



AMMC RACING

2024 Youth & Junior Snocross Rules

Live updated version found at on <https://ammcracing.org>

No "Printed Rule Books" will be considered official unless it is printed and held by an AMMC Race Official.

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 our racers on the track and the pits. If racers cannot or will not uphold these conditions, those racers could face race SUSPENSION, DISQUALIFICATION, and/or loss of points for the event/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 always represents good sportsmanship and fair play.
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 always refrain from foul language 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.
16. All racers and parents will be required to sign a physical copy of this Code of Conduct in person at their first race event of the season.

RACE DAY CONCERNS

1. If there is a concern that needs to be brought to the attention of the Race Director or Race Officials, the concerned parties will need to request a quorum immediately following the heat of concern. (If the issue is not of immediate concern, AMMC Racing requests concerned parties to wait until the end of the day's racing events, and speak to their concern prior to the start of awards.)
2. After the quorum (AMMC Race Director + AMMC Officials/Board Members) has been assembled, they will hear the concerns/grievances of the concerned party.
3. AMMC Racing and its Officials/Board Directors reserve the right to "table" the concerns to be addressed in an official capacity at the next board meeting following the race event of concern.
4. AMMC Racing Members are always encouraged to attend AMMC Racing board meetings as guests, and they can present their concerns at the guest portion of the meeting for the board to review/determine a course of action.

SPORTSMANSHIP

The number one goal is good sportsmanship. Your racers must respect the board members, flaggers, other parents, and the other racers always. 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 behavior 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 AMMC Racing is an organization made entirely of volunteers.

ALL PARTICIPATING PARTIES MUST BRING A COPY OF THE SIGNED AND DATED AMMC RACING 2024 CODE OF CONDUCT TO BE TURNED INTO AMMC RACE OFFICIALS AT CHECK IN ON THE FIRST DATE OF EACH RACERS PARTICIPATION.

PARENT, PRINTED NAME: _____

PARENT, SIGNATURE: _____

RACER, PRINTED NAME: _____

RACER, SIGNATURE: _____

Safety rules and guidelines contained herein are of utmost importance. All participants must be concerned with the safety and be familiar with these rules and guidelines. However, AMMC Racing does not warrant, guarantee or ensure safety even if the rules are enforced/or adhered to. Moreover, each participant in competition has the responsibility to assess the safety aspect of the facilities and conditions and must assume the risk of competition.

Registration and Entry

1. Race registration will officially be closed to new entries at 10PM on the evening prior to race day. If you are not registered prior to the cutoff, you will be ineligible to race that event.
2. No day of race registrations will be allowed. (First time racers could have an exception at the discretion of AMMC Racing Officials.)
3. All first time racers must contact an AMMC Race official to obtain an available and approved number. (For number decal requirements on sleds, see General Rules.)
4. Refunds for a race entry will not be issued unless there is a substantial reason for the racer to not participate in the event. Race entry fees can be refunded or advanced to the next race in the series. If advanced there is a charge that will be required to be paid by the racer.

Day of Race Arrival & Tech Inspection

1. All sled(s) must be within the pits a minimum of 2 hours prior to the race event starting.
2. For example if the race start time is 11AM, sled(s) will need to be in the pits and unloaded by 9AM.
3. Any sled(s) that is not in the pits 2 hours prior to tech inspection, could result in the racer not being allowed to participate in the day's race events.
4. If you encounter significant delays that would result in your sled(s) not being in pits 2 hours ahead of tech inspection, please contact an AMMC Racing registration official ASAP.

Rule Supplements

1. AMMC Racing reserves the right to modify the rules of competition at any time.
2. Rule supplements, additions or corrections will be announced on the official website. Upon such announcement the rule modifications will become effective and enforceable.
3. AMMC Racing will also update the official season rules document and all changes will be highlighted for visibility.

