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INTRODUCTION

This United States Cross-Country Snowmobile Racing Association (USCC) handbook is to be used as a reference manual to help you understand the rules and requirements that need to be followed in order for you to compete in USCC events.

As an ISR affiliate, the USCC follows ISR guidelines established prior to each race season. All racers should be fully aware of the ISR regulations pertaining to cross-country racing as well as the general competition rules listed in the ISR rulebook. For a fee of \$10, copies of the ISR rulebook can be obtained from the USCC office by calling 701-248-2029 or emailing the USCC at info@usccracing.com. ISR Rulebooks will also be available at the race registration desk prior to each race event while supplies last.

Specific technical questions can be addressed by contacting the USCC Technical Director by email at: tech@usccracing.com.

Throughout the race year there may be instances where new technical rulings, race schedule changes and other pertinent information may become available. In this event, the changes will be posted on our website at www.usccracing.com. It is **highly** recommended that racers check the website regularly to stay on top of the latest USCC news. Any race schedule changes will also be available on our office phone message system by calling 701-248-2029.

USCC CONTACT INFORMATION:

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Minto, ND 58261-0273
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USCC RACING HANDBOOK

U.S.C.C. CLASSES

1. Pro- Pro class racers must be at least 16 years of age at time of event.
 - a. **Pro Stock** (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height)
 - b. **Pro Open** (up to 600cc liquid cooled machines, 1.25" minimum track lug height, mods allowed)
2. Semi-Pro
 - a. **Semi-Pro Stock** (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height)
 - b. **Semi-Pro Improved** (up to 600cc liquid cooled machines, 1.25" minimum track lug height, internal motor must remain stock. Other chassis and performance changes allowed)
3. Vet 30+- Vet class racers must be at least 30 years of age at time of event.
 - a. **Vet 30** (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height)
4. Masters 40+- Masters class racers must be at least 40 years of age at time of event.
 - a. **Masters 40** (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height)
5. Legends 50+- Legends class racers must be at least 50 years of age at time of event.
 - a. **Legends 50** (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height)
6. Expert classes – Racers must be 16 years of age at time of event, or meet Junior advancement criteria.
 - a. **Expert 85** (experienced racers on the sleds listed below in cross-country stock form).
 - b. **Expert 85 Improved** (the sleds listed below with chassis and external motor mods allowed).

Eligible sleds include:

 - I. ARCTIC CAT
 - 2007-2011 F-5 models, 2010-2011 Sno Pro 500.
 - All fan-cooled models.
 - II. POLARIS
 - All fan-cooled models
 - III. SKI DOO
 - All fan-cooled models
 - 2011 600 ACE models
 - IV. YAMAHA
 - 2007-2011 Phazer models

OTHER MODELS MAY BE APPROVED BY USCC
7. Sport classes
 - a. **Sport 600 Stock** (up to 600cc liquid cooled stock sleds, 1.25" minimum track lug height) racers 16 or meet Junior advancement)
 - b. **Sport 600 Improved** (same as Sport 600, 1.25" minimum track lug height, but chassis and external motor mods allowed)
 - c. **Sport 85** (beginner/entry level racers on the Expert class sleds listed above).
 - d. **Trail** (all 500cc or smaller liquid cooled models and all 600cc or smaller fan-cooled models)
9. Women's
 - a. **Women's** (up to 600cc liquid cooled stock machines, 1.25" minimum track lug height)
10. Junior
 - a. **Junior 14-17** (up to 600cc fan cooled stock machines and Expert class sleds)
 - b. **Junior 10-13** (up to 380cc fan cooled stock machines and Expert class sleds with gear reduction)
SEE APPENDIX FOR GEAR LIST.
 - c. **120cc stock** (up to 120cc stock machines)
 - d. **120cc open** (up to 120cc machines)
11. Vintage –Legends for riders 50+ and standard Vintage classes.
 - a. **Vintage** (stock pre-1982 leaf spring models. 440cc liquid, 500cc air-cooled maximum)

Classes subject to change. Check with USCC office prior to event for verification.

MEMBERSHIPS

YEARLY MEMBERSHIP

A yearly membership is required in order to accumulate USCC season points. Only yearly members will be eligible to receive year-end awards and championships. Yearly members will also “lock-in” their race bib number for the year and have first chance to retain the number in years to come.

Benefits of being a yearly member include:

- USCC ID badge that allows admission to the pits.
- Year-long race number assignment. Number reserved until September 1.
- Point accumulation for year-end championships and awards
- Free copy of USCC handbook
- USCC decals
- Complimentary items

Yearly memberships are divided into two categories: Competition and Associate.

- a. Competition Membership- Competition Memberships are required for all race classes other than those noted above.
\$135 if paid prior to October 1.
\$165 if paid after October 1.
- b. Associate Membership- Associate Memberships are for non-racers who would like the benefits of membership but wish to not participate in racing events.
\$ 55 if paid prior to October 1.
\$ 65 if paid after October 1.

DAILY MEMBERSHIP

A daily membership is available for racers who wish to only enter a race or two. Daily members are not eligible for any year end points titles. Daily members may also be subject to gate fees per the discretion of the race promoter. Race numbers for Daily members will be determined by the USCC registration staff.

- a. Amateur Daily Membership- Amateur Daily Memberships are for racers participating in the 120, Junior, Sport, and Vintage classes.
\$15 per event.
- b. Competition Daily Memberships- Competition Daily Memberships are for racers participating in cash-payback classes (Pro, Semi-Pro, Expert, Vet, Masters, Legends, and Women’s).
\$40 per event.

RACER REGISTRATION

PRE-ENTRY

All racers are required to pre-enter for USCC events by submitting a completed USCC race entry form to the USCC office by fax, email or postal service mail. Entry forms are available on the USCC website under the “RACER FORMS” tab. Unless noted otherwise on the USCC website, all race entry forms must be received no later than the Wednesday prior to the event. Entry forms received after the Wednesday deadline are subject to being not accepted.

RACE DAY DRIVER CHECK-IN

Racers who submit payment with race entry form by way of credit card or bank check will generally not be required to attend the race day registration at the designated race site location. However, all racers and crew members are required to sign a liability waiver at the gate area prior to being allowed into the pit area. **It is the responsibility of all racers and crew members to sign all liability waivers at each event. Failure to do so may result in disqualification.** One exception to this check-in procedure is at the Red Lake I-500, where a mandatory Thursday check-in is in place.

PAYMENT METHODS

Credit cards (VISA and Mastercard), personal or certified check, and cash at race site check-in are accepted. A \$5 fee will be added to all credit card payments. A fee of \$30 will be added to all NSF/declined items. Any racer with a declined payment item will be required to bring certified funds (cash/certified check) for any future registrations payments.

REFUNDS

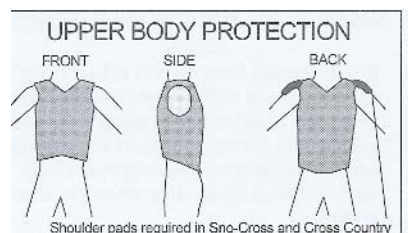
Refunds of entry fees will be issued if the USCC is notified of the entry cancellation prior to race day. All race day cancellations and race entry withdraws (dropping a class when entered in multiple classes) will be subject to a \$10 service fee.

RIDER REQUIREMENTS-all classes

In order to participate in a USCC event, you must have the following mandatory safety equipment:

1. Full coverage helmet with a 2005 or newer Snell Foundation or ECE 22.05 approval code.
 - Helmet **must** be a minimum of 144 sq. inches of international (blaze) orange.
 - Helmet **must** be securely fastened at all times.
 - Helmet **must** have proper certification sticker on/in helmet.
2. Eye protection is mandatory
 - Two (2) pair or types of eye protection are recommended.
 - If corrective lenses are required to drive a motor vehicle, the rider will also be required to wear them while racing.
3. Upper body protection is mandatory.
 - The upper body protection must cover all body areas as shown in the illustration (SEE DIAGRAM). Motocross and hockey chest protectors **do not** meet this requirement.
 - Shoulder pads must be added to upper body protection.
4. Shin and knee guards are mandatory.
 - Guards must be worn on both legs.
 - The guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
5. Neck bracing and elbow pads are highly recommended in all forms of racing.
6. Contact the USCC Tech Director with any safety equipment questions.

