stroke).
2. Engine must remain in original mounting location.
3. Engine must be normally aspirated (no supercharging or turbo charging allowed).
4. No component or the engine may be altered, changed or enlarged. Blueprinting is not allowed.
5. No material removal whatsoever is allowed, this includes polishing, port matching, deburring, abrasive blasting or material removal for the purpose of engine balancing or other reasons.
6. Stock OEM pistons only are allowed for replacement.
7. Rotary valve timing/duration must remain as filed by the manufacturer.
8. No changes in engine displacement may be made by gasket adjustments.
9. CDI/ECU module may be reprogrammed.
10. No changes or modifications are allowed to the air intake system or its mounting locations.
11. No changes or modifications to any part of the exhaust system or its mounting locations.
 - A) The exhaust system is to include any, header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler, and tail pipe that are original OEM equipment for that make and model. No changes or modifications are allowed to any part of the exhaust system or mounting locations.
12. All ISR stock class engine rules apply.

DRIVE

1. The primary clutch must be OEM per model.
2. The secondary clutch must be OEM per brand.
3. Any springs, weights or ramps may be used. Material may be removed from weights and ramps but not added.
4. No machining on clutches for any reason is allowed.
5. Any drive chain and sprockets may be used.
6. Drive belts do not have to be OEM.
7. Chain case must be original OEM for the model and must remain in original mounting location.
8. Brakes may be changed or altered but must be operational at all times. Brake components must be commercially available. Brake disk may not be modified in pad contact area. Brake disk material may not be substituted with any other material. OEM disk diameter and thickness must be maintained – must have a working parking brake.
9. Existing vents may be used to direct cooling air to the brake components. Brake disk shall not extend outside of the bodywork.

SKI SUSPENSION AND STEERING

1. Front suspension must remain in original mounting location. No material substitution allowed.
2. Must have a minimum of two (2) inches of travel with rider sitting on machine.
3. Reinforcement of components will be allowed by welding or bracing.
4. Any shock allowed. Replacements may be shorter than stock, but may not be longer.
5. Spindles may not be shortened.
6. Handlebars must be intact at the start of each race day. Any commercially available bar allowed.

Handlebars may be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Grips and controls may be modified. Throttle will be opened with a thumb mechanism located on the handlebar to the rear of the machine. No twist grips allowed.
7. Commercially available risers, relocation mounts and vibration mounts allowed.
8. Any steel spring other than a titanium one can be used on the suspension. May be shortened or heated springs may be removed and replaced with another type of cushion device.
9. Swaybar must remain in OEM location, but does not have to be functional. If used, swaybars must mount and fit to chassis in the same geometric position as the production sway bar. Sway bars may be interchanged with other stock OEM model swaybars offered by the manufacturer or any aftermarket bars. This allowance for change applies to the sway bar and mounting bolts only. Sway bars must be steel only.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Skis must be commercially available and marketed through normal sales activity including multiple edged runners and multi-keeled skis. Ice Racing skis not allowed, must keep full length skis.
2. Skis may be reinforced on top-side only.
3. Ski skins allowed.

TRACK SUSPENSION

1. Suspension must be OEM for the make and model (must retain original mounting locations or use optional holes pre-drilled or marked by the manufacturer).
1. Rails may not be bent or shortened. Rail profile must be stock.
2. Wheels may be added or removed along with mounting brackets from OEM wheel kit.
3. Any hyfax allowed.
4. Any shock allowed (may be shorter but no longer).
5. Any steel spring other than titanium may be used in the rear suspension. Spring may be shortened or heated.
6. Suspension travel may be limited. Must maintain two (2) inches of remaining compression travel with driver on snowmobile.

TRACK AND TRACTION

1. Any commercially available, one-piece molded rubber track allowed.
2. Length and width of OEM track shall be as produced, same width & length as came with the snowmobile originally from the manufacturer.
3. No cleats or partial cleats may be added.
4. Studs cannot be more than 3/8" above the highest point of the track.
5. Tracks may not be reversed.
6. Stud backing plate maximum size is 2" by 2 1/4".
7. Maximum of 144 stud count allowed. Outside pattern allowed. 60 degree studs allowed.

FRAME AND BODY

1. Snowmobile overall width is as produced.
2. All chassis will have OEM tags and/or serial numbers affixed to frame.
3. Removal of any material by any means will not be allowed.
4. Windshields may be altered for handlebar movements, must have safety edging and must be intact at the start of each race day – must be high enough to keep debris off of the driver's face.
5. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety.
6. Vents/scoops must be OEM for the model. No additional vents or scoops may be added. Cooling ducts must remain within the confines of the sled and use only an existing vent. Vents may be covered or closed. Ducting is allowed for the purpose of brake cooling. Additional air inlets may be added on certain models for brake cooling; check ISR vent rules.
7. Skid plates may be added but must be securely fastened.
8. Front and rear bumpers may be added.
9. All OEM body panel straps must be in place and securely fastened at the start of each race.
10. Additional material and bracing may be added.
11. Tunnel protective wear strips may be added, removed or altered.
12. Liquid spray coatings allowed.

IGNITION AND ELECTRICAL

1. Ignition must be OEM for the year and model.
2. CDI/ECU may be reprogrammed.
3. Fixed ignitions may be moved + or – 4 degrees.
4. No aftermarket device allowed that interrupts ignition for the purpose of launch or traction control unless OEM for model.
5. Wiring may be removed.
6. Head and taillights must be original OEM for model, must remain in original mounting locations and must be operational at the start of each race day.
7. Glass lenses must be taped with transparent tape. No colored tape allowed.



AMMC RACING would like to thank all Racers and their families in advance for helping make the racing season another great success for the club and all the racers.

By signing my name below, I certify that I have read the above attached information. Any questions concerning the above have been discussed. My signature also certifies my understanding of and agreement with the above rules and conducts.

Racer Signature _____ Date ____/____/____

Guardian Signature _____ Date ____/____/____

* These conditions can be amended or modified by vote of the officers of **AMMC RACING**.