




























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PRO CLASS

Pro Open (maximum - 600cc modified)

Pro 600 (maximum - 600cc stock)

SEMI-PRO CLASS

Semi-Pro Open (maximum - 600cc modified)

Semi-Pro 600 (maximum - 600cc stock)

SPORT CLASS

Super Sport (maximum - 600cc stock)

Sport 600 (maximum 600cc stock)

Sport Trail (\*\*1st & 2nd year riders\*\*)(maximum - 600cc stock)

Sport Fan (maximum - 600cc fan)

\*\* Sport Trail class - Top 4 in pervious season standing must advance, remainder can enter 2nd year only\*\*

**PLUS 25 / MASTERS / WOMEN'S / RELIC (must turn of age stated within given race year)**

Plus 25 (maximum - 600cc stock)

Plus 30 (maximum - 600cc stock)

Plus 30 Open (maximum - 600cc modified)

Masters (38 yrs plus)(maximum - 600cc stock)

Racer Dad's Challenge (max. 600cc) ( must be a Dad of a racer )

Women's (maximum - 600cc stock)

Relic (1980 or older, maximum - 600cc)

JUNIOR CLASS

Junior 380 (10-12) (max - 380cc fan)

Junior Novice (10-14) (max 600cc stock fan)

Junior Fan (10-14) (max - 600cc stock fan)

Junior (14 -15) (max - 500cc liquid or 600cc fan)

Junior (16-17) (max 600cc stock)

120 CLASS

120 Stock Class I (4 - 6 yrs- first year/stock)

120 Stock Class II (4 - 6 yrs- first year/stock)

120 Improved Stock Class I (5 to 8 yrs)

120 Improved Stock Class II (5 to 8 yrs)

120 Modified Class I (8 to 10 years)

120 Modified Class II (8 to 10 years)

Exsisting Rules may be revised, or new rules added after the rulebook was printed. It is the racers responsibility to know the rules and updates.

UCMA RACING EVENT

Any questions and concerns regarding all aspects of a UCMA Racing event is to be directed to the "Governing Body of UCMA". This includes all the regulations pretaining to the event, including the Parking, Spectator and Pit Area's.

The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility, including design. Any and all of these rules and regulations are not withstanding.

The Race Director shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event.

Disciplinary action by the Race Director other than a disqualification or prescribed fines will be under provisions of the Board.

The Race Director and Technical Director will be certified by the sanctioning organization.

Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.

The technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestant's machines. The Technical Director may not work in official capacity when he has vested interest in that class.

All equipment and specifications will not be allowed to be used for any other purpose other than for use at sanctioned events.

Race Directors may compete in events other than those in which they act in an official capacity. They may not work in an official capacity when he has a vested interest in that class.

Race Directors may compete in events other than those in which they officiate.

The Race Director may cancel any race or the entire event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give drivers adequate notice in advance.

A Race Director may judge the mechanical integrity of all timing equipment.

The Race Directors final call will not be reversed or over turned. No video replay allowed.

The number of competitors that can be safely on the course at any one time will be determined by the Race Director.

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## **FLAG DEFINITIONS**

All drivers **MUST** pay close attention to the flags as they will be displayed throughout the entire race.

### **GREEN FLAG**

The green flag is lifted to start the race. The course is clear and race is in progress.

### **YELLOW FLAG**

**NO PASSING OR JUMPING** is allowed in any yellow flag zone (the area from the yellow flag to the end of the incident). A yellow flag means there is an incident ahead and there may be some track blockage. All drivers will slow down, observe the caution, and most importantly, **NOT PASS OR JUMP** until clear of the incident and through the yellow flag zone. **All sleds must "roll" over the terrain in a yellow flag area. PASSING OR JUMPING** under a yellow flag will not be tolerated. Descretionary call by the race official.

## RED FLAG

The race will stop immediately, regardless of your position on the track. Slow down and stop with caution as the drivers behind you may not have seen the red flag. The restart position of the drivers reverts back to the last officially counted lap. No work may be performed on the machines without permission from a race official. Raising the hood will be considered a violation of this rule and the offending driver will be lined up at the rear of the field.

## **BLACK FLAG**

A furled black flag (the black flag is wrapped around the stick) signifies a warning for either equipment failure or for driver conduct. A furled black flag pointed at you is a warning to stop whatever activity has caught the eye of the officials. Should you not cease the offending activity, you **WILL** promptly be displayed an open black flag.

An important note regarding an open black flag – the display of this flag is **NOT** an immediate disqualification. It is a penalty flag and might only require a stop-and-go penalty or the like. **DO NOT** simply leave the track if you receive an open black flag. Instead you should continue your lap, then carefully slow down and stop at the **START-LINE**. Keep your eyes on the UCMA Start-line Official as he may simply slow you down enough so that the competitor you passed in a yellow zone passes, or passed with too much contact, for cutting the course. He will then wave you back up to speed. The penalty, if the infraction is judged to be more serious, may be a “stop-and-go”. Riders must always rejoin the action with extreme caution, proceeding onto the track only when safe. The Official may also inform you that you have been disqualified. In that event, exit the race course safely and report back to your paddock or staging area.

In the event that you disagree with the decision of the officials regarding a black flag penalty, please be advised that all such calls will be made solely at the discretion of the Race Director, after any and all necessary information has been gathered. Should you disagree, regardless of how strongly you disagree, you may present your case directly, and **ONLY**, to the Race Director, and in an appropriate manner. You must **NOT** engage or accost any trackside official with any abusive volume or language. To do so may be grounds for **IMMEDIATE DISQUALIFICATION**. This is a professional series, and we expect **ALL** involved to act accordingly. Your argument, when presented in an appropriate manner, will be duly considered and, should your protest have merit, the decision of the officials could be reviewed.

## BLUE FLAG

The blue flag will be displayed to machine being lapped. Give the faster rider a lane by moving to the out side of the track and allow to be passed. This does not mean for the racer to stop racing or slow down, simply give way and allow to be passed.

## **WHITE FLAG**

The white flag will be displayed when drivers have started their last lap.

## **CHECKERED FLAG**

The race is complete. Should a checked flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance. **ALL** sleds are to proceed immediately to the tech area. You may be required to stop for a post race technical inspection unless otherwise instructed by a UCMA official.

## **PARAMEDIC FLAG**

No passing or jumping. Slow down and roll over jumps. There is an injured rider on the track being attended to. Penalty for offence will be a "disqualification" from that race. Descretionary call by the race official.

## **GENERAL REGULATIONS**

All drivers and crew who enter secured areas within the facility must be aware of and abide by these rules and all applicable rules in the general competition section.

The intent of these rules is to establish a venue in which all qualified drivers and machines can compete at their own level. These rules are definitions and guidelines which allow for modifications or alterations. If a definition, modification or alteration is not cited, then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee.

## **DRIVER & MACHINE**

A driver and the machine's chassis and motor shall be considered a unit and once the class has begun, neither will be substituted. If a driver qualified on a machine, both the driver and the chassis and motor must be in the same final event of the class. Any driver caught substituting a chassis or motor will be subject to immediate disqualification and possible disciplinary action and may lose all points at the event in that class.

If for any reason a driver does not run a heat, when all advance, that driver will be placed behind the back row directly behind another machine for the final.