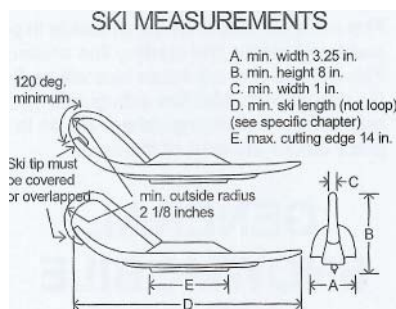
THE USCC WILL HAVE CHEST PROTECTORS AND ORANGE HELMET COVERS AVAILABLE FOR RENT AT EACH EVENT THAT MEET ISR REQUIREMENTS. HOWEVER, AVAILABILITY OF THESE ITEMS MAY BE LIMITED.



MACHINE REQUIREMENTS-all classes

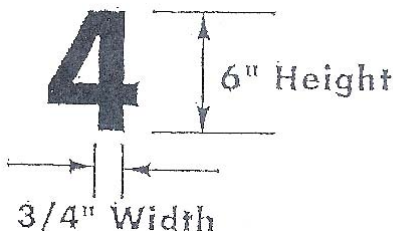
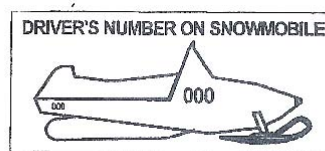
In order to participate in a USCC event, your snowmobile must pass the following mandatory technical requirements.

1. Safety switch.
 - a functional and operational safety shutoff (kill) switch is required. The switch must be located on the right side of the handlebar and may be a “push and hold” type or the “click on, click off type”.
2. Tether Switch
 - A tether switch is also required. The tether switch must be functional at all times. If the rider is dislodged from his machine and the tether cord fails to stop the ignition, the rider may be subject to disqualification.
3. Lights
 - All lenses made of glass must be taped over with a transparent (clear) tape.
 - A functioning headlight, taillight and brakelight are required in all classes.
4. Drive System
 - Aluminum and/or carbon brake disks are not allowed.
 - Operational and functioning parking brake required.
5. Ski and Ski Runner
 - Maximum carbide to carbide ski stance cannot exceed 43.5 inches.
 - Ski runners (carbides)- Any commercially available ski runner allowed including multiple edged runners and multi-keeled skis.
 - Skis and ski loops must be intact at the start of each race. Ski loop edges not one (1) inch wide or not meeting minimum radius rule must be padded. (SEE DIAGRAM)
6. Race Numbers
 - Your race number must be located on both sides of your snowmobile hood, tunnel or windshield and be in lettering at least 6” tall and ¾” wide. (SEE DIAGRAM)
7. Scoring Transponder
 - Racers (other than 120cc) must use a scoring transponder during USCC events. Transponders are available for purchase through the USCC. A limited number of transponders will also be available for rent at each event. Racers renting transponders must register early to allow time to secure the transponder to their machine.



IDENTIFICATION NUMBERS-all classes

1. Drivers must wear the race number assigned to them by the USCC. It is the drivers responsibility to have their assigned race number on their back as well as on their machine in legible numbers. Numbers that are not legible may not be scored. **Sleds with numbers deemed too hard to read by USCC tech officials may be disqualified.**
2. The drivers assigned number must be displayed on both sides of the snowmobile hood. The number must be a minimum of 6" to a maximum of 8". Numbers must be $\frac{3}{4}$ " wide. See diagram below.
3. To be eligible for year end points awards, drivers must display two (2) USCC and two (2) National Guard decals. One of each decal is to be placed on each side of the hood. Decals will be supplied by USCC to season members.
4. Driver numbers will be assigned on a yearly basis with season members getting the first opportunity to reserve their number. Race numbers will be held from the previous season until October 1 of the following year. In the event of multiple requests for the same number, the preference in assignment will go as follows:
 - a. Pro
 - b. Legends/Masters/Vet
 - c. Semi-pro
 - d. Expert/Women's
 - e. Sport
 - f. Junior
 - g. Vintage
 - h. 120cc



STOCK SNOWMOBILE CLASS RULES

GENERAL-

Snowmobile must have OEM engine, hood, intake, exhaust, frame, suspension and cowl.

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 of the engine may be altered, changed or enlarged. Blueprinting is not allowed. 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.
5. Stock OEM pistons only are allowed for replacement.
6. Rotary valve timing/duration must remain as filed by the manufacturer.
7. No changes in engine displacement may be made by gasket adjustments.
8. CDI/ECU module may be reprogrammed.
9. No changes or modifications are allowed to the air intake system or its mounting locations.
10. No changes or modifications to any part of the exhaust system or its mounting locations.

DRIVE

1. The primary clutch must be OEM per model.
2. The secondary clutch may be any OEM.
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. Track drive shaft and sprockets may be changed to any OEM. Track drive shaft material must remain the same as OEM for model.
9. 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.
10. 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.
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. 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 spring may be used on the suspension. May be shortened or heated. Springs may be removed and replaced with another type of cushion device.

STOCK SNOWMOBILE CLASS RULES-continued

TRACK SUSPENSION

1. Suspension must be OEM for the make and model.
2. Rails may not be bent or shortened.
3. Wheels may be added or removed along with mounting brackets from OEM wheel kit.
4. Any hyfax allowed.
5. Any shock allowed.
6. Any spring may be used in the rear suspension. Spring may be shortened or heated.

TRACK AND TRACTION

1. Any commercially available, one-piece molded rubber track allowed.
2. MINIMUM TRACK LUG HEIGHT OF 1.25" FOR ALL 600cc MACHINES.
3. Length and width of OEM track shall be as produced.
4. No cleats or partial cleats may be added.
5. Any commercially available guide/track clips may be used.
6. Tracks may not be reversed.
7. Studs cannot be more than 3/8" above the highest point of the track.
8. Stud backing plate maximum size is 2 inches by 2 1/4 inches.

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 movement, must have safety edging and must be intact at start of each race day.
5. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety. Minimum cushion thickness of 5" without weight on the seat.
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.
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 location and must be operational at the start of each race day.
7. Glass lenses must be tapes with transparent tape. No colored tape allowed.

PRO OPEN CLASS RULES

GENERAL-PRO OPEN

Competition is open to any snowmobile either one of a kind experimental or production.

ENGINE

- 1 Engine cannot exceed 600cc.
- 2 Must be normally aspirated (no supercharging or turbo charging allowed).
- 3 All engine components may be modified in Pro Open.
- 4 No nitrous oxide systems allowed.
- 5 Multiple-exhaust pipes are allowed.
- 6 Exhaust systems cannot exceed 100 decibels at 75 feet down the track.
- 7 Ignition systems may be modified.
- 8 Air and fuel intake systems may be modified.

DRIVE

1. The clutch cover must be separate from cowl configuration, and cover clutches to center of bolt or below. Clutch cover must be .090 inch 6061T6 aluminum or equivalent steel material (other materials not allowed) and be covered with six (6) inch belting. If clutch cover is constructed of .125 inch aluminum or equivalent steel material, belting is recommended but not required.
2. On snowmobiles that comply in all respects with the stock class rules, the stock belt guard may be used when moving up to Open class.

SKI SUSPENSION AND STEERING

1. Any type of suspension may be used, factory or hand built.
2. Must have a minimum of two (2) inches of travel.
3. Stock class handlebar rules apply.

TRACK AND SUSPENSION

1. Any type of suspension may be used, factory or hand built.
2. Must have a minimum of two (2) inches of travel.
3. Stock class track rules apply regarding cleats, studs, backing plates and track clips.
4. 1.25" MINIMUM track lug height required.