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. Any underage/overage class racing to be determined by race director only.
3. Racer Number mandatory on Windshield/Front Cowling and on each side of the machine. Clear and visible. **(If your sled does not have the number represented in this way-contact Justin or Sadie Leader BEFORE the race event.)**
4. No racer may race up on the same sled, without race director approval.
5. Line up on the next heat in the order you finished. Parents, please honor the previous heat finishing order and do not direct your racer to the start line out of finish order
6. Racers will not leave the pits to approach the start line until they are directed to by an AMMC Racing Official.
7. Except for 120 Stock Classes (4-5 & 6-7) there will be no start assistance at the line. Any crew members will be asked to step back prior to the green flag.
8. For all Classes except "Stock" there will be a penalty for jumping the start flag. Such a penalty shall place racers sled back one full length behind the starting line.
9. A race may be restarted if there is a wreck (a wreck is considered an incident involving 2 or more racers/sleds) in the first corner on the first lap of a heat. If half or more of the field of racers does not make it successfully through that corner, the race will be restarted. All racers will return to the start line and the

race will not be restarted until it has been determined that all machines and racers are cleared and safe to begin competition once more.

10. AMMC Racing Race Director and Officials reserve the right to remove any sled from competition at any time due to safety concerns. These concerns can be mechanical in nature.

Race Starting Procedures

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of the notification of their race. This is defined as when the sleds are summoned to leave the pits by an AMMC Race official. The two minute clock starts when the first sled of the group leaves the pits and enters the race course. All other sleds in the event/heat are required to be on the line within the two minute window.
2. All sleds on the starting line must have the track and both skis flat on the course surface, before the race official starts the race.
3. The racer's feet must be on the running boards or stirrups. The Race Director may disqualify a racer if the racer's method of start interferes with other racers.
4. AMMC Racing will have a visible starting line that includes a physical rope/string that all racers will line up behind. Ski loops are not to cross the physical rope/string.

Blocking and Foolish Driving

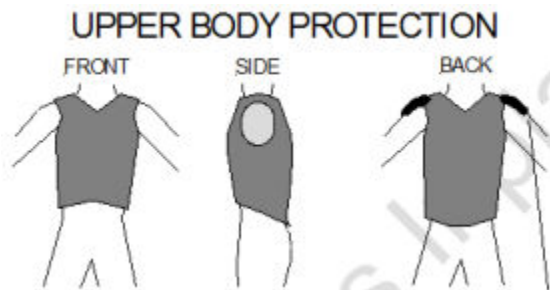
1. **The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.**
2. **Bumping or cutting of lanes is cause for the racer to be removed from the event at the discretion of the Race Director.**
3. **Any dangerous or foolish driving, bumping, chopping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestant to disqualification at the discretion of the Race Director**

MANDATORY SAFETY EQUIPMENT

1. **Helmet: Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2020 Snell Foundation Approval Code.**

Helmets carrying the equivalent European Standard ECE 22.05 are also approved. The helmet must be securely fastened at all times. Helmet must display original ECE, or Snell decal as provided by the manufacturer. Decals that are covered or eliminated will be cause for the rejection of the helmet.

2. The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas shown in illustration. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.



EVS [Click Here](#)

Tek Vest [Click Here](#)

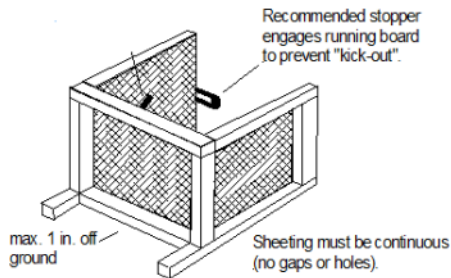
Saf Jak [Click Here](#)

Leatt Youth [Click Here](#)

HMK Protective Vest [Click Here](#)

3. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the top of the instep to above the kneecap and be constructed of an impenetrable material.
4. Above ankle boots (Above ankle boots must have a minimum of 6 inches above the ankle.)
5. Eye Protection mandatory; facemasks may be required at the starting line at the discretion of the AMMC Race Director.
6. Mouth guards are mandatory in Sno-Cross racing (Classes 200, 206 and Up). Mouth guards must remain in place for the duration of the race.
7. All sleds must be equipped with a tether switch that must always be attached to the racer and be operable. The switch must “kill” the engine by disconnecting the ignition system when the operator and the snowmobile become separated.
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

WARM-UP STAND (not a design drawing) track are mandatory. The stand must be used wherever the rear of the sled is raised to clean out the engine or track.