Existing Rules may be revised, or new rules added after the rulebook was printed. It is the racers responsibility to know the rules and updates.

IF ANY PART, COMPONENT OR MATERIAL AREA OF THE SNOWMOBILE IS NOT STATED THAT CHANGES, ALTERATIONS OR MODIFICATIONS ARE ALLOWED THEN IT IS CONSTRUED THAT THEY ARE "NOT ALLOWED"

## **RACE REGISTRATION & ENTRY REGULATIONS**

A signed Released and Waiver of Liability, Assumption of Risk and Indemnity Agreement is mandatory for all personnel in non-spectator areas (paddock, staging and track) at each event.

All drivers must have registered at race headquarters and have signed a Released and Waiver of Liability, Assumption of Risk and Indemnity Agreement before any runs are made (practice or racing). Any driver caught practicing or racing without proper waiver and registration forms filled out may be disqualified. All entries must be to the UCMA office by the proper deadline.

No Refund of entry fees after Friday Night Registration is closed.

All participants in events must be fully familiar with the Rules and Regulations, and any additional rules by Race Promoters that may be specifically applied to any event.

NSF cheque's are subject to a \$30 charge.

There is a \$50.00 surcharge for Saturday morning registration.

## **DRIVER PROTECTIVE EQUIPMENT**

These general rules apply to all classes unless noted. All members are required to be fully aware of the following regulations and abide by them.

Full coverage helmets are mandatory. Helmets will be full protective coverage. *The Helmet*

*rating for the 2009/2010 season will need to be Snell 2005 or ECE 22. 05.* Helmets are also mandatory in the tune-up area and Pit area. Helmets must be securely fastened all times.

It is mandatory that the driver's helmet be a minimum of fifty percent (50%) international (blaze) orange. A credit card placed anywhere on the helmet must contact orange.

There must be at least one hundred forty four (144) square inches of visible international (blaze) orange on the driver's front and back.

Googles/Eye protection is mandatory, No Exceptions. You will be Black Flagged if you remove your eye protection for any reason. The racers will be permitted to proceed to the Start Area where a Crew Member can hand the racer other set of googles. At this time the racers may proceed to race.

The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas. Motocross vests and hockey equipment **do not** meet this rule.

Shoulder pads are to be added to the upper body protection.

Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material. It is strongly advised by UCMA that all racers wear knee braces.

Elbow pads are highly recommended in all forms of racing.

Racing collars are highly recommended.

Blue jeans or jackets, overall or any clothing displaying vulgar language is not allowed.

Hearing protection must be used in all modified classes.

Any safety equipment questions should be directed to the UCMA Race Director or Tech Director.

#### **DRIVER IDENTIFICATION BIB & DECALS**

All drivers will be required to keep the machine numbers and bib numbers in legible condition. Drivers without legible numbers may not be scored. The Race Director has the final call on what is deemed legible.

The driver's number must be displayed on both sides of the snowmobile hood. The number must be a minimum of six(6) inches to a maximum of eight(8) inches high, ¾ inches wide. ***NO ITALICIZED NUMBER'S***

Numbers must be black on a white background. There must be a minimum of ½ inch white border around the numbers.

**COLORED REAR NUMBER PLATES WILL BE ACCEPTED IN THE 2010 SEASON.**

**CHANGES MAY BE IMPLIMENTED REGARDING THE NUMBER PLATES FOR THE 2010 / 2011 SEASON.**

All sleds must display a UCMA Racing Logo on the hood.

If a driver's numbers are not legible, they may not be scored. If a driver has been notified either at the race site or by letter after an event and the problem is not fixed, they will not be scored.

## **DRIVER LIABILITY**

The driver, in signing the Driver Entry waiver and Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement elect to use the course at the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

## **CLASS ADVANCEMENT / PARENTAL RESPONSIBILITIES**

1. A UCMA competitor must compete in at least one entire event in their designated class before becoming eligible for advancement.
2. Before a rider may advance to a Senior class, he/she must meet the all advancement requirements established by the affiliates board/driver advancement committee.
3. He/she must petition the affiliate's board, in writing, requesting that he/she be allowed to advance.
4. The request for advancement must be accompanied by all new consent and release forms (as specified above.)
5. The request must be approved in writing by the affiliate board to advance.
6. The Sport 600 / Super Classes - A rider may advance to race Semi-Pro while still running in Sport. A rider that is requesting this will only be permitted to run the Super Sport 600 and Semi-Pro 600. The rider must follow the advancement procedure.
7. When a rider competes at 2 events in any given season in the Semi-Pro or Pro classes that rider will not be permitted to go back to lower class.
8. BEFORE ADVANCING TO A PRO DIVISION CLASS, THE RIDER MUST BE AT LEAST 16 YEARS OF AGE.

## **DRIVER CLASS ADVANCEMENT**

A racer may apply to UCMA for advancement to the next higher. The application must be made in writing with parental signature (if rider is a minor) to UCMA. The Sanctioning Body will review the application, taking into consideration; racing experience and driver skill.

## **DRIVER RESPONSIBILITY & PIT CREW**

Members of pit crew, etc., are the responsibility of the driver to whom assigned. If a crew member lets someone else use their wristbands, tries to enter restricted areas without the proper identification, wristband or signing a waiver, or in any other way becomes a problem for UCMA race officials, the driver whom they are with, can be penalized up to and including disqualification.

The driver's crew member(s), in signing the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, elect to use the course at the event at their own risk, and thereby releases UCMA together with their heirs, assigns, officers, representative, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

All drivers and crew members are required to check in, sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and WEAR a release wristband on the

appropriate wrist. Everyone who is in the pit area must be wearing a wristband on their wrist. Drivers or their pit crew caught in the pit area without a wristband, switching wristband, or using old wristbands could subject the driver to disciplinary action, fines, and possible disqualification.

NO TEAM MEMBER IS ALLOWED ON THE TRACK DURING A RACE, THIS INCLUDES THE START AREA. WE WILL TRY TO CREATE A "DESIGNATED TEAM MEMBER AREA" WHERE A CREW MEMBER CAN OBSERVE AND INSTRUCT THIER RACER. CREW MEMBERS THAT VIOLATE THIS RULE MAY CAUSE THIER RACER TO BE PENALIZED.

### **DRIVERS MEETING**

The mandatory Driver's Meeting will be held at an announced time and place. It will be conducted by the Race Director and/or Race Promoter. Drivers not attending the meeting will start backwards for the first race of the day.

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### **PRACTICE LAPS**

Drivers should report to the staging area to run practice laps. Length of practice sessions will be determined by amount of time available at each event by race officials. All drivers must be registered and have signed all waivers. Any driver caught on the practice track without being registered or having signed the proper waivers will be disqualified. The Race Director can change or modify practice at anytime. Drivers are responsible to know when there laps are being run. If you miss your Hot Laps you are not allowed to run with another class.

### **STAGING AREA**

Speed will be observed in the pit and staging areas. Drivers will report to the staging area to run practice laps. The order of events will be posted at the UCMA trailer. It is the driver's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called. All drivers and pit crew will be required to wear helmets and tethers while driving through pit and staging areas. Speed in pit area will be enforced. Clutch engagement only!