FRAME AND BODY

1. Any factory or hand built chassis and/or tunnel may be used. Structural integrity must be maintained. Any machine deemed unsafe or proved to be a safety hazard to any personnel will not be allowed to compete.
2. Snowmobile must have an OEM appearing hood and belly pan. Must enclose the same components as they do on a stock qualified snowmobile. Must be securely fastened during competition.
3. Vent openings area allowed but cannot exceed twelve (12) square inches each. No "swiss cheese" belly pans allowed.
4. All machines must have a windshield at the start of each race day and it must have safety edging.
5. Seat must be a minimum of six (6) inches thick, measured from the top of the tunnel to the seat in a rider less state. Seat must be upholstered and be the same width as the tunnel at a minimum, measured at the lowest part of the seat.
6. Gas tank may be located anywhere on the chassis. It must be securely fastened and shielded from heat and/or rotating components. It cannot be pressurized.

SEMI-PRO IMPROVED and SPORT IMPROVED RULES

GENERAL-

Competition is open to any snowmobile either one of a kind experimental or production.

ENGINE

1. Engine cannot exceed 600cc.
2. Engine must be normally aspirated (no supercharging or turbo charging allowed).
3. No internal engine components may be modified.
4. No nitrous oxide systems allowed.
5. Exhaust systems cannot exceed 100 decibels at 75 feet down the track.
6. Ignition systems may be modified.
7. Air and fuel intake systems may be modified.

DRIVE

1. On snowmobiles that comply in all respects with the stock class rules, the stock belt guard may be used when moving up to Open class.

SKI SUSPENSION AND STEERING

1. Any type of suspension may be used, factory or hand built.
2. Must have a minimum of two (2) inches of travel.
3. Stock class handlebar rules apply.

TRACK AND SUSPENSION

1. Any type of suspension may be used, factory or hand built.
2. Must have a minimum of two (2) inches of travel.
3. Stock class track rules apply regarding cleats, studs, backing plates and track clips.
4. 1.25" MINIMUM track lug height required.

FRAME AND BODY

1. Any factory or hand built chassis and/or tunnel may be used. Structural integrity must be maintained. Any machine deemed unsafe or proved to be a safety hazard to any personnel will not be allowed to compete.
2. Snowmobile must have an OEM appearing hood and belly pan. Must enclose the same components as they do on a stock qualified snowmobile. Must be securely fastened during competition.
3. Vent openings area allowed but cannot exceed twelve (12) square inches each. No "swiss cheese" belly pans allowed.
4. All machines must have a windshield at the start of each race day. Windshield must extend a minimum of five (5) inches above the highest part of the cowl, hood or console and it must have safety edging.
5. Seat must be a minimum of six (6) inches thick, measured from the top of the tunnel to the seat in a rider less state. Seat must be upholstered and be the same width as the tunnel at a minimum, measured at the lowest part of the seat.
6. Gas tank may be located anywhere on the chassis. It must be securely fastened and shielded from heat and/or rotating components. It cannot be pressurized.

EXPERT 85 IMPROVED CLASS RULES

GENERAL-

Competition is open to any snowmobile either one of a kind experimental or production.

ENGINE

1. Engine cannot exceed 500cc.
2. Engine must be normally aspirated (no supercharging or turbo charging allowed).
3. No internal engine components may be modified.
4. No nitrous oxide systems allowed.
5. Exhaust systems cannot exceed 100 decibels at 75 feet down the track.
6. Ignition systems may be modified.
7. Air and fuel intake systems may be modified.

DRIVE

2. On snowmobiles that comply in all respects with the stock class rules, the stock belt guard may be used when moving up to Open class.

SKI SUSPENSION AND STEERING

4. Any type of suspension may be used, factory or hand built.
5. Must have a minimum of two (2) inches of travel.
6. Stock class handlebar rules apply.

TRACK AND SUSPENSION

1. Any type of suspension may be used, factory or hand built.
2. Must have a minimum of two (2) inches of travel.
3. Stock class track rules apply regarding cleats, studs, backing plates and track clips.

FRAME AND BODY

1. Any factory or hand built chassis and/or tunnel may be used. Structural integrity must be maintained. Any machine deemed unsafe or proved to be a safety hazard to any personnel will not be allowed to compete.
2. Snowmobile must have an OEM appearing hood and belly pan. Must enclose the same components as they do on a stock qualified snowmobile. Must be securely fastened during competition.
3. Vent openings area allowed but cannot exceed twelve (12) square inches each. No "swiss cheese" belly pans allowed.
4. All machines must have a windshield at the start of each race day. Windshield must extend a minimum of five (5) inches above the highest part of the cowl, hood or console and it must have safety edging.
5. Seat must be a minimum of six (6) inches thick, measured from the top of the tunnel to the seat in a rider less state. Seat must be upholstered and be the same width as the tunnel at a minimum, measured at the lowest part of the seat.
6. Gas tank may be located anywhere on the chassis. It must be securely fastened and shielded from heat and/or rotating components. It cannot be pressurized.

120cc STOCK CLASS RULES

GENERAL REGULATIONS

The machine must have original OEM engine, hood, track , frame, cowl, gas tank, carburetion, air box, suspension and clutch supplied by the manufacturer of the particular model. Factory designated replacements are allowed.

FRAME AND BODY

1. OEM Hoods only.
2. Windshield may be trimmed. The exposed edges must have a safety bead.
3. All sharp edges must be padded.

ENGINE

1. The governor must be intact but does not have to be operational.
2. No component of the engine may be altered, changed or enlarged from the engine manufacturers stock specifications.
3. Blueprinting not allowed. No material removal whatsoever.
4. No more than one cylinder base gasket to a cylinder.
5. Spark plugs do not have to be OEM.
6. No carburetor/air silencer changes allowed.
7. Jetting changes are allowed.
8. Remote adjustable main jet allowed.
9. The OEM exhaust system for the model must be used and must be intact at all times.

DRIVE

1. Brakes must be functional and operational at all times.
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 remain in place.
6. OEM gear ratio must be maintained.
7. Sprocket ratio changes may be required to equalize performance.

SKI SUSPENSION AND STEERING

1. Front suspension must be OEM stock and remain in it's stock location.
2. Ski widening and/or height adjusting devices are not allowed unless furnished as OEM and filed properly with ISR.
3. Suspension travel may be limited by means of limit straps only.
4. Skis must be OEM or commercially available aftermarket. Minimum length of 20".

TRACK AND TRACTION

1. The complete suspension must be used as furnished by the manufacturer.
2. Commercially available marginal snow wheels may be added to the slide rails.

IGNITION AND ELECTRICAL

1. An ignition tether switch must be installed and functional.
2. Headlight and taillight must be OEM for model and taillight must be functional.

120cc OPEN CLASS RULES

GENERAL

Snowmobile must conform to stock class rules unless otherwise noted in this section.

ENGINE

Engine components allowed for modification or change from OEM:

- a. Camshaft (maximum .290 inch lift)
- b. Valves and seats (max intake 25.2mm, max. exhaust 24.2mm, min valve stem 5.5mm)
- c. Valve springs and retainers
- d. Tappets and push rods
- e. Governors may be removed.
- f. Overbore may not exceed .020 inches (.50mm) of standard bore for model.
- g. Bearings
- h. Piston, rings and connecting rod
- i. Cylinder, cylinder head and gaskets.
- j. Crankcase and rocker arms.
- k. Intake manifold
- l. Carburetor can be bored and modified but must begin as OEM for the model.

DRIVE

1. Clutching is open.
2. Chain guard must remain in place.
3. Brakes must be operational at all times
4. Sprockets on track drive may be modified or changed.