9. Neck bracing is driver preference and is not required.

10. Upper arm pads and elbow pads are highly recommended in all forms of racing.

11. No radio communication between crew and driver, or driver to driver or music devices will be allowed on or inside of the racer helmet. This includes any bluetooth devices. Cameras and digital acquisition devices can be attached to the outside of the helmet, as long as the racer's line of sight is not impaired in any form.

MANDATORY TECH INSPECTIONS AND TEARDOWNS

INSPECTIONS:

1. All snowmobiles are required to be in their designated class locations 2 HOURS before the start of a race. Any sled that is not inspected during the allotted time will not be eligible for competition on that race day.
2. The tech director has the right to pull any and all valve covers, chain covers, or any other part required to execute a thorough and complete tech inspection.
3. Any sled found to be running parts that are not in compliance with AMMC Racings rules may be disqualified.
4. Once a sled has been fully inspected, it may not be removed from the pits or competition area for any reason without approval from the Tech Director and/or Race Director. If a sled is removed without prior approval, penalties may apply.

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.

Flag Rules

Green Flag

1. The start of the race or signifies the course is clear and the race is in progress.

Yellow Flag

1. Displayed in track corners or along straightaways-signifies there is an additional safety hazard on the track.

Red Flag

1. The red flag means the race will stop immediately regardless of position of snowmobiles on the track. The red flag will be used if, in the opinion of the Race Director or AMMC Race Official, the track is unsafe to continue the race. Sleds should be brought to the starting line or pits if possible, using extreme caution. Sleds must not leave the track unless directed to by an AMMC Race Director, Race Official or flagger.

Black Flag

1. On closed course races (Sno-Cross included), should a vital sled component such as clutch guards, ski or ski loop, or seat become dislodged or discarded, AMMC Race Director or Race Official will display the black flag to the driver immediately as they cross the “finish” line. The driver will then need to immediately, as safely as possible leave the course and pull into the pit area.
2. A Black Flag will be displayed to the driver in the event their race conduct has become unsafe to themselves, fellow racers, and/or AMMC Race Directors, Officials, or flaggers. The driver will then need to immediately, as safely as possible leave the course and pull into the pit area.

White Flag

1. When displayed, drivers have started their last lap.

Checkered Flag

1. When the checkered flag is displayed, it means the race is complete.

Blue Flag and or Blue with Yellow Diagonal

1. For passing/this flag will be displayed to sleds being lapped.

POINTS

POINTS ARE AWARDED PER HEAT

<u>Place</u>		<u>Points</u>
1		10
2		9
3		8
4		7
5		6
6		5
7		4
8		3
9		2
10		1
11		1

120 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 engine manufacturer's 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. Spark plugs 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 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.
9. Flywheel must be OEM with no modifications.

DRIVE

1. Brake must be functional and operational at all times.
2. Disc Brake conversions are not allowed.
3. OEM drive clutch must be used with no modifications.
4. Stock drive clutch engagement must be maintained.
5. No belt drives allowed.
6. **Chain guard must be in place.**
7. OEM gear ratio must be maintained.
8. Replacing chain tensioner with commercially available aftermarket tensioner is allowed.
9. Number 40/420 drive chains allowed.

SKI SUSPENSION AND STEERING

1. Front suspension must be OEM for the model.
2. Front suspension must remain in the 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 suspension components must be OEM.
3. Ski loops must be added. Minimum 1-inch wide, minimum 5/16-inch-thick material must be used. Loop must have a minimum diameter of 3 inches. (Nonmetallic loops only) Non-Metallic is defined as: UHMW, Nylon, Acetal/Delrin type polymer materials only. If metallic loops are used refer to General Snowmobile rules sections for description and clarification

TRACK SUSPENSION

1. The complete suspension must be used as furnished by the manufacturer. 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 are not allowed.

TRACK AND 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 molder. 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 or Ice Picks allowed
4. Rear Upper Idler Wheels may be lowered no more than 1" from the factory location. This is to allow room between traction screws and the tunnel.