### **WARM-UP STANDS**

Snowmobile stands that catch and retains traction components, and other items that are thrown by a track, are mandatory. The machine must be placed on a legally approved stand, placed within six (6) inches of the rear of the tunnel opening, and within twelve (12) inches of the track whenever the rear of a machine is raised to clean out the engine or the track. This stand is to be used whenever the rear of a machine is raised to clean out the engine or track and must be used in the paddock and pit area at all times. The stand must be constructed of a metal material sufficient to contain least or other items that might be thrown from a track. This material must be constructed of a metal equivalent to 6061 T6 aluminum 1/16 inch thick. Side extensions are mandatory and at a minimum, the side extensions must extend to the center of the back axle.

No full throttle operation is allowed while the machine is on the warm-up stand.

No warm up stands allowed in staging lanes.

### **PRE-START**

THIS AREA IS ONLY FOR THE CLASS THAT IS GOING TO BE RACING NEXT. THERE IS NO OTHER SLEDS ALLOWED IN THE AREA. DON NOT WAIT BEHIND THE SLEDS IN THE PRE-START LINE. YOU AND YOUR SLED MUST REMAIN IN THE

DESIGNATED "STAGING" AREA. RIDERS NEXT TO PARK SIDE BY SIDE BETWEEN THE CONES IN THE PRE-START LINE. Racers advance from staging to the Pre-Start line prior to racers. Only advance after all sleds have left the Pre-Start line and proceeded to the start line. The Official Starter will verify that racers are in the correct class. Racers that are not in the pre-start line in advance the their race may be required to wait until the starter verifies that they are in the correct race. The race will not be held up for racers that are not in line. RIDERS NOT FOLLOWING THIS PROCEEDURE WILL LINE UP LAST.

### **RACE START & START LINE**

The driver and one (1) crew member are allowed on the start line. The driver is the ONLY person allowed in front of the machine.

Racer that jump starts will be put in the back row on the re-start.

Once the machine reaches the start line on it's own power, the machine is considered to have started the race.

A driver may raise his hand if there is an equipment problem on the start line. The starting flagman will wait a maximum of two (2) minutes for the driver to correct the problem.

The Race Director may order a restart at his discretion. The Race Director's decision is final.

All machines will be stopped under the red flag. The Flagman will notify drivers when to move machines and will have them proceed slowly to the point of the restart. Any machine causing the stop of a race and a subsequent restart, or any machine unable to immediately return to the starting line will be placed at the rear of the restart sequence.

The restart position of the machines reverts back to the last officially counted lap (UCMA considers a lap complete when the leader crosses the finish line). If only one (1) lap or less has been raced, the restart will be the same as the start of the race.

The machines involved in the restart after more than one (1) lap has been raced, will be restarted by a single file start. Drivers will be on the starting line within two (2) minutes in the case of a restart.

If a driver is the cause of a red flag restart, they must report immediately to the onsite ambulance and will not be allowed to restart the race that was red flagged. However, they will receive points for starting the race and will be scored last. If the start area does not allow for space for all drivers to fit side by side, the lowest qualifying drivers will be required to start from a second row at the Race Director's discretion.

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### **TUNE-UP**

Tune-up of the engine will be in the proper area only. Driver must consult with Race Director to determine proper tune-up area will be held on a flat course, completely free of obstructions, which provides adequate and safe run-off areas at the end do competitor may slow down and exit safely. All safety equipment must be worn or driver will be subject to penalty and/or disqualification.

### **PASSING**

A driver must always be prepared for another machine to pass and must therefore be on the lookout for other machines approaching from behind. Drivers will not hinder or obstruct an overtaking machine. A slower driver is to move over for the passing machine.

The deliberate blocking of a faster machine is cause for disqualification or a Stop and Go

penalty at the discretion of the Race Director.

Bumping or cutting of lanes is cause for a Stop and Go penalty or disqualification at the discretion of the Race Director.

Any dangerous or foolish driving, crowding, chopping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds could subject contestant to disqualification at the discretion of the Race Director.

#### **UNSPORTSMANLIKE CONDUCT**

- 1.) Deliberate blocking of a faster racer. May be assessed a Stop and Go penalty or DQ. Discretion of the Race Director.
- 2.) Bumping or cutting of lanes is cause for a penalty. May be assessed a Stop and Go penalty or DQ. Discretion of the Race Director.
- 3.) Dangerous driving, crowding, or unsportsmanlike conduct on the track, pit area or anywhere on the race grounds may cause a Disqualification. Discretion of the Race Director.

#### **LEAVING THE COURSE**

Drivers leaving the course must re-enter in a safe fashion and without gaining a position or advantage (drivers will not be permitted to cut across the infield). Failure to follow this procedure may result in a penalty or disqualification at the discretion of the Race Director.

Drivers may not stop on the race course. If mechanical problems force this, the driver is responsible for getting the machine off the course.

#### **RACE FINISH**

A driver whose machine is disabled before the driver reaches the finish line may push or pull the machine, with the driver's own unaided muscular energy, across the finish line and will be considered to have completed the race. A driver is said to have finished a race when the driver is in contact and in control of the machine as it crosses the finish line.

#### **INJURED DRIVERS & DAMAGED MACHINES**

An injured or otherwise incapacitated driver or damaged machine shall be prohibited from racing with exception that, if in the Race Director's judgment, the driver or machine is determined not to be a danger to driver's self or any other competitor. The Race Director's decision is final.

If for any reason a driver is forced to stop on or near the course during an event, it would be the driver's first duty to remove the machine from the track so as not to endanger or obstruct other drivers.

A driver who has spun out or stalled should raise both hands over their head to indicate that no more movement will be made until the field has passed and to indicate no injury.

#### **RADIOS**

There will be no independent radio transmission on sanctioning bodies radio frequencies

#### **ANIMALS**

No aggressive animals will be allowed at the race site. All animals **MUST** be on a leash.

#### **PROTESTS**

- ✎ All formal protests concerning another drivers machine must be made in writing, by a driver in the competition at the event, from the class in question, on a formal protest form accompanied by a \$200 cash protest fee.
- ✎ Protests, grievances, etc. must be submitted within 30 minutes after affected class results are posted. No protests, grievances, etc., will be accepted more than thirty (30) minutes after the posting of the results of the affected class.
- ✎ When the official protest is made with the fee, teardown will not be complete until protest is satisfied or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If a protest against another driver is made and found invalid, the fee will be given to the protested machine owner for the inconvenience. This is to be accomplished before the machines are released from teardown.
- ✎ There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or the assigned official on the course.
- ✎ A protest must be valid in the eyes of the Race Director, or he has the option not to accept if for action.
- ✎ No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.
- ✎ It shall not be possible to protest or appeal technical inspection equipment, scoring or timing equipment.

## **OFFENSES / PENALTIES**

**Unsportsman like conduct** – Loss of one (1) position

**T-Bone Collision** – Rider responsible for hit will be immediately disqualified.

**Blocking** – Attempting to block a faster rider may result in a penalty.

**Cross Jumping** – If you cross jump and cause a collision you will be found at fault and may face penalty

There will be NO contacting another sled from the rider's legs to the back of the machine, may result in penalty. NO contacting another sled from behind, may result in penalty.

Hit from behind knocking rider and machine off track, may result in penalty.

Hitting another sled from behind with enough force to unseat rider, may result in penalty.