SKI SUSPENSION AND STEERING

1. Front suspension must be retain OEM concept. Materials must retain OEM strength and structural integrity must be maintained.
2. Maximum ski width is 34" (measured between ski runner cutting edges).
3. The structural integrity of the steering and suspension systems must be maintained.

TRACK AND TRACTION

1. The OEM suspension must be maintained, but may be modified. Materials and components must meet or exceed OEM strength and structural integrity.
2. Wheels may be added or removed.
3. Unless contrary to local laws, slide rail lubrication system allowed. Biodegradable, non-toxic lubrication must be used.
4. Track must be OEM from any snowmobile manufacturer.
5. Traction control devices must not extend than 3/8 inch beyond the highest point of the track

IGNITION AND ELECTRICAL

1. An ignition tether switch must be installed and functional.
2. Ignition system must be OEM for model.
3. Any commercially available flywheel may be used. Flywheel can be lightened.
4. Lighting coil may be removed.

USCC VINTAGE CROSS-COUNTRY RULES

In stock classes, no change or modification can be done to the snowmobile unless specifically allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed

STOCK CLASSES

- 1) **VINTAGE**
Maximum displacement is 440cc liquid cooled and 500cc air-cooled, 1981 or older leaf spring models only.
- 2) **VINTAGE LEGENDS**
Same machine rules as VINTAGE, but riders must be age 50 or older at time of event.

GENERAL

- 1) The snowmobile must have the original OEM engine, hood, exhaust, frame, suspension and cowl. Replacement parts must be of same model and year.

ENGINE

- 1) Engine must remain in original mounting location
- 2) No component of the engine may be altered, changed or enlarged from the engine manufacturer's original stock specifications. No removal of material whatsoever will be allowed.
- 3) Maximum cylinder overbore for wear or repair cannot exceed .020 inch.
- 4) There will be no more than one cylinder base gasket to a cylinder.
- 5) No modification to the carburetor body allowed. Jets and slides may be changed.
- 6) An adequate return spring on the throttle is required.
- 7) Choke mounting location may be moved for driver comfort. Choke system can't be disconnected.
- 8) 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 will be allowed to any part of the exhaust system or mounting locations.

DRIVE

- 1) Any OEM or aftermarket variable speed converters are allowed.
- 2) Any springs, weights or ramps may be used.
- 3) No machining on clutches to accommodate springs and weights.
- 4) In the primary clutch, metal may be removed but not added to ramps or flyweights.
- 5) Secondary clutch cams may be cut to any angle. Billet helixes allowed.
- 6) No overdrive machining.
- 7) Drive belts do not have to be OEM.
- 8) Chain case, drive shaft and drive sprockets may be changed to any OEM to accommodate track/brake changes. Shaft material may not be changed from OEM material for model year.
- 9) Any drive chain and sprockets may be used.
- 10) Chain tensioner may be changed to any OEM equipment.
- 11) 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 the pad contact area. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained. The brake disk material may not be substituted with any other material.
- 12) Existing vents may be used to direct cooling air to the brake components. However ducting must remain under hood, and additional vents or scoops may not be added.

USCC VINTAGE CROSS-COUNTRY RULES (continued)

SKIS, SKI SUSPENSION, SKI RUNNERS AND STEERING

- 1) Front suspension must remain in original mounting location, in both bulkhead and spindle housing. No substitution of material allowed.
- 2) Reinforcement of components will be allowed by welding or bracing. Structural integrity must be maintained.
- 3) Spindles may not be shortened.
- 4) Ski stance must remain OEM center to center. No ski spreaders allowed.
- 5) Any ski shock allowed.
- 6) Any ski allowed. Skis may be reinforced on top-side only.
- 7) Ski skins allowed.
- 8) Ski loops leading edges on steel skis must be padded.
- 9) Any commercially available handlebar allowed. May be altered to fit driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips and controls may be modified. Throttle will be opened with a thumb mechanism (no twist grips).

TRACK SUSPENSION

- 1) Suspension must be OEM for the make and model. No material substitution allowed.
- 2) Rails may not be bent or shortened.
- 3) Wheels may be added or removed along with mounting brackets from an OEM wheel kit.
- 4) Any hyfax allowed.
- 5) Any spring may be used in the rear suspension. Springs may be shortened or heated.
- 6) Any commercially available shocks allowed.

TRACK AND TRACTION

- 1) Any commercially available, one piece track allowed.
- 2) Studs cannot be more than 3/8 inches above the highest point of the track.

FRAME & BODY

- 1) Snowmobile overall width is as produced.
- 2) Removal of any material from total machine by any means will not be allowed.
- 3) Skid plates may be added. Skid plates must be securely fastened
- 4) Additional plate material may be added to the tunnel at the suspension mounting holes.
- 5) Fuel lines must be free of obstructions by other machine components.
- 6) Additional OEM or aftermarket fuel tank may be added for additional fuel range. Additional tank must be securely fastened.
- 7) Seat padding may be added for additional driver comfort.

USCC VINTAGE CROSS-COUNTRY RULES (continued)

IGNITION & ELECTRICAL

- 1) Ignition must be OEM for the year and model.
- 2) Fixed ignitions may be moved (+ or -) four (4) degrees.
- 3) Wiring may be removed.
- 4) Head and tail lights must be original OEM equipment for the model and must remain in original mounting locations.
- 5) Headlight, taillight and brake light must be operational at the start of the race.
- 6) Glass lenses must be taped with transparent tape. No colored tape allowed.
- 7) All snowmobiles must have a minimum of two (2) forms of ignition “kill” switch that must be operable at all times. One (1) form of “kill” switch must be a tether switch.
- 8) Maximum tether cord length will be 5 feet. The tether switch will be mounted in a location on the snowmobile other than on the handlebars or steering column.
- 9) The tether cord will be securely fastened to the driver. No alligator clips allowed.

RED LAKE I-500 SPECIALTY CLASS RULES

TROPHY CLASSES

GENERAL REGULATIONS

- a. All stock-class rules will be followed for the Trophy classes.
- b. The Trophy classes will start each race day behind the other “money” classes

TEAM CLASSES

GENERAL REGULATIONS

1. All stock-class machine rules will be followed for the Team classes.
2. Team-classes may consist of 2 or 3 members.
3. Team-class entries may use 1, 2 or 3 different snowmobiles to compete in the Team event. All Team snowmobiles must meet the stock-class rules and all machines must be taken through pre-tech inspection and impounded.
4. Each Team must designate it's assigned driver for each day at race registration
5. Team drivers may be entered into individual class(es).
6. Each team must have a separate “Team” transponder that is carried in the race snowmobile each day. This transponder will be in addition to any transponder carried by a Team member who might also be participating in an individual class, but using his/her time for the Team that day.
7. Team riders starting position will be determined by the individual class they enter, or, if no team members are entered in individual classes, by random draw at registration.

RACE DAY INFORMATION

TYPICAL RACE DAY SCHEDULE

- a. Racer and Crew check-in
 - site for each race will be posted on USCC website and on USCC voicemail.
- b. Pit area setup
 - pit locations are on a first come basis
- c. Drivers Meeting
 - mandatory for all drivers
 - time and location will be posted at driver check in and announced on race PA.
 - roll call may be taken to verify driver attendance.
- d. Pre-tech inspection
 - safety inspection for machines and drivers
 - drivers are to bring their helmet, chest protector and other safety equipment.
 - tech director will “mark” your machine when it passes tech
- e. Parade Lap
 - low speed escorted lap around the race course that gives the racer a chance to examine the course prior to the start of the race.
- f. Machines to staging
 - approved warm up stand is required at all times in pits and staging when the rear end of the snowmobile is elevated and the engine is running.
- g. Racing begins
 - classes are typically staggered so racers in multiple classes have rest periods.
- h. Post-race tech inspection
 - technical inspection of the top finishers in each class
- i. Awards ceremony
 - location will be announced during race on PA

MISCELLANEOUS

- a. Race coverage can be heard locally on USCC RACE RADIO, 88.1 FM within 3 miles of the pit area.