FRAME AND 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.
5. Seat modifications allowed. Must be safe and pass all individual tech inspections.
6. Tail light must be intact and functional.

All rules are as stated above unless listed under class exceptions below.

Please read the exceptions completely. Please contact the race director for any questions not clarified in the attached.

CLASS RULES AND EXCEPTIONS

STOCK CLASS | AGES 4-5 AND AGES 6-7 | POINTS | REV LIMITER

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

ENGINE

1. 2010 to current Arctic cat with Yamaha engines and Yamaha SRX 120 models can upgrade to the Yamaha/Arctic Cat performance kit consisting of camshaft, and valve springs, in conjunction with ISR Bulletin 12/13-009.
2. ISR Legal 6850 RPM Rev Limiter

DRIVE

1. Brake must be functional and operational at all times.
2. Clutch may be replaced with an aftermarket clutch of the same basic centrifugal design. Disc style drive clutches are not legal because they are not the same centrifugal design. (No variable ratio systems allowed.)
3. Stock drive clutch engagement must be maintained. Brake band may be changed to fit the clutch.
4. No belt drives allowed.
5. Chain guard must be in place.
6. 120 Sno X class Polaris gearing 420 ratio which is Stock for the sled. All Cat, Yam and Ski doo allowed to run 410 gear ratios. This can be achieved with #35 chain or #40/420 chain, tooth count on sprockets must equal ratio required.
7. Chain tensioner may be replaced with commercially available aftermarket tensioner.
8. Number 40/420 Drive chains allowed.

ISR Stock Class Gearing Info for #35 chain and Sprockets

4.10 ratio for Arctic Cat, Yamaha and Skidoo 120 and 4.20 ratio on Polaris 120 cannot be achieved with #35 chain sprocket combinations.

Listed are the only legal #35 chain sprockets combinations.

(All Brands in competition)
4.10 ratio will be 12- 50, 13-54, 14-58
4.20 ratio will be 12-51, 13-55
Or go to OEM chain

IMPROVED STOCK | AGES 6-10 | POINTS | REV LIMITER

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

ENGINE

1. Carburetor Velocity stack allowed
2. Aftermarket exhaust allowed
3. ISR Legal 6850 RPM Rev Limiter

DRIVE

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

TRACK SUSPENSION

1. Shock/kit allowed

SKI SUSPENSION AND STEERING

1. Front suspension may be replaced with commercially available aftermarket shocks
2. Commercially available aftermarket skis allowed

CHASSIS

1. Aftermarket/Custom Running Boards Allowed. Must be safe and pass all individual tech inspections.

PRO 206 | AGES 6-10 | POINTS

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 an 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)

4. All guards and shields must be in place.

TRACK SUSPENSION

1. Shock/Kit/Skid allowed

SKI SUSPENSION AND STEERING

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

CHASSIS

1. Aftermarket/Custom Running Boards Allowed. Must be safe and pass all individual tech inspections.

OPEN 120 CLASS | AGES 7-13 | POINTS

(One season of previous race experience required)

1. 120 Improved, Pro 206, Champ, and any other sled with a modified engine that is not OEM (Example: Predator) with a stock 120 chassis are allowed entry into this class.
2. All sleds must follow the posted rules/specifications per class.

OPEN 200 CLASS | AGES 7-13 | POINTS

(One season of previous race experience required)

1. Stock 200 (Ages 8-9 + Ages 10-13), 200 Pro and 200 Animal ONLY are allowed entry in this class. Any sled with a modified engine that is not OEM with a stock 200 chassis are allowed entry into this class.
2. All sleds must follow the posted rules/specifications per class.

200 ISR GENERAL RULES

The snowmobile must have original OEM for the model engine, hood, track, frame, seat, cowl, gas tank, carburetion, air-box, suspension, and clutch supplied by the manufacturer for the model.

Named components must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed. Engine RPM and vehicle speed may be monitored at the discretion of the Race Director.