Intentionally contacting another sled behind riders legs may result in penalty.

Contact is and has been part of racing but contact with intent to dislodge rider, considered a take out move will not be tolerated. Rules will be enforced and penalties maybe assessed. The above are discretionary calls by Head Ref or Race Director

There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or the assigned official on the course.

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Exsisting Rules may be revised, or new rules added after the rulebook was printed. It is the racers responsibility to know the rules and updates.

**IF ANY PART, COMPONENT OR MATERIAL AREA OF THE SNOWMOBILE IS NOT**

STATED THAT CHANGES, ALTERATIONS OR MODIFICATIONS ARE ALLOWED THEN IT IS CONSTRUED THAT THEY ARE "NOT ALLOWED"

ENFORCEMENT, DISCIPLINE AND VIOLATIONS

EJECTION FROM RACE SITE

The Race Director has the right to eject any person (s) from the pit, paddock (staging area) or race track area.

CONDUCT OF PARTICIPANT (OFFICIALS, DRIVERS, CREWS, ETC.)

**(Enforcement, Discipline and Violations)**

- ✎ Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from race site and be subject to fines and penalties.
- ✎ Any participant that threatens bodily harm or assaults any official, driver, crew, etc., may be subject to disciplinary action, ejection from the race site and be subject to fines and penalties.

**POINT SYSTEM**

- ✎ All racers will receive an additional 10 points for each race event they participate in.
- ✎ All events count towards the season championship for members.
- ✎ All classes will earn points.
- ✎ No points will be awarded in the last chance qualifiers (LCQ).
- ✎ It is the responsibility of the driver, not UCMA Officials, to make sure proper points have been awarded at each event.
- ✎ Points will be awarded as follows:

**FINAL HEAT**

1st 30 15  
2nd 27 12  
3rd 24 10  
4th 21 9  
5th 18 8  
6th 15 7  
7th 14 6  
8th 13 5  
9th 12 4  
10th 11 3  
11th 10 2  
12th 9 1  
13th 8 1  
14th 7 1  
15th 6 1

**TIE BREAKERS**

Will be the highest amount of 1st place finishes, 2nd place finishes, and 3rd place finishes.

**QUALIFYING ROUNDS**

All Riders must race the Qualifying Rounds and/or Moto's in order to race in the Finals the following day. If a rider is in attendance at a UCMA Sno-Cross event for the qualifying rounds

and there is a mechanical issue with the Sled that prohibits the rider from competing in the Qualifying Round, they must approach the Start-line Official when the Class is called to the Startline. The rider shall notify the Official of their Bib Number, and he will record it. By following this procedure, the rider will be permitted to compete in the Finals but must start from the back row.

If a rider does not follow this procedure or is not in attendance for the qualifying rounds, THEY WILL NOT BE ALLOWED TO COMPETE.

**A RIDER MUST RACE THE SLED THAT THEY QUALIFIED ON IN THE FINALS.**

#### **LAST CHANCE QUALIFIERS (LCQ)**

LCQ will occur only when there is more than 15 racers per class. Top ten (10) racers in heat/moto will start in the front row in final. The remaining five (5) will start in the back row.

#### **AUTOGRAPH SESSIONS**

When requested by Race Director the top 15 drivers in year-end points from the previous season in both Pro Stock and Pro Open must attend the autograph signing. The penalty for not attending the autograph signing is a 25 point reduction from the year-end standings. A driver may receive written permission to not attend from the owners of UCMA or Race Director for medical, personal or promotional reasons.

#### **DRIVER PAYOUT AND AWARDS**

All prizes, awards and paybacks will be presented to the official winners at the trophy presentation.

UCMA official will allocate any added prize money.

Trophies will not be mailed out. It is the drivers responsibility to pick up any trophies and/or prize money or arrange for them to be picked up

It is the driver's responsibility to know what the manufacturers and other sponsors contingency program requirements are and to follow up on all necessary procedures to collect on these programs.

Year end payout may vary from season to season. It is based on entries for the given season.

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#### **SNOCROSS TECHNICAL VIOLATIONS**

Driver infractions/disqualifications in a Snocross event will be forwarded at all UCMA affiliates. Drivers may be disqualified for the following technical violations:

Running without a hood or shroud in position

Running with altered numbers

Running with bibs not in position

Receiving unauthorized assistance.

The driver, group of drivers or any crew members attempt to harass race officials, in any manner.

Course cutting.

Failure to stop for Post Race Technical Inspection.

Failure to use proper safety equipment.

Allowing non registered drivers to operate a driver's machine on the track during a practice lap or during a race.

Running without helmet strapped.

In the event a driver becomes dislodged from their machine or crashes, and the engine continues to run, the safety disconnect switch fails to function, or is not properly fastened/attached to the driver, while the engine is running, the driver will be disqualified from the heat that the infraction occurred. It is the driver's responsibility to fasten the tether securely.

Refueling the machine on the start line.

Running while the clutch is exposed.

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## GENERAL REQUIREMENTS – ALL CLASSES

### Machine Requirements

The condition of a machine is the responsibility of the driver. A driver may be disciplined if a driver's machine is modified so as to defraud the officials or other competitors.

### SAFETY SWITCH

A functional and operational secondary safety shutoff switch (kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handlebar. The switch may be either the "click-on, click-off" type or the spring-loaded, push and hold type.

### TETHER SWITCH

In the event that a driver becomes dislodged from his or her machine or crashes, and the engine continues to run, and the tether (safety disconnect) switch fails to function or is not properly fastened/attached to the driver while the engine is running, the driver will be disqualified from the heat that the infraction occurred. It is the driver's responsibility to fasten the tether securely. The excuse that the tether malfunction was caused due to freeze-up will not be accepted. Lubricants of any types are not allowed to be used on tethers or its parts.

## TRACK & TRACTION

Regardless of track length or width, a machine is limited to ninety-six (96) sixty (60) degree unsharpened, unmodified single point picks/studs.

All components of the traction devices must be located in the center of the track between the inside edges of the two slide runners (hyfax) and a minimum of 3 ¾ inches from the edge of the track.

The stud backing plate maximum size is 2 inches by 2 ¼ inches. Backing plates must be commercially available.

All studs must be directly aligned with "leading" rubber lug and no more than 1 ¼ inches behind the leading lug. The 3/8 inch maximum penetration measurement will be taken off the top of the leading lug. The two measurements are taken parallel to the edge of the track and parallel to the flat of the track.

Titanium traction products are NO longer allowed, Studs / Picks must be steel.

Add on traction products are not allowed, including cleats and screws.

## IGNITION & ELECTRICAL

All lenses made of glass must be taped over with transparent tape (no colored tape).

Lighting required for the class must be operational at the start of the race. Light failure during a race is not grounds for disqualification.

Data acquisition systems are allowed on the snowmobile but not on the racer.

### **SKI SUSPENSION & STEERING**

Maximum ski distance is 43 ½ inches measured under the spindle. The carbide runner must be centered on the ski board.

Aftermarket skis are allowed. Skis must be commercially available.

Ski skins are allowed.

Minimum ski width is 3 1/2 inches, no maximum width. Keel depth allowed is 1 1/2 inches without ski runner.

Ski loops must be intact at the start of each race.