USCC RACING HANDBOOK

IN-RACE INFORMATION

FLAGS

A series of colored flags will be used to convey race information to the drivers. Please familiarize yourself with the USCC flag definitions found in this handbook.

COURSE MARKERS

Normal course markings consist of two stakes 10-25 feet apart. You are required to go between course markers in order to avoid penalty. Caution areas will be marked in a special manner that will be covered during the drivers meeting. Signs with arrows may be used to indicate a change in course direction. Course markers with an arrow pointed upward generally mean good running conditions. Course markers with one arrow pointed down indicates an area where reduced speeds and caution are required. Course markers with two arrows pointing down require extreme caution as the area is very dangerous.

STOP SIGNS

There are two types of stop signs used in the USCC, a standard stop sign and a walk across stop sign. Both will be detailed below, but please remember that ultimately, your safety is in your hands. Be extremely alert at all road crossings and watch for vehicles on the roadways. Use caution at all times as drivers on the roadway may be unable to control their vehicles or come to complete stops in a timely manner. **VEHICLES ON THE ROAD HAVE THE RIGHT OF WAY AT ALL TIMES.**

Standard Stop Sign

A standard stop sign looks just like one encountered on a public road but on a smaller scale. A standard stop sign requires the racer to come to a complete stop. Once stopped, the racer may continue through the crossing only when indicated to do so by the race official.

Walk Across Stop Sign

On tar road crossings, most of our stop signs are of the “WALK ACROSS” variety. Below the standard stop sign will be a “WALK ACROSS” sign. At a “WALK ACROSS”, the racer, after coming to a complete stop and being instructed by the race official to continue, must walk along side his machine across the road until the machines skis reach the non-paved portion of the road opposite the stop sign. The racer can then remount and continue on at race speed.

IN-RACE INFORMATION (continued)

PASSING

All racers should be aware of their surroundings at all times. This is especially important when being overtaken by a faster rider. If you have been caught by another rider, make an effort at the soonest reasonable location to move over slightly and allow the faster racer to pass. Once the pass has been made, check to make sure more riders aren't coming and then continue on. Failure to move out of the way of a faster rider may result in an aggressive pass that may pose a danger to you and the other racer.

MECHANICAL BREAKDOWN

In the event of a mechanical breakdown, the racer is required to move his machine as far off of the racing line as possible. If repairs are possible, the racer may attempt to fix his machine using tools and parts carried with him at the start of the race. The driver should also indicate to other racers who may be coming up behind him that he is uninjured and ok. A "thumbs up" gesture is a typical indication used. Other racers coming up on the broken down racer are asked to relay the drivers race number and approximate location to the next race official they come across on the race course. The information-providing racer will receive a time credit for this service. It is the racers responsibility to have a tow sled or vehicle available to remove the downed sled from the race course following the completion of the race.

INJURED RIDER

In the event you come across an injured racer on the course, it is advised that you assess the situation and get assistance to the injured person as soon as possible. Typically notifying a race official in order to get the proper medical personnel to the scene is the best method, however with the wide range of conditions encountered in cross-country events other methods may be more applicable depending on the situation.

WITHDRAW/DNF

If for whatever reason you do not finish the race, it is required that you notify a USCC race official of your situation. This is especially important when returning to the pit area. It is asked that you report to the USCC scoring trailer immediately upon your arrival back in the pits. This will allow us to notify your crew members of your location and to also continue the race program without undue delay.

IN-RACE INFORMATION (continued)

FUEL STOP

****IT IS MANDATORY THAT ANY TEAM BRINGING A FUEL CAN INTO THE FUEL LANE MUST ALSO BRING A FIRE EXTINGUISHER WITH THEM****

Procedure

Typically only the Pro classes will be required to have a mandatory fuel stop at USCC events. Fuel stops will be “walk in/walk out” where a “BEGIN WALK” sign near the fuel lane entrance will indicate to the driver to come to a complete stop, then dismount his snowmobile and walk alongside the machine until he reaches his fuel area. The driver must then set his machines park brake and then remove the fuel cap himself. One pit person per machine is allowed in the fuel area to assist the driver with refueling. Once fueling is completed, the driver is to replace the fuel cap, release the park brake and then proceed to walk along side the machine out of the fuel area until the “END WALK” sign is reached. At this point he may remount the machine, check for and yield to any on-coming racers who may be already on track and resume the race.

Repairs

In the event the machine stalls or needs repairs in the fuel lane, the driver and crew member must pull the machine as far out of the fuel area as deemed necessary by USCC officials to allow unobstructed access by the other racers entering and exiting the fuel area. Only when the sled is out of the way may repairs begin. Repairs must be done by the driver alone and must be completed using tools and parts carried with the racer and machine at the start of the race.

Assistance

The pit crew member assisting the driver may do the following:

1. Fuel and add oil to the snowmobile
2. Assist the driver in moving the machine out of the way in the event of mechanical trouble.
3. Provide the driver with clean vision protection and fresh gloves.

COMMUNICATION

No radio communication is allowed between driver and pit crew. Pit boards are highly recommended to relay information to the racer.

RED LAKE I-500 RACE INFORMATION

RACE INFORMATION

The Red Lake International 500 race is based out of the Seven Clans Casino, Hotel and Waterpark in Thief River Falls, MN. The Casino is located 8 miles south of town and 1 mile east. A portion of the race is held on the sovereign land of the Red Lake Nation and governed by the Red Lake Band of Chippewa.

Start

Depending on the number of entries, racers will start one or two riders at a time, Lemans-style, at 1-minute intervals. Drivers will draw their starting position at Thursday registration. Pro-class sleds will start at the front of the grid while Amateur (Trophy class) sleds will be in the back. Fridays start order will be inverted for Saturday with the racers in the first flight in their class on Friday moving to the back of their class grid for Saturday. Sunday will see all racers, regardless of class entered, starting by their elapsed time from the previous two days of racing.

Course

The racecourse will consist of three-separate 170-mile loops. Each loop consists of three “legs”, with each leg being roughly 55-60 miles long. Ditch, trail, logging roads, river, lake and bog are typical types of terrain encountered over the race loop. The mileage total will be roughly 510 miles for the three day event. All machines should have adequate fuel range for a minimum of 70 miles.

Fuel Stops

All sleds will be required to go through two remote fuel stops each day. The fuel stop procedure will be “walk in / walk out” as is standard at all USCC events. The remote fuel location will vary from year to year and day to day in some cases. It may be up to 40 miles by highway from the starting line at the Seven Clans Casino. Racer’s crew members will be allowed to leave the starting line prior to the race start in order to allow sufficient time to get to the fuel location and set up for the arrival of their rider. Generally, drivers who don’t have crew personnel to fuel them at the remote stop can arrange for the crew of a different racer to assist in the fuel stop. Drivers needing help at the remote fuel stop should contact a USCC official for assistance.

Running out of Fuel

In the event that a racer runs out of fuel on the race-course, the racer may obtain additional fuel for his machine in order to continue in the race. This may be done with the stipulation that the racer himself must procure the fuel and the racer must also place the fuel into his machine. It is allowable for the racer to obtain transportation from a fellow racer or spectator in order to procure the fuel.

RED LAKE I-500 RACE INFORMATION (continued)

Repairs

On-course repairs must be completed by the driver-only and only with tools and parts carried on the driver/snowmobile at the start of the race. Following each day of racing, a one-hour repair session will be held. All repairs must be completed prior to the end of the one hour period. Repairs not completed in the allotted time will be finished “on the clock” and add to the racers total time for the event. No electric or battery powered tools are allowed in the repair area. A maximum of two people per machine are allowed in the repair area. Complete assemblies are not allowed to be installed except the following: replacement tracks may be studded and replacement shocks may have springs installed.

Items that can be replaced during repair sessions: all suspension components, body panels, exhaust components, steering and electrical components.

