

2014-2015



**120CC ALASKA
RULES**

General Rules

General Competition

1. General age is 4 -13 (3 years of age will be case by case basis)
2. Driver must have prior racing experience before proceeding to Champ Class.
3. Racer Number mandatory on front and back of driver, Windshield is also recommended, Clear and visible.

Mandatory Safety Equipment

1. Helmet: Full face, DOT and or Snell/ECE 22.05
2. Upper Body Protection, IE: TEK Vest, Chest protector
3. Skin 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.

General Race knowledge

Points per Heat			Points per Final		
Place		Points	Place		Points
1		10	1		25
2		9	2		22
3		8	3		20
4		7	4		18
5		6	5		16
6		5	6		15
7		4	7		14
8		3	8		13
9		2	9		12
10		1	10		11
11		1	11		10

General Class Rules

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 carburettor/air silencer changes allowed. Filter material may be added or removed.
7. Jetting changes are allowed.
8. Remote adjustable main jet systems are allowed.
9. Exhaust must be OEM as produced for the model. The OEM exhaust system must be used in its 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.

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 in 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 molded 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 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.

Super Stock Class

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

Drive

1. Final gears are as followed: Arctic Cat 34 Tooth, Polaris 32 Tooth, Ski-Doo 32 Tooth
2. #40/420 drive chains are allowed

Track Suspension

1. Rear shock/kit allowed

Improved Stock Class

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.

Track Suspension

1. Rear shock/kit allowed

PRO Stock Class

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

Engine

1. Carburetor Velocity stack allowed.
2. Aftermarket exhaust allowed.

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

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 206 Legal** 5 Tooth (Polaris) or 6 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

Champ Class

General

1. Must follow all ISR/ISOC rules.