### **SKI RUNNERS**

Ski Runners must be commercially available.

Only one cutting edge is allowed. The minimum cutting angle is sixty (60) degrees. No grinding or modification of the host bar or cutting edge is allowed

Host bar may be any shape that conforms to the rules. Except for the cutting edge and groove for affixing cutting material, all edges must have a minimum radius of 45 degree chamfer of 1/16 inch.

Shape of host bar and cutting edge must limit penetration to 3/16 inch. Shoulder required adjacent to cutting edge if host bar is not round or oval.

Minimum radius of round or oval host bar adjacent to cutting edge is 7/32 (0.219) inch.

Maximum height and width is 5/8 inch. Minimum width adjacent to cutting edge is 3/8 inch for host bar which is not oval or round. Ski runner must fit within 5/8 inch square.

### **FRAME & BODY**

Dulled foot traction devices are allowed on the running boards.

The rear snow flap must be in contact with the course surface when driver is seated.

The rear snow flap must be constructed of a semi-rigid material such as HD polyethylene or UHMV polyethylene.

Running board extensions are not allowed.

Rear snow flap must be held down and restrained from rearward movement at the start of each race.

Snow flaps must overlap the widest part of the rear tunnel opening by at least 1" on each side.

The color orange is not allowed on machines in UCMA Snocross racing. You will not be allowed to start or compete in any UCMA sno-x event. Excluding UCMA or sponsor decals.

### **LEGAL FUEL REGULATIONS**

A competitor appealing a fuel disqualification will be liable to cover costs of analysis and

handling.

Only commercially available fuel that meets ISR regulations will be legal. Fuel may be mixed with oil - organic or chemical base lubricants. The use of power boosting additives is illegal. It is the racer and teams responsibility to make sure that their fuel is legal. Any racer competing with illegal fuel will be disqualified and their name will be submitted to ISR for further action.

### **PRE-RACE SAFETY INSPECTION**

Pre-race safety inspections are mandatory for driver and machines at all races.

All aspects of modifications are contingent upon safety inspection by the Technical Director. The Technical Director may remove any machine from competition that does not meet safety requirements.

It is the racers responsibility to have all machine repairs done prior to the race, including all broken body parts.

### **SEALS**

Drivers will allow the installation of a seal or seals on the engine and/or body of their racing machines. To change the seal, mutilate it or try to break it, or re-use it, during the weekend or event where it is installed without the consent of the Race Director, could result in the responsible driver being called before the disciplinary committee for strict discipline. Accidental breakage of the seal must be reported to the Race Director immediately.

### **MANDATORY TEARDOWN**

Technical Director will select the machines for mandatory teardown and inspections. The machines driver will be notified at the completion of the race if he/she is to report to teardown.

Any driver refusing a teardown will be disqualified.

The driver and/or the driver's mechanic will perform the teardown to the point required by the Technical Director.

The racer and/or the team mechanic will be the only two people allowed.

Inspected machines will not be reassembled by the inspection group with the machine in the inspection area.

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Existing Rules may be revised, or new rules added after the rulebook was printed. It is the racers responsibility to know the rules and updates.

IF ANY PART, COMPONENT OR MATERIAL AREA OF THE SNOWMOBILE IS NOT STATED THAT CHANGES, ALTERATIONS OR MODIFICATIONS ARE ALLOWED THEN IT IS CONSTRUED THAT THEY ARE "NOT ALLOWED"

### **STOCK SNOWMOBILE REGULATIONS**

The machine must have the original OEM engine, hood, intake, exhaust, frame, track, suspension, cowl and drive. Named components must be of the same model and year, or properly filed OEM replacement parts.

### **FRAME & BODY**

Fuel tank must be OEM as supplied with the machine or opaque (translucent) as supplied by

the OEM manufacturer.

The seat must remain OEM for the model.

All chassis will have OEM tags and/or serial numbers affixed to the frame.

Removing any material from the snowmobile of any type will NOT be allowed

Reinforcing by welding and/or bracing will be allowed.

Hoods may not be removed.

Windshields must be OEM. The windshield must be intact at the start of each race day on all stock sleds. Modified snowmobiles are not required to have one.

Hood insulation may not be removed.

Tunnel protective wear strips may be added, removed or altered.

Skid plates may be added for protection. They must be securely fastened.

Bumpers may be added, removed or relocated but cannot create a safety hazard.

Access openings will be allowed for component removal but closures must be made of original type materials.

## **ENGINE**

All engines will have an OEM tag and/or serial numbers affixed to the engine

No component of the engine may be altered, changed or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. Blueprinting will not be allowed. No removal of material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other reasons.

Stock OEM for the model pistons only are allowed for replacement.

There will be no more than one cylinder base gasket.

OEM carburetor slide valves and replacement jet options are allowed.

An adequate return spring on the throttle is required.

Choke mounting location may be relocated, removed or disconnected for drivers comfort.

No pressure charging allowed, engine must be normally aspirated.

Rotary valve timing/duration must remain as filed by the manufacturer.

The engine air intake system is to include any: cowl vents, airbox, noise reducing foam (cowl vents & airbox), carb boots, carburetors, clamps, rotary valves, reed valves, carburetor flanges and oil injection nozzles that are original OEM equipment for that make and model. No changes or modification will be allowed to any part of the engine air intake system or mounting location.

Deep snow cover/foam must remain in place.

Engine must remain in the original mounting location.

No pressurization of fuel tanks or fuel lines is allowed.

All fuel line must be clear of all machine components.

Oil injection system must be installed in their OEM configuration, but may be disconnected.  
Oil injection nozzels may be plugged or removed.

Spark plugs are not required to be OEM.

The exhaust system is to include any header flange or pipe, Ypipe, expansion chamber, pulse charger, muffler and tail pipe that are original OEM equipment for that make and model.

## **DRIVE**

Machines must have the original OEM variable speed converters supplied by the manufacturer for that make and model or a part that has superceded the original OEM part for the model. Factory designed replacements must be submitted to ISR for approval.

Any springs, weights or ramps may be used.

No machining on clutches to accommodate springs and weights are allowed.

In the primary clutch, metal may be removed but not added.

Secondary clutch cams may be cut to any angle. Billet helixes are allowed.

Chain case must be original OEM for the model equipment and must remain in the original mounting location. The chain tensioner may be changed to any OEM equipment.

Track drive axle and sprockets must be OEM for the model. Sprocket diameter may be trued round.

Brakes may be changed or altered, but must be operational at all times.

Brake control lever handle must remain in th OEM location.

## **SKI SUSPENSION & STEERING**

A maximum sled/chassis width will be 43 ½ inches measured from one ski carbide cutting edge to the opposite ski carbide edge.

Machines must remain stock width.

Sway bar may be removed.

Any spring may be used on the suspension.

OEM shock lenght for the model must not be exceeded.

Reinforcement of components will be allowed by welding or bracing. Structural integrity must be maintained.

Handlebars must be intact at the start of each race day. Any commercially available handlebars are allowed and may be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Column or post must remain in it's OEM position. Grips and controls may be modified. The throttle will be operated with a thumb mechanism located on the handlebar to the rear of the machine (no twist grips).

## **SKIS & SKI RUNNERS**

Aftermarket skis are allowed. Skis must be commercially available. Ski, ski hoop and ski runner must conform to General Rules and Regulations.