ENGINE

1. Unless otherwise stipulated in this section, all governor linkage must be intact, in place and functional. Factory 6000 rpm rev limiter must be intact and functional.
2. No component of the engine (included head, valves, and cam) may be altered, changed or enlarged from the engine manufacturer's original stock specifications nor may any additional components be added to the engine.
3. Maximum cylinder bore for wear or cylinder repair cannot exceed .020 inches (.50MM)
4. Stock OEM Pistons up .020 (.50MM) Only are allowed for replacement.
5. Blueprinting of engines is not allowed. No removal material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for engine balancing or other reasons.
6. No changes in engine dimensions can be made by gasket adjustments.
7. Spark plugs do not necessarily have to be OEM stock. Sparkplugs may not be machined to seat deeper in the head, plug gaskets may not be altered, and plug indexing is not allowed
8. No carburetor/air silencer changes allowed. Filter material may be added or removed.
9. Jetting changes are allowed.
10. Remote adjustable main jet system allowed.
11. 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 always. Wrapping of the pipe is not allowed.

DRIVE

1. Brake must be functional and operational at all times.
2. Stock drive clutch engagement must be maintained. OEM drive clutch rollers and spring must be stock, with no modifications. Driven clutch spring and helix must be OEM. Stock drive clutch engagement must be maintained. OEM drive clutch rollers must be stock, with no modifications. Driven clutch springs and rollers must be OEM. Aftermarket primary rollers of exact same size and weight may be used. (23X18) 18 gm weight. Only exception would

be the OEM hi Alt kit 14 GM wt. No Shimming of primary cover or spring allowed.

3. All guards and shields must be in place.

4. Final drive system must remain as produced. OEM 2.95:1 gear ratio must be maintained, no gear ratio changes 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 are not allowed in Stock classes unless furnished as OEM and properly filed.
4. Suspension travel may not be altered.
5. Handlebars must be intact at the start of each race day. Any commercially available
6. handlebar allowed. May be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips may be modified or replaced.
7. Handlebar (itself) may be removed and replaced. Method of affixing handlebar to the steering column must be approved by the technical inspector during safety inspection. ISR has no responsibility or gives no advisement in the method or materials selected to replace the handlebars in this class. Balance of the steering column must remain in place and mounting locations must remain unchanged.
8. Steering post may be cut to a max of 2.5" to lower handlebars or 120cc stock post may be installed. Must be safe and pass all individual tech inspections.

SKIS & SKI RUNNERS

1. Ski suspension components must be OEM.
2. All Ski loops must be at least 1 inch wide and 5/8-inch-thick or one-inch diameter round material. Foam may be added to achieve the 1-inch dimension. Refer to General Snowmobile rules sections for description and clarification.
3. Carbide wear bars may be added.

TRACK SUSPENSION

1. The complete suspension must be used as furnished and filed by the manufacturer. Shocks must be OEM for the model. OEM for the model suspension mounting points must be used.
2. OEM available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model.)
3. Suspension travel may not be altered.
4. Rear Upper Idler Wheels may be lowered no more than 1" from the factory location. This is to allow room between traction screws and the tunnel.

TRACK & TRACTION

1. OEM track must be used as produced.
2. No carbon fiber backers or titanium traction products allowed.
3. Tunnel protectors may be added.
4. Track clips may be added.

FRAME AND BODY

1. Running board reinforcement kit or complete running board kit is legal. Kit must be commercially available. No one off repairs allowed.
2. Foot Risers are allowed. Must be securely fastened to the running boards.
3. Seat modifications are allowed. Seat must remain OEM for the model. Padding may be added or subtracted to improve rider comfort and safety. Seat must remain in OEM for the model location. Must be upholstered.
4. Seat must be securely fastened to the frame and not become dislodged in any way in the duration of the race.