Items that can be repaired during repair sessions using new parts. Complete assembly replacement not allowed: clutches and fuel system parts (carburetors and EFI components).

****ABSOLUTELY no engine repairs are allowed at any time during the race****

Parts availability

If on site parts trailers are not available, the following locations are available for parts procurement. :

Arctic Cat

-(10 miles) RV Sports, Hwy 1 and 59 in Thief River Falls. 218-681-1007

Polaris

-(10 miles) Huberts Outdoor Power Equipment, Hwy 59 N, Thief River Falls. 218-681-5981

Yamaha

-(6 miles) Carver Performance, St. Hilare. 888-FIX-SHOX

Ski Doo

-(45 miles) Gateway Sports, Gateway Drive, Grand Forks, ND. 701-746-9554

Lodging

Reservations can be made by calling the Seven Clans Hotel at 866-255-7848 or on the web at www.sevenclanscasino.com. Mention the USCC I-500 block for special room rates.

Race Coverage

Thief River Falls radio covers the Red Lake I-500 race live on 99.3 fm and/or 1460 am. Race updates and driver standings are distributed nightly at the drivers meeting.

RED LAKE I-500 RACE INFORMATION

EVENT SCHEDULE

Thursday

1:00-3:00 pm Racer and Crew check-in at the Seven Clans Casino

1:00-4:00 pm Snowmobile pre-tech inspection at tech tent on east side of the casino. Drivers must bring safety gear with them to tech. It is also recommended that a jackstand and machine cover be brought as the machine will be impounded following tech.

7:00 pm Mandatory drivers meeting at Seven Clans Casino

Friday/Saturday

8:30 am Jetting period where crews can re-jet the sled and top off fuel.

9:00 am Sleds move to staging area

10:00 am Racing Begins

2:00 / 3:30 pm 1-hour repair sessions.

6:30 pm Drivers Meeting

Sunday

8:30 am Jetting period where crews can re-jet the sled and top off fuel.

9:00 am Sleds move to staging area

10:00 am Racing Begins

TBA Technical teardown and inspection following race

4:30 pm Awards presentation at Seven Clans Casino

PENALTIES

ROAD RUNNING

Road running is defined by riding on the actual road surface or riding on the shoulder of the road when the race course markers are located in the ditch bottom.

1st offense- 5 minute penalty

2nd offense-disqualification

COURSE MARKERS

Racers can be penalized by either knocking over a course marker or not obeying a course marker by going outside of the indicated course boundary. Both penalties are correctable for the racer. In the event of a knocked down a marker, the racer can safely pull off the race course and return to the downed marker. Replacing it in it's original position will allow the racer to continue without penalty. In the event of a missed marker, the racer can once again safely pull off the race course, loop around and go back through the markers as indicated. Again, this will allow the racer to continue without penalty. In the event these actions aren't taken to remedy the situation, the following penalties apply:

Knocked down 1st offense- 2 minute penalty Missed: 1st offense- 30 second penalty

Knocked down 2nd offense- 10 minute penalty Missed: 2nd offense- 1 minute penalty

Knocked down 3rd offense- disqualification Missed: 3rd offense- disqualification

STOP SIGNS

Stop signs are extremely important safety items in the USCC. As such, the penalties for stop sign violations are harsh.

Failure to stop

1st offense- disqualification

Failure to walk across at a walk across stop sign

1st offense- 2 minute penalty

2nd offense- disqualification

Failure to stop in a timely fashion (sliding up onto the roadway before stopping)

1st offense- disqualification

-This offense is correctable. When indicated to continue by the race official, the driver can safely pull over on the opposite side of the ditch from the stop sign, pull his tether cord and run around his machine one time. This "Chinese Fire Drill" should be brought to the attention of the race official. If done correctly, no penalty will be assessed.

PENALTIES (continued)

FUEL STOP

Failure to walk into or out of the fuel stop

1st offense- 1 minute penalty

2nd offense – disqualification

Assistance from pit crew member

1st offense- 1 minute penalty

2nd offense- disqualification

Failing to set parking brake on machine during pit stop

1st offense- 1 minute penalty.

2nd offense- disqualification

Failure to supply a fire extinguisher in fuel lane

1st offense- warning

2nd offense- disqualification

-Fuel lane violations may be correctable. Notify Fuel Lane official for clarification.

STARTING LINE

Jumping the start

1st offense- start one sled length back with hands on helmet

2nd offense-disqualification

TECHNICAL VIOLATIONS

Machine irregularities

Subject to disqualification or time penalty at the discretion of race and or tech director.

SAFETY VIOLATIONS

Subject to disqualification or time penalty at the discretion of the race director.

OTHER VIOLATIONS-NON SPECIFIED

The race director has final authority on all violations regardless of type.

PRE-RUNNING RACE COURSE

Pre-running is not allowed at any USCC event. Violators are subject to Disqualification from the event with no refund of fees.

USCC RACING HANDBOOK

FLAG DEFINITIONS

GREEN FLAG

The green flag is lifted to indicate the start of the race.

YELLOW FLAG

Absolutely **NO** passing is allowed in any yellow flag zone (defined as the area from the yellow flag to the end of the incident). A yellow flag indicates that there is an incident ahead and there may be significant blockage of the track.

RED FLAG

The race will stop immediately when the red flag is displayed. Slow down and stop with caution, making sure that any drivers behind you see where you are and that they too have ample room to slow down and stop.

BLACK FLAG

a. Rolled black flag

A rolled black flag (black flag wrapped around the stick) pointed at you by the flagman means that you are being warned for either a driver conduct issue or equipment failure. If the conduct resulting in the warning does not improve or the equipment is not repaired, a full black flag will result.

b. Full (open) black flag

A full (unrolled) black flag means that you will be required to stop at the start/finish line, or nearest location as indicated by the race official present. A full black flag doesn't necessarily mean you are disqualified. It can be used as a time penalty or as a way for officials to relay important information to you. When allowed to resume the race following a black flag incident, please use caution when re-joining the race as other racers traveling at race speeds may be on your intended line of race course re-entry. If you are notified by race officials that you have been disqualified, exit the racecourse safely and report back to your pit area.

BLUE FLAG

The blue flag indicates that you are being lapped. Please allow extra room for the lead-lap sleds to get by in a safe manner.

WHITE FLAG

The white flag indicates that you are beginning your last lap.

CROSSED FLAGS

Two flags held in an "X" formation mean that you have reached the half way point of the race.

"DRUM STICK" FLAGS

Two rolled flags moving up and down in the fashion of a drummer indicate two laps remaining.

CHECKERED FLAG

The race is complete. Safely exit the track and proceed to the tech area.

AWARDS

INDIVIDUAL RACE

Awards, based on finish results, are typically given out at a post-race presentation following the completion of the event. The awards are based on the number of entries in the class and the amount of added purse money available at each event. Typical awards available are as follows:

1. Pro 600
 - a. Cash payout
-typically the top 50% of race entries receive cash payback.
 - b. Manufacturer contingency payment
-varies per manufacturer. Check with your race department for details.
 - c. Sponsor contingency payment
-varies per event.
-may be product or certificate.
 - d. Trophies
-typically for positions 1, 2 and 3.

2. Pro Open/Semi-Pro / Masters / Vet/ Legends/ Women's/Expert
 - a. Cash payout
-typically the top 30% of finishers receive cash payback.
 - b. Trophies
-typically for positions 1, 2 and 3.
 - c. Sponsor contingency payment
-varies per event and class entered.
-may be product or certificate.

3. Sport/ Junior/Vintage and 120cc classes
 - a. Trophies
-typically for positions 1, 2 and 3.
 - b. Medallions
- for all participants in the 120cc classes.

YEAR END AWARDS

Year end awards are based on the season-long points standings and are awarded at a banquet following the final race of the season. Year end awards may consist of cash, contingency, product and/or trophies.