## **TRACK SUSPENSION**

Suspension must be OEM for the make and model. Suspensions must remain in the original mounting location, or optional locations predrilled in backing plate by the manufacturer. Suspension components must remain in original location or optional locations filled by

the manufacturer.

Rear idler and marginal snow wheels may be added or removed.

Rails may not be bent or shortened.

Any hyfax is allowed.

Slide lubrication is not allowed.

Suspension may be reinforced but not re-engineered.

## **TRACK & TRACTION**

The track must remain as manufactured. No trimming or shaving of the track grouser bars, rubber studs/snow lugs will be allowed.

Grouser bars and rubber snow lugs must remain OEM height and width.

440 Stock snowmobiles that are 2005 models or newer must use the OEM track for that model

Any commercially available guide/track clips may be used. No traction devices may be added to track clips.

Studs cannot be more than 3/8 inch above the highest point of the track. Must be steel.

## **IGNITION & ELECTRICAL**

All machines must be equipped with a safety disconnection (tether) and be operable at all times. Tethers must be used and attached to the operator whenever the engine is running, this includes pit areas, staging and the race course.

The maximum tether cord length will be five (5) feet.

The tether cord will be securely fastened to the driver.

The tether switch will be securely mounted in a location on the machine other than on the handlebars.

Instrumentation may be added. Must not provide a safety hazard.

A functional and operational secondary safety shutoff switch (kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handlebar.

Head, tail and brake lights must be original OEM equipment. They must be taped over with transparent clear tape and must remain in original mounting location. Must be operational at the start of the race. Light failure during a race is not grounds for disqualification. The tail light cannot be battery operated.

CDI/ECU module may be reprogrammed

No aftermarket device allowed which interrupts ignition for the purpose of launch control unless OEM.

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## **MODIFIED / OPEN REGULATIONS**

### **GENERAL RULES**

Maximum displacement 600cc.

All machines must meet the safety guidelines.

All competing machines may be individually inspected by race officials for safety and structural soundness.

All machines must be equipped with a tethered safety kill switch which will stop the motor and any electric fuel pumps being used. The tether cord must be securely attached to the operator at any time the motor is running

The minimum weight of the machine (as raced) shall be 430 lbs.

### **FRAME & BODY**

No nitros oxide systems.

All machines must have a hood, belly pan, contoured seat and an enclosed tunnel. Windshields are not mandatory.

Chains, pulleys and exposed moving parts will be isolated from the driver and other competitors by a shield capable of retaining all accidental explosions and component impacts. The integrity of protective shields shall be at the Race Directors discretion. No holes may be drilled in protective shields.

### **ENGINE**

A functionally silenced exhaust system is required.

600cc 2 stroke, 1050cc 4 stroke max. displacement.

Must be OEM on stock machines

No nitrous oxide systems.

### **DRIVE**

The clutch cover must be separate from cowl configuration and cover clutches to center of bolt or below. Clutch cover guards must be .090 inch 6061 T6 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, belting is recommended, not required. Machines with removable side panels may bolt clutch cover guards to side panel to meet this requirement.

Any clutch system is allowed.

### **SKI SUSPENSION & STEERING**

Maximum carbide distance cannot exceed 43 ½ inches measured under the spindle.

Turning carbide length is unlimited.

The handlebars ends must be capped

Handlebars must be padded

### **TRACK & TRACTION**

Traction lugs may be trimmed to within ¼ inch of track rods and fabric. If any lugs in the center portion of the track are trimmed, no traction products are allowed on the track. If outer band lugs are trimmed off at a forty-five degree (45) angle, track studs may be used according to traction rules.

Stud ruling is the same as stock classes.

### **IGNITION & ELECTRICAL**

Taillight assembly must be from a stock qualified machine. Taillights must be rewired so that the

brake light element is on whenever the engine is running. Brake lights are not required.

## CONTROLS

Brakes shall be operational at all times.

Throttle controls are same as stock.

Multiple violations of the same rule may result in suspension.

Existing Rules may be revised, or new rules added after the rulebook was printed. It is the racers responsibility to know the rules and updates.

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## **JUNIOR RIDERS:**

### **LIMITATIONS/CLASS ADVANCEMENT**

- 1. The Junior Division is available to drivers 14 years of age through 17 year of age.**
- 2. If a Junior racer turns 18 during the racing season, he/she may remain in the Junior division until the end of the season.**
3. These Junior classes are recognized as official ISR categories for Junior Competition. An affiliate may offer any or all of the classes as the affiliate sees fit.
4. Junior competitors must obtain a junior membership.
5. Junior competitors must present a notarized birth certificate.
6. Any competitor under the age of majority in driver's state or province of residence must provide notarized, written consent from parent or guardian.
7. Junior competitors must sign appropriate waivers including PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT and MINOR'S ASSUMPTION OF RISK ACKNOWLEDGEMENT.
8. A MINOR COMPETITOR ELIGIBILITY NOTIFICATION (loss of amateur status) form must be signed before Juniors are allowed to compete.
9. Parent or designated guardian must accompany the junior competitor to all events that they are competing in which he/she is entered.
10. At the discretion of the sanctioning body, Juniors may be allowed to compete in more than one age group/class for which they are qualified and approved by the sanctioning body in order to gain more experience.

### **SNOWMOBILE REQUIREMENTS**

1. Only designated snowmobiles allowed.
2. All snowmobiles competing in Junior classes must comply with all applicable rules and regulations for Stock snowmobiles.

### **CLASSES AND DESIGNATED SNOWMOBILES**

#### **JUNIOR 14-15 (Ages 14 and 15)**

Designated Snowmobiles

Up to 600cc stock fan cooled snowmobiles

Up to 500cc stock liquid cooled snowmobiles

“Throttle Restricted” 600cc stock liquid

A Junior 14-15 racer may apply to UCMA for advancement to the Junior 16-17 class.. The application must be made in writing with parental signature to UCMA. The Sanctioning Body will review the application, taking into consideration; racing experience and driver skill. Junior 14-15 will not be allowed to race a 600cc sled, max. 440cc liquid Sled.

### **JUNIOR 16-17 (Ages 16 and 17)**

Designated Snowmobiles

Up to 600cc stock fan cooled sleds

Up to 600cc stock liquid cooled snowmobile (may be revised)

A Junior 16 - 17 is allowed to race a 600cc liquid ( may be revised)

Junior racers cannot compete in Semi-Pro or Pro classes.

Riders must advance up through the classes. Junior Ride must advance to Sport Classes prior to Semi-Pro. They are not allowed to skip over a class to advance to the next higher class.

### **JUNIOR ADVANCEMENT**

WHEN AN ISR COMPETITOR REACHES THE AGE OF 14 YEARS AND QUALIFIES FOR JUNIOR COMPETITION, HE/SHE MAY BE ADVANCED UP TO THE NEXT LEVEL, BUT ONLY AFTER FULLFILLING ALL REQUIREMENTS BELOW

### **AFFILIATE RESPONSIBILITIES**

1. Before an affiliated sanctioning body may advance Junior drivers, it must have a bona fide junior program.
2. The affiliate’s board/driver classification committee is responsible for verifying a Junior’s driving ability.
3. Junior competitors shall be required to perform practice laps/runs from time to time to allow race officials to observe their progress in learning the handling skills required to advance.
4. Junior advancement is at the discretion of the driver’s classification committee and can be reviewed at any time. The committee has the authority to advance, demote or deny advancement to any driver. The decisions of the classification committee are final.
5. The affiliate board/driver classification committee will not advance drivers until all DRIVER/PARENTALRESPONSIBILITIES have been fulfilled and all completed and signed documents are on file.