200 STOCK | AGES 6-8 | AGES 9-13 | POINTS

Snowmobile must conform to the 200 STOCK ISR rules unless otherwise stated below:

TRACTION

1. Traction Screws Allowed

SKI SUSPENSION AND STEERING

1. Commercially available aftermarket skis allowed, 20" min overall length

CHASSIS

1. Aftermarket/Custom Running Boards Allowed. Must be safe and pass all individual tech

TRACK SUSPENSION

1. Shock replacement allowed Rear
2. Rear suspension arm allowed to be strengthened or modified within OEM specifications

DRIVE

1. Brake must be functional and operational at all times.
2. Stock drive clutch engagement must be maintained. OEM drive clutch rollers and spring must be stock, with no modifications. Driven clutch spring and helix must be OEM. Stock drive clutch engagement must be maintained. OEM drive clutch rollers must be stock, with no modifications. Driven clutch spring and rollers must be OEM. Aftermarket primary rollers of exact same size and weight may be used. (23X18) 18 gm weight. Only exception would be the OEM hi Alt kit 14 GM wt. No Shimming of primary cover or spring allowed.
3. All guards and shields must be in place.
4. Final drive system must remain as produced. OEM 2.95:1 gear ratio must be maintained, no gear ratio changes allowed.

200 IMPROVED STOCK | AGES 7-13 | POINTS

Snowmobile must conform to the 200 Improved Stock ISR rules unless otherwise stated below

Competitors must have one year prior racing experience.

ENGINE

1. Rec Motors Performance Kit allowed.

DRIVE

1. Gear ratio may be changed, by using any commercially available chain sprocket kit or

2. commercially available OEM belt style pulleys. Clutch rollers and springs may be
3. changed.
2. Helix must remain stock.
3. 2020 Factory Primary Clutch Cover Allowed

SKI SUSPENSION AND STEERING

1. Front suspension may be replaced with commercially available aftermarket shocks
2. Ski widening devices and/or height adjustments devices are allowed
3. Commercially available aftermarket skis allowed, 20” min overall length.

TRACK SUSPENSION

1. OEM available marginal snow wheels may be added to slide rails.
2. Suspension travel may not be altered.
3. Shock replacement allowed
4. Rear suspension arm allowed to be strengthened or modified within OEM specifications

TRACTION

1. Traction Screws allowed only.

CHASSIS

1. Aftermarket/Custom Running Boards Allowed. Must be safe and pass all individual tech inspections.

200 ANIMAL | AGES 8-13 | POINTS

Competitors must have one year prior racing experience.

ENGINE

1. Briggs 206 Engine
2. Super Stock Engine kit from Fastermotors.net allowed
3. Briggs Red 7100 RPM Limit Coil
4. Adjustable main jet allowed

DRIVE

1. Gear ratio may be changed, by using any commercially available chain sprocket kit or

2. commercially available OEM belt style pulleys.
3. Clutch may be replaced

SKI SUSPENSION AND STEERING

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TRACTION

1. Traction Screws allowed only

CHASSIS

1. Running board reinforcement or complete running board replacement is legal.

ANIMAL SPECIFIC ENGINE RULES AND SPECIFICATIONS

The only changes you will be allowed to make to the block will be to hone the cylinder slightly and use a standard bore, a .005", a .010" or a .020" oversize specified domed piston.

All parts are to be original Briggs & Stratton parts unless otherwise specifically noted.

YOU ARE ALLOWED TO HONE THE BORE AREA OF THE CYLINDER TO FIT A NEW APPROVED DOMED PISTON. YOU ARE NOT ALLOWED TO MACHINE THE CYLINDER BLOCK IN ANY OTHER WAY! YOU ARE NOT ALLOWED TO MACHINE THE CYLINDER HEAD, CARB, FLYWHEEL, OR ANY OTHER PART OF THE ENGINE.

IF IT DOESN'T SPECIFICALLY SAY YOU CAN DO IT THEN YOU CAN NOT.