MISCELLANEOUS

1. Any driver with over \$600 in earnings at the end of the calendar year will be issued a 1099 tax form.

2. Trophies will be available at the awards presentation following the race. Any trophies not picked up will be held at the USCC office. Shipping charges will apply to items sent out.

3. It is the racers responsibility to understand your manufacturer's contingency guidelines and to be familiar with the procedures to collect on the program.

POINT SYSTEM

REGULAR EVENT

The USCC point system for a regular (non I-500) event awards points for finishers in places 1st thru 28th. In the event of a DNF, the racer will be credited with the completion of the last complete lap when determining finish order. In the event of multiple racers not finishing a lap, their total finishing position points will be added together and averaged so that each racer will receive the same point total. A racer starting Day 2 of a two day event but not completing a full lap will place higher in the finishing order than the last rider to not finish Day 1. The points are awarded as follows:

1 st 50	8 th 32	15 th 18	22 nd 7
2 nd 44	9 th 30	16 th 16	23 rd 6
3 rd 42	10 th 28	17 th 14	24 th 5
4 th 40	11 th 26	18 th 12	25 th 4
5 th 38	12 th 24	19 th 10	26 th 3
6 th 36	13 th 22	20 th 9	27 th 2
7 th 34	14 th 20	21 st 8	28 th 1

*A racer who is disqualified due to a safety or technical infraction will receive 0 points.

RED LAKE I-500

Because of the added length, difficulty and expense associated with the Red Lake I-500 race, a separate scoring system is used for this event. There is a total of 100 points available at the Red Lake 500. The results of Day 1 and Day 2 are each worth ½ of a regular event's points, while the final standings are paid the full compliment of points. For example:

Your Day 1 overall standing= 4 th place (40 x .5 = 20)	20 pts
Your Day 2 overall standing= 6 th place (36 x .5 = 18)	18 pts
Your Day 3 overall standing= 2 nd place	42 pts

Your point total from the Red Lake I-500	80 pts

* 28th place on Day 1 and Day 2 awards a full 1 point.

YEAR END

Season point totals will accumulate for USCC season members. The tiebreakers in the event of point ties are as follows:

1. Most race wins.
2. Finish order from the most recent race.

USCC RACING HANDBOOK

GLOSSARY OF TERMS

Aftermarket

Parts or assemblies that are produced and/or sold by companies other than the OEM snowmobile manufacturer. Also refers to companies that produce and/or sell non-OEM parts and assemblies.

CC or Displacement

The volume (measured in cubic centimeters) displaced by a piston(s) having traveled through one entire stroke in a cylinder(s).

LeMans Start

The LeMans start is occasionally used in USCC competition as a way to provide increased separation between several machines at the start of a race. In a LeMans start, the racer brings his machine to the starting line and pulls the tether cord to stop the engine. The racer then walks behind the machine (usually about 15 feet) to a designated area. When the flagman raises the green flag, the racers run to their sled, insert the tether cord, pull the start rope and go.

Staging Area

The staging area is a point near the race-track entrance where the race order of events will be posted, as well as the drivers in each event. Drivers will be “called to staging” when the time for their event nears. The driver and pit crew members will be required to wear a helmet and observe reasonable speeds in the staging area. Anytime a machine is running in the staging area with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

OEM (Original Equipment Manufacturer)

Snowmobile Manufacturer

OEM for the model

Parts or components used in the original manufacture of a specific snowmobile.

Parade Lap

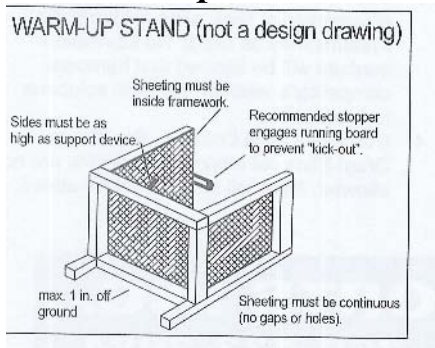
The parade lap is a slow-speed lap taken prior to the start of the race. A USCC official will lead the racers around the race course in order for the racers to get a feel for the race course as well as inspect areas that are, or may become, hazardous.

Pit Area

The pit area is a designated area in which race vehicles including trailers and transport vehicles are parked during the race. It is also the area where the majority of tuning and repair work may be completed by the race teams. All drivers and pit crew members are required to wear a helmet and to observe reasonable speeds in the pit area at all times. Anytime a machine is running with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

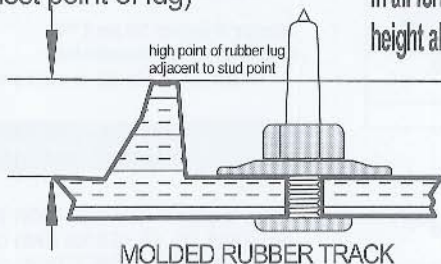
MISCELLANEOUS INFORMATION

Legal warm-up stand diagram



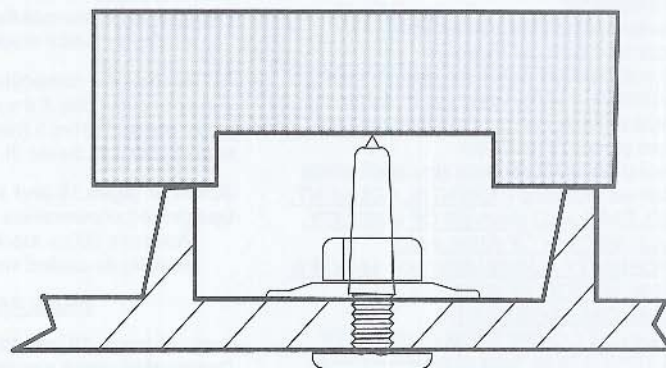
MEASUREMENT OF TRACK & TRACTION DEVICES

Track lug height
(flat of track to
highest point of lug)



In all forms of racing, there are traction device limitations including the maximum height above the "adjacent rubber lug" or "high point of the track" as shown.

Stud gauges are used to measure stud height as shown.



FREQUENTLY ASKED QUESTIONS:

Q: Do I have to be a U.S.C.C. member in order to race?

A: No, you don't need to be a season member. We offer daily memberships which are available on a pre-race basis. Daily members are not eligible for year-end points awards.

Q: Are pit fees charged?

A: Sometimes. We leave it up to each individual promoter to determine if gate fees are to be charged and if so, how much they are. USCC season members are issued a racer I.D. card which gives them free entry to any event. Fees at the races that do charge are typically \$5 to \$10.

Q: Can I enter more than one class?

A: Yes, you can. Typically our races are setup so riders may enter multiple classes each race day. In the event that both classes you enter are scheduled to run on the course at the same time, you will only race once but your time will count for both classes entered. The only exception to the multiple entry is that a rider may not race in the same division in different classes. For example a racer can't enter both the Amateur 600 stock and the Semi-Pro 600 stock. However, we do allow someone to enter an Amateur stock class and a Semi-pro Open class, or Semi Pro stock class and Pro Open class, etc, in order to get experience at the higher level without having to make the full jump to the upper class.

Q: How do I know what class to enter?

A: That depends on a number of factors, including your riding ability and the type of sled you have. Riders with sleds that have modified their motor or exhaust system from stock form will have to run in the open classes as their sled will not meet ISR guidelines for stock class racing. As for what class to enter, it depends on your experience, ability and what you type of prize you want to race for. All of our Sport classes are basically set up for beginning racers with little or no racing experience and have trophies as payback. We have age-defined classes (vet, masters, legends) for older riders. Our semi-pro and Expert classes are designed for more advanced riders, who will eventually make the jump to the pro ranks. The pro classes are where the best riders race for the biggest money.

Q: What do I need to do to be ready to race?