### **DRIVER / PARENTAL RESPONSIBILITIES**

1. A Junior competitor must compete in at least one entire event in their designated class before becoming eligible for advancement.
2. Before a Junior may advance to a Senior class, he/she must meet the junior advancement requirements established by the affiliates board/driver advancement committee.
3. He/she must petition the affiliate’s board, in writing, requesting that he/she be allowed to advance.
4. The request for advancement must be accompanied by all new consent and release forms (as specified above.)
5. The request must be approved in writing by the affiliate board to advance.

6. BEFORE ADVANCING TO A PRO DIVISION CLASS, THE JUNIOR MUST BE AT LEAST 16 YEARS OF AGE.

### **JUNIOR 10-13 RACING**

#### **FORMAT AND GENERAL RULES**

1. The Junior 10-13 class is available to drivers 10 years of age through 13 years of age.

**2. If a Junior 10-13 racer turns 14 during the racing season, he/she may remain in the Junior 10-13 division until the end of the season.**

3. Snowmobile must have a maximum speed of 40 miles per hour WHILE RACING.

4. A radar gun will be used to monitor the top speed. Any sled exceeding 40 miles per hour will be disqualified. The designated radar gun cannot be protested.

5. BEFORE ADVANCING TO JUNIOR COMPETITION, THE JUNIOR 10-13 RACER MUST BE 14 YEARS OF AGE AND COMPLY WITH ALL PROVISIONS SPECIFIED IN THE JUNIOR COMPETITION SECTION.

6. SPECIAL SANCTIONS - Can be any Junior 10-13 racing event that is not specified but meets established safety standards, applicable laws and approved insurance coverage.

**7. While driver is on the course, radio communication between driver and crew is not allowed.**

#### **JUNIOR 10-13 SNOWMOBILE RULES**

1. If it isn't stated (in this section) that it can be done, consider that it cannot be done.

2. All snowmobiles competing in Junior 10-13 must comply with all applicable rules and regulations for Stock snowmobiles.

3. Unless otherwise specified, the snowmobile must have original OEM (or factory designated replacement) engine, hood, track, skis, frame, cowl, gas tank, carburetion, air box, suspension and variable speed converter supplied by the manufacturer for that particular model.

a. Factory supplied options are not allowed.

b. No engine kits allowed.

4. Removal of any material from total machine by means of heat, acid, drilling, grinding, sand blasting, peening, substitution, or total elimination will not be allowed unless otherwise specified in this section.

Junior competition – (page 119 ISR Rule Book) At the discretion of the sanctioning body, Juniors may be allowed to compete in more than one age group/class for which they are qualified and approved by the sanctioning body in order to gain more experience.

Junior 14 – 15 and Junior 16 – 17 – 600cc fan cooled or 600cc liquid with a manufacturers provided throttle limiter control set a ISR approved throttle opening levels. (page 122 ISR Rule Book)

A Junior rider may apply for Advancement in writing, with parental consent. It must be presented in person the the Sanctioning Body in person for review.

A Junior Rider may advance to the next higher class if their Birthday is prior to March 30th of the given Sno-Cross Season. Must be applied for in writing, with parental consent.

### **JUNIOR 10 – 14**

**The junior 10-14 class is available to drivers age 10-14.** Only designated Fan models, 600cc or less, are eligible for competition. A junior 10-14 racer **cannot** advance to Junior 14-15 racing until his/her 14th birthday.

### **GENERAL COMPETITION & SAFETY RULES**

All machines must have the original OEM (or factory designated replacement) engine, hood, track, frame, cowl, gas tank, carburation, air box, suspension and variable speed converter supplied by the manufacturer for that particular model.

Factory supplied options are not allowed.

Engine kits are allowed.

### **FRAME AND BODY**

OEM windshields for the model or factory options are allowed. The windshield may be altered for the driver's safety and comfort, but must extend five (5) inches above the highest point of the hood.

Windshields must be intact at the start of the race

### **ENGINE**

No component of the engine may be altered, changed, reduced or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine.

Blueprinting of engines is not allowed. No removal of material will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.

Engine must retain its original cooling concept (fan of free air cooling circuits cannot be modified or removed, except for quick disconnects).

### **DRIVE**

These components will be interchangeable between any brands providing there is no modification to the clutch required to make these components fit.

Any combination of factory springs, weights, ramps, etc. may be used. Clutch engagement speed shall not exceed 6000 RPM when machine movement is initiated for V-bell torque converter drive systems.

In the primary clutch, metal may be removed but not added to ramps or flyweights.

### **SKI SUSPENSION & STEERING**

Any properly filed OEM spring allowed (+ or -) ½ inch (12.5mm) overall length.

Any commercially available handle bar is allowed. Handle bar extensions will be legal. All ends must be plugged.

Aftermarket skis are allowed. Skis must be commercially available.

### **TRACK SUSPENSION**

Suspension must be OEM for the make and model. Must remain in original mounting location or optional locations pre-drilled in backing plate by the manufacturer.

Suspension components must remain in original location or optional locations filed by the manufacturer.

Rear idler and original snow wheels may be added or removed along with mounting brackets from an OEM wheel kit. Wheel diameters may be turned true.

Any hyfax is allowed.

Slide lubricaton is not allowed.

### **IGNITION & ELECTRICAL**

Head, tail and brake lights must be original OEM equipment and must remain in the original mounting location. They must be operational at the start of a race. Light failure during a race is not grounds for disqualification. Tail lights cannot be battery operated.

Glass lenses must be taped and remain in place

### **MATERIAL REMOVAL**

Removal of any material from total machine by means of heat, acid, drilling, grinding, sand blasting, peening, substitution or total elimination will not be allowed unless otherwise specified in the section.

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### **120 RULES AND REGULATIONS:**

#### **QUALIFYING ROUNDS**

All Riders must race the Qualifying Rounds and/or Moto's in order to race in the Finals the following day. If a rider is in attendance at a UCMA Sno-Cross event for the qualifying rounds and there is a mechanical issue with the Sled that prohibits the rider from competing in the Qualifying Round, they must approach the Start-line Official when the Class is called to the Startline. The rider shall notify the Official of their Bib Number, and he will record it. By following this procedure, the rider will be permitted to compete in the Finals but must start from the back row.