STARTING:

1. Must be a pull start. Must use the OEM Briggs recoil starter!! No electric starters allowed.

BLOCK:

1. LO 206 blocks are the only block permitted. They can be identified by the appropriate
2. numbering on the front of the block adjacent to the drain plug. The crankcase cover dowel pins must also have been drilled for the seals.
3. Decking of the block is not permitted and the factory machining marks must be present on the deck surface. Must be part number 555705 or equivalent. No Intek blocks allowed. Absolutely no welding of the block. If you need to repair a hole in the block from a broken rod you must use Epoxy. No welding of the internal or external cylinder area is allowed. Replacing the cylinder sleeve is not legal. The cam bearings must remain original. No other bearing design is legal. Welding anywhere inside the block is illegal. The crankshaft bearing pocket must remain in factory condition. No Modification of the bearing pocket is allowed.
4. The oil return hole between the lifter bores must not be larger than .2055"
5. Any bolt hole may be repaired with a helicoil of original size. The repair must not create a performance advantage. Holes for the air shield may use the next size larger bolt.
6. Holes for the blower housing may be repaired with a helicoil of the original size.
7. Magnetic drain plugs are legal. A cracked block in the drain plug area may be repaired by epoxy and by installing a short piece of ¼" pipe 1" long.
8. No block supports of any kind are allowed.
9. The camshaft bearing must remain completely stock. No welding.
10. No painting of the block or head allowed.

GASKETS AND SEALS

1. All gaskets and seals must be OEM Briggs parts.

2. Briggs fire ring head gasket Part number 555698 is required. Minimum thickness is .042”

CAMSHAFT

1. The only legal camshaft is the AN Mod 1 Dyno cam. It must be the cast welded version with the compression release. The Tool Steel Billet version is not allowed. The lift must be between .307” and .311” when measured at the push rod. The lift at the valve retainer must be between .305” and .313” when measured at the valve retainer with negative .002 valve clearance.

Profile

Intake	Exhaust
Open: 57.15 BTDC	96.10 BBDC
Close: 95.30 ABDC	57.95 ATDC
Lift: .309"	.309"
C/L: 108.0 ATDC	108.0 BTDC
DUR @ 50: 255.00 Deg	259.95 Deg

VALVE SPRINGS

1. Must be a single coil available from Faster Motors.

CRANKSHAFT

1. Must be Briggs part number 557137. It must be in completely original condition. No
2. modifications allowed. It may not be lightened in any way. No grinding of any kind is allowed. No clearance of any of the bearing surfaces is allowed.
3. The bearing surface of the crankshaft for the flywheel side bearing must be no smaller than .873”
4. The bearing surface of the crankshaft for the PTO side must not be any smaller than 1.061”
5. The crankshaft connecting rod journal must not be any smaller than 1.096”

CRANKSHAFT BEARINGS

1. Must be OEM Briggs part number 798538 for the PTO side and 690824 for the flywheel side. If the bearing numbers are superseded to a different number that will be acceptable.
2. No Aftermarket or ceramic bearings allowed.
3. The OD of the PTO bearing must be 2.046 Minimum
4. The ID of the PTO bearing must be 1.063 Max

CRANKSHAFT KEYS

1. Must be OEM Briggs part number 798972 for the PTO side and 690959 or the flywheel side. See the LO 206 rule book for more specifications on the flywheel key.
2. No offset keys allowed. The ignition timing must be between 26 and 30 degrees. It will be measured using a piston stop and a degree wheel.

CRANKSHAFT GEAR

1. Must be OEM Briggs part number 695087

CYLINDER BORE

1. For any engine cannot exceed 2.710" at any point.
2. The bore must have conventional hone marks and cannot have any circular grooving at any point in the cylinder. No plating such as Nickosil or anti friction coatings of any kind will be allowed.

SIDE COVER

1. The stock side cover is required. Part number 555706 is the only legal part.
2. No billet side covers are allowed. The crankshaft bearing and bearing pocket must remain stock. No welding or epoxy of the side cover is allowed
3. No machining or grinding of either the bearing or bearing pocket is allowed. The crankshaft ball bearing must be a press fit into the side cover.
4. The oil fill caps must be original equipment. No aluminum oil fill caps allowed.
5. The cam bearing must remain stock. No welding of the side cover is allowed.
6. Stripped bolt holes may be repaired with a helicoil of original size.