A: First, know the rules. Get a copy of the USCC handbook or ISR rulebook and read it. Know what you are getting yourself into and ask questions ahead of time. Contact the USCC or someone you know who has raced if you have questions. Once you know the rules, you should start preparing yourself to take on a highly physical activity. You're going to exert yourself for an extended period of time during the race so be ready for it. Next, get your gear and equipment prepared in advance. Doing things at the last minute will just add to your stress level and keep you from having fun. Start preparing at least several days before the race. Make sure your sled is ready to go. Make sure your tow vehicle and trailer are ready to make the trip. If you need them, make sure you have motel rooms lined up. Know where the driver sign-in is going to be held and what time you need to be there. Send in your pre-registration for the race to the USCC. Pack some tools and spare parts in case you need them. Bring some spare gas and oil. Make sure all your riding gear is loaded and ready to go. Double check it to make sure...goggles, helmet, gloves, chest protector, boots, socks, dry clothes to put on after the race, etc. Because the weather conditions can change in a hurry, it's a good idea to have some clothing options available in case conditions change. Remember, you will be exerting yourself during the race much more so than during a trail ride, so dressing in lighter-weight clothing will usually keep you more comfortable while you're on the track. Also, having a couple of different shades of goggle/shield lenses on hand is a good idea in case visibility conditions change. Make sure your race number is on your back, either on your jacket or Tekvest. If you plan to warm up your machine before taking it on the track you will need a track jackstand. Having a buddy lift the back of your sled is a big no-no and will get you disqualified! AGAIN, DON'T FORGET TO PRE-REGISTER BY GETTING YOUR ENTRY FORM TO THE USCC BY THE WEDNESDAY PRIOR TO THE RACE.

USCC RACING HANDBOOK

FREQUENTLY ASKED QUESTIONS-continued:

Q: How long are the races?

A: Again, it depends on what class you enter, and at which race. Typically when a race distance is listed, such as the Minto 100, the only class that will run the entire 100 miles is the Pro 600 class. Other class distances are based on time expected to complete the race and as such, the distance varies from event to event. Semi-pro and Expert classes will typically be 30-45 minutes, while all other classes normally run for 25- 30 minutes.

Q: Will I need to make a fuel stop?

A: At the majority of our races, only the Pro 600 class races have a fuel stop. There are a few exceptions. At the Ada 100 and Munising 300, the Semi-pro classes run the full listed race distance so they also have a fuel stop. And at the U.S.C.C. Red Lake I-500, all classes will make fuel stops as they all run the entire 500 mile distance.

Q: What kind of safety equipment do I need to race in the U.S.C.C.?

A: You will need a SNELL or ECE 22.05 certified helmet with 75% of the helmet being orange in color. We do have orange tape strips for sale to racers whose helmet does not have enough orange on it. You will also need a Tekvest-type chest protector. Again, the USCC has these available for rent if you need one. As for your sled, the main item needed is a safety tether switch. You will also need to have a working headlight, taillight and brakelight. If you race in a class with a fuel stop, you will also need to bring a fire extinguisher with you.

Q: What do I need to do to my snowmobile to get it ready to race?

A: Besides having a tether switch, your track should be studded and you should have a decent set of carbide wearbars on your skis. Make sure your handlebars and controls are in a comfortable position. Double check all your fasteners and make sure they are tight. Apply some Loctite or safety wire to those that might come loose. Check your fluids (coolant, chaincase, oil, gas). Make sure you have a spare belt, spark plugs and some wrenches in case you have to make some quick trackside repairs and throw in some duct tape, which is always useful. Make sure all your lights work and all your stock safety shields are in place. If the weather is expected to be extremely cold, having a tall windshield and handlebar muffs might help keep you comfortable. You will also need to have your race number on both sides of your snowmobile hood or windshield. If you're not a USCC member, call the USCC prior to the race to get a race number assigned to you.

Q: Can I ride the course before the race?

A: No. Pre-riding the course prior to race day is not allowed at any of our races. In fact, if a rider is found to be out on the course prior to the race, they are subject to disqualification. However, at all events other than the I-500, we have a parade lap in which a USCC official leads all the racers on a slow-speed lap around the race course to give the racers an opportunity to see the course prior to hitting it at race speed. This gives the racer an idea of where areas are that might require extra caution or where good passing areas might be, etc.

FREQUENTLY ASKED QUESTIONS-continued:

Q: What do I need to do to be ready to race?

A: First, know the rules. Get a copy of the USCC handbook or ISR rulebook and read it. Know what you are getting yourself into and ask questions ahead of time. Contact the USCC or someone you know who has raced if you have questions. Once you know the rules, you should start preparing yourself to take on a highly physical activity. You're going to exert yourself for an extended period of time during the race so be ready for it. Next, get your gear and equipment prepared in advance. Doing things at the last minute will just add to your stress level and keep you from having fun. Start preparing at least several days before the race. Make sure your sled is ready to go. Make sure your tow vehicle and trailer are ready to make the trip. If you need them, make sure you have motel rooms lined up. Know where the driver sign-in is going to be held and what time you need to be there. Send in your pre-registration for the race to the USCC. Pack some tools and spare parts in case you need them. Bring some spare gas and oil. Make sure all your riding gear is loaded and ready to go. Double check it to make sure...goggles, helmet, gloves, chest protector, boots, socks, dry clothes to put on after the race, etc. Because the weather conditions can change in a hurry, it's a good idea to have some clothing options available in case conditions change. Remember, you will be exerting yourself during the race much more so than during a trail ride, so dressing in lighter-weight clothing will usually keep you more comfortable while you're on the track. Also, having a couple of different shades of goggle/shield lenses on hand is a good idea in case visibility conditions change. Make sure your race number is on your back, either on your jacket or Tekvest. If you plan to warm up your machine before taking it on the track you will need a track jackstand. Having a buddy lift the back of your sled is a big no-no and will get you disqualified! AGAIN, DON'T FORGET TO PRE-REGISTER BY GETTING YOUR ENTRY FORM TO THE USCC BY THE WEDNESDAY PRIOR TO THE RACE.

Q: What else do I need to know?

A: The main thing we want you to do is to be safe and to have fun. Being safe comes from being prepared and not riding over your head. We pride ourselves on having safe yet challenging courses. Be ready to get a good workout and to hopefully have a lot of fun. Our racers, including the top pros, are usually very accessible and will normally answer any questions you have. They want everyone to have a good time and come back and race again in the future. Also, don't be afraid to ask a USCC official for assistance. They are there for you to insure you have a good, safe racing experience. One more thing is to watch how the top guys prepare themselves. Take a walk around the pit area and look at their sled setups and how they organize. A lot of times, you can improve just by watching what the top guys do and learning why and how they do it. On the track, pay attention to what lines the faster riders take. Watch for little things they do that other riders might not be doing. When you're not racing, much of our courses are accessible by road so you can watch other classes run and also see how the course is holding up and what lines the fast guys are taking.

Q: I am 14 and would like to race classes other than Junior?

A: In certain situations, younger racers may want to advance into non-Junior classes. We do have an advancement process, through which racers who have shown the ability to do so, may be moved up into senior-division classes. A written request from the racer and his/her parents is the first step required in initiating the advancement process.

APPENDIX

JUNIOR 10-13 APPROVED GEARING as of 11-01-10

The chart below indicates the approved gear ratios for specific models for the Junior 10-13 class.
All 380cc and smaller fan-cooled sleds are eligible for this class as well with no gearing restrictions

MAKE	MODEL	TOP	BOTTOM	CHAIN	DRIVER	TRACK PITCH
		SPROCKET	SPROCKET			
SKI DOO	550F	20	49	104	STOCK	STOCK
	600 ACE	20	49	104	STOCK	STOCK
YAMAHA	PHAZER	18	46		STOCK	STOCK
POLARIS	550 IQ CHASSIS	19	45	78	STOCK	STOCK
	PRO X CHASSIS	17	43	74	STOCK	STOCK
ARCTIC CAT	440Z FAN	19	41	72	STOCK	STOCK
	500 SNO PRO	18	45	74	9 TOOTH	STOCK

*** ALL SPECS ARE SUBJECT TO CHANGE***