If a rider does not follow this procedure or is not in attendance for the qualifying rounds, **THEY WILL NOT BE ALLOWED TO COMPETE FINALS.**

**A RIDER MUST RACE THE SLED THAT THEY QUALIFIED ON IN THE FINALS.**

**THE 120 IMPROVED CLASSES CAUSED OUR OFFICIALS PROBLEMS LAST SEASON DUE TO "cheating" CONCERNS BY OTHER TEAMS. THIS CLASS COULD BE REMOVED FROM THE RACE LINE-UP IF IT CAUSES PROBLEMS FOR OUR OFFICIALS. IF A RACER IS FOUND IN VIOLATION OF THE RULES THE PARENT SHALL BE REQUIRED TO REMOVE THIER CHILD FROM THAT CLASS FOR THE REMAINDER OF THE SEASON. PARENTS DO NOT SUBJECT YOUR CHILD TO THIS. NO WARNINGS WILL BE GIVEN!.**

**PARENTS MAKE SURE THAT YOU HAVE THE SPEED CHECKED ON YOUR CHILD'S 120. THAT SPEED IS TO BE CHECKED ON FLAT GROUND.**

**IF ANY PART, COMPONENT OR MATERIAL AREA OF THE SNOWMOBILE IS NOT STATED THAT CHANGES, ALTERATIONS OR MODIFICATIONS ARE ALLOWED THEN IT IS CONSTRUED THAT THEY ARE "NOT ALLOWED"**

**IF YOUR CHILD'S 120 IS FOUND IN VIOLATION OF THE RULES FOR THE CLASS THAT IT IS COMPETING IN THEN THE PARENT WILL DISQUALIFY THIER CHILD WITH A RACE OFFICIAL PRESENT.**

### **120 STOCK**

## **ENGINE**

Engine must remain OEM stock. No changes or modifications can be made.

Governor can be removed.

No changes include polishing, port matching, deburring, glass or sand blasting surfaces or removal of any material to balance engine or for any reason.

Exhaust may be changed, but must remain within the width of chassis.

Carburation may be changed or modified.

Speed and RPM of snowmobile will be monitored by Race Officials. STOCK SPEED, as it comes from manufacturer.

## **DRIVE**

No clutch changes or modifications

No gearing changes or modifications. OEM gear ratio must be maintained.

Stock clutch engagement must be maintained

Clutch and chain guard must be in place.

Rear Drive Gear Changes allowed; Polaris & Arctic Cat 42 tooth and Ski-Doo 41 tooth.

## **SUSPENSION**

Front shock may be changed

Front end not to be widened

Track must not be reversed

## **ELECTRICAL**

Headlight must be functional


Tether must be functional

If any part, component or material area of snowmobile is not stated that changes, alterations or modifications are allowed then it is to be construed that they are **NOT ALLOWED**.


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## **120 IMPROVED STOCK**


### **ENGINE**

 Engine must remain stock. No changes or modifications can be made.


 Governor can be removed.


 No changes include polishing, port matching, deburring, glass or sand blasting surfaces or removal of any material to balance engine or for any reason.

 Exhaust may be changed, but must remain within the width of chassis.

 Carburation may be changed or modified.

### **DRIVE**

 Clutch may be changed or modified

 No belt drive

- ✎ Brake must be functional
- ✎ Clutch & chain must be shielded.
- ✎ Chain and gearing may be changed.
- ✎ MAXIMUM SPEED ON FLAT GROUND - 18 mph.

### **SUSPENSION**

- ✎ Front shock suspension may be altered or changed
- ✎ Front end may be widened, max. 34 inches center to center ski.
- ✎ After market shocks may be added to suspension but skid frame must remain OEM.
- ✎ Track must not be reversed.

### **ELECTRICAL**

- ✎ Functional headlight
- ✎ Tether must be functional

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## **120 MODIFIED**

### **ENGINE**

- ✎ Stock engine mods allowed
- ✎ Cam shaft max .290 inch lift
- ✎ Max intake valve diameter 25.2 mm
- ✎ Max exhaust valve diameter 24.2 mm
- ✎ Min valve stem diameter 5.5 mm
- ✎ Valve springs & retainers
- ✎ Tappets and push rods
- ✎ Engine overbore not to exceed .50 mm of standard bore
- ✎ The following engine components can be modified
  - ✎ Bearing
  - ✎ Connecting rod
  - ✎ Piston
  - ✎ Rings
  - ✎ Gaskets
  - ✎ cylinder head
  - ✎ cylinder
  - ✎ crankcase
  - ✎ Rocker arms
- ✎ Carburetor can be bored or modified
- ✎ Exhaust can be modified, but cannot protrude beyond sled's width.

Engine max 5.5 hp may be used but CANNOT BE MODIFIED.

#### **DRIVE**

- ✎ Clutch and chain must have a cover.
- ✎ Track drive sprockets may be modified
- ✎ Brake must be functional.

#### **SUSPENSION**

- ✎ Ski suspension and steering may be modified materials and components must meet OEM strength and structure integrity.
- ✎ Maximum ski stance is 34", center to center of ski.
- ✎ Skid frame may be modified materials and components must meet OEM strength.
- ✎ Slider may be lubricated
- ✎ Aftermarket shock may be installed
- ✎ Track may not be reversed
- ✎ Traction control devices must not extend more than 3/8" beyond highest point of track.
- ✎ Must have a functional tether.

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#### **Officials Race Trailers**

Please do not enter UCMA Race Trailers unless accompanied by a UCMA race official.

#### **Additional Rules**

No pre race inspection - no practice.

After registration is closed no race fee will be refunded. (Reason is that you have been entered in the classes at registration which takes time and paper work)

No registration will be excepted sat morning. (There may be exceptions, but there will be a \$50 penalty enforced)

For crew members – if not signed in and paid by close of Friday night registration, must pay gate and pit.

#### **TEAR DOWN**

The driver or mechanic will perform tear down to point required by Race Director.

#### **RACE DIRECTOR**

Is responsible for the conduct of the race.

He has the right to make a final determination concerning ALL ASPECTS of a race, the race facility and track.

He has the right to stop a race at any time if he has safety concerns, whether towards officials, riders and course safety.

He shall have the right to disqualify any racer if any individuals, crew members or friends with their team has not paid pit and signed a waiver

#### **PROTESTS**

All protests regarding a race officials decision must be given to the Race Director ONLY.

They may also be made in writing which must be presented to the Race Director.

A racer or crew member shall not walk onto track to protest.

State your protest. DO NOT argue with any race official. The race official will confide with the Race Director to decide if you have a valid protest.

**PIT RULES:**

- Speed restrictions are in effect - clutch engagement
- cannot observe a race from on the track (no exceptions)
- racers and team members are not allowed to cross the track during the race day, other than intermission breaks.
- parents of 120 racers are allowed to assist their child, if a parent interferes with another 120 racer your 120 racer may be penalized

**STRONGER RULE ENFORCEMENT:**

Please remember that the UCMA officials cannot and will not see every infraction. Team members may see an infraction while observing a race but unless your racer is a minor you cannot approach our officials with a complaint. Remember, our officials have a much better view of incidents on the track than team members from the sidelines.

When UCMA officials make a call they will not reverse it.

Passing on yellow - you must immediately allow to be re-passed. If not, a stop and go penalty will be assessed. If you do not comply, you will be DQ'd.

Jumping on yellow - if more than your ski's leave the ground, a "stop n' go" up to a DQ. Discretionary call by an official.

Red Cross Flag - jumping or passing will result in a disqualification. Discretionary call by an official.

Re - Start - if more than 60% of sleds pile up in the first corner after the start or if it is a safety issue, then the race will be red flagged and restarted.

After Start - no intentional contact from stir-up to rear of the sled. Penalty will be determined on severity of the hit. A "stop n' go" up to a disqualification. Discretionary call by an official.