PTO BEARING POCKET

1. Cannot be machined in any way and must not be larger than 2.048"

FLYWHEEL SIDE

1. Bearing pocket cannot be machined in any way and must not be larger than 1.855"

CONNECTING ROD

1. Must be the Briggs World Formula rod part number 557117 or ARC 6249 rod.
2. The length of the rod from the bottom of the wristpin hole to the top of the connecting rod hole is 2.419" to 2.429"
3. The oil hole in the rod cannot exceed 0.185"

LIFTERS

1. Must be OEM Briggs part number 690977. No aftermarket lifters allowed.
2. The head diameter must be between .820" and .860"
3. The length must be 1.515" and 1.525"

CYLINDER STROKE

1. May not exceed 2.204"

PISTON

1. The specified Domed pistons are the only pistons allowed.
2. The piston sizes allowed are Standard, .005", .010" and .020"oversize.
3. The pistons are available from Faster Motors

PISTON RINGS

1. You must use all three rings. They must be OEM Briggs part number 555664 (std) or 555665 (.010" oversize) or 555666 (.020" oversize)
2. No modifications to the rings allowed except filing for end gap.
Recommended end gap by Briggs for the top ring is .004"
3. All the rings must be intact when the piston is removed from the engine. An engine with a broken ring will be disqualified.
4. The rings cannot be heat treated or shrunk in any way.

5. When rings are removed from the piston they must be self-supporting in the cylinder.
6. The dot on the top two rings must be facing up.
7. The chamfer on the ID of the second ring must be facing down.
8. Minimum width of the top two rings is 0.096"
9. The thickness of the top two rings must be between 0.060" to 0.062"
10. The oil ring expander cannot be shortened.
11. The length of the oil ring expander for the std piston must not be less than 8.200"
12. The oil ring expander for the .010" oversize piston may not be less than 8.250"

PISTON PIN

1. Must be OEM wrist pin part number 499423. The dimensions for the wrist pin must be as follows:
2. Outside diameter must be between .624" and .626"
3. Inside diameter at the outer ends must not be larger than .414"
4. The length must not exceed 1.762" It must not be shorter than 1.903"
5. The PTO bearing inside diameter must not be larger than 1.064"
6. The PTO crankshaft bearing must be a press fit into the side cover.

CARBURETOR GASOLINE

1. Must follow the existing LO 206 rules.
2. Suggested fuel is 93 octane pump gas. Hint if the fuel is red or blue or any other color than normal pump gas it is probably higher octane and oxygen enriched fuel and is illegal.

IGNITION COIL

1. Must be the Briggs Red 7100 RPM

FLYWHEEL

1. You must use the Briggs PVL flywheel Part Number 555683 and plastic flywheel fan part number 692592

SPARK PLUG

1. Must be Champion RC9YC with the OEM sealing washer / gasket installed.

AIR FILTER

1. The unaltered LO 206 air filter is legal as well as a less expensive unaltered aftermarket air
2. filter with the following dimensions 3" x 4" (1.25" I.D.) A nylon or foam pre-filter is legal and encouraged. Oiling the filter is also legal and also encouraged.
3. The use of filters of any kind that have the internal portion machined, ground, radiused or chamfered is illegal. Anything that resembles modification internally will be illegal.

Below is an example of an inexpensive legal air filter.



CYLINDER HEAD

The RT 1 cylinder head is the only leg

No table of contents entries found.

1. al head. The use of the Briggs heat disperser is allowed
1. Part number 555690. It may be added to older production RT 1 heads.
2. The heat disperser is not required but is definitely encouraged!!
3. See LO 206 rules for additional specifications.

Other engine parts such as the exhaust pipe and muffler will follow the existing LO 206 rules

Other examples are the ignition timing, flywheel weight and fuel pump etc will follow the existing LO 206 rules.

JUNIOR RACE RULES

All Junior Race Classes hosted by AMMC Racing will align with the 2023-2024 ISR Racing Rules.

Rules can be located on isrracing.org

The classes we will allow for competition are:

- Junior Transition 8-12
- Junior Girls Novice 9-12
- Junior Novice 10-13
 - Junior 14-15
- Junior Sport Lite 18-16

(This class will conform to the ISR Sport Lite Class)

AMMC Racing reserves the right to adapt their 2024 junior competition rules to support the region of racing within the State of Alaska at any time.