



**SNOWMOBILE CROSS COUNTRY
SERIES
(SCCS)**

RACE HAND BOOK

TABLE OF CONTENTS

Classes.....	page 1
Gate Fee and Check-in.....	page 2
Machine Requirements.....	page 3
Stock Snowmobile Rules.....	page 4
Open Class Rules.....	page 7
120cc Stock Class Rules.....	page 9
120cc Open Class Rules.....	page 11
Rider Requirements and Race Day Information.....	page 12
Cross Country Technical Violations.....	page 15
Flag Definitions.....	page 17
Awards and Point System.....	page 18

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)
 - b. Pro Open(up to 600cc liquid cooled stock machines)
2. Semi-Pro
 - a. Semi-Pro Stock(up to 600cc liquid cooled stock machines)
 - b. Semi-Pro Open(up to 600cc liquid cooled machines)
 - c. Semi-Pro Fan(up to 600cc fan cooled stock machines)
3. 440
 - a. 440(up to 440cc liquid cooled stock machines)
4. Vet 30+-Vet class racers must be at least 30 years of age at the time of event.
 - a. Vet 30(up to 600cc liquid cooled stock machines)
5. Master 40+-Masters class racers must be at least 40 years of age at the time of event.
 - a. Masters 40(up to 600cc liquid cooled stock machines)
6. Legends 50+ -Legends class racers must be at least 50 years of age at the time of event.
 - a. Legends 50(up to 600cc liquid cooled stock machines)
7. Sport 85- Racers must be 14 years of age at time of event.
 - a. Eligible sleds include:
 1. **ARCTIC CAT**
 - All 550cc and smaller, non power valued models.
 - All fan-cooled models.
 2. **POLARIS**
 - Non-power valued 500cc models
 - All fan-cooled models
 3. **SKI DOO**
 - All fan-cooled models
 4. **YAMAHA**
 - 2007 Phazer models

*****OTHER MODELS MAY BE APPROVED BY SCCS*****

8. Amateur
 - a. Amateur 600 Stock(up to 600cc liquid cooled stock machines)
 - b. Amateur Open (up to 600cc liquid cooled machines)
 - c. Amateur Fan (up to 600cc fan cooled stock machines)
 - d. Women's (up to 600cc liquid cooled stock machines)

9. Junior
 - a. Junior 14-17(up to 600cc fan cooled stock machines)
 - b. Junior 10-13(up to 380cc fan cooled stock machines)
 - c. 120cc stock(up to 120cc stock machines)
 - d. 120cc open (up to 120 machines)
10. Vintage
 - a. Single cylinder
 - b. Twin cylinder
 - c. IFS

Classes are subject to change. Check with SCCS Officials prior to event for verification.

GATE AND ENTRY FEE

1. **Gate Fee.** The charge at the gate will be \$10.00 per person and \$5.00 under 12 yrs of age.
2. **Competition Fee.** The entry fee is \$40 for an Adult and \$30 12-15 yrs of age.
3. **Pee Wee Class Entry Fee.** The entry fee is \$25 under the age 12
4. **Refunds.** No refunds after riders meeting.

RACE DAY DRIVER CHECK-IN

- a. Drivers

All drivers are required to check-in, sign a liability waiver and pay gate and entry fee. Drivers not present in the allotted check-in time may face disqualification.

- b. Crew Members

All crew members are required to check-in, sign a liability waiver and pay gate fees as required. Crew members will receive a stamp on their hand to indicating their compliance. If a crew member is found in the pit area without the proper stamp, the crew member will be asked to leave and the driver may face penalties or disqualification from the event.

MISCELLANIOUS

- a. Payments Methods

1. Credit Card (MasterCard and Visa)
2. Debit card
3. Cash

- b. Refunds

1. Refunds of entry fees will be issued if SCCS cancels the event.

MACHINE REQUIREMENTS-*all classes*

In order to participate in a SCCS 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 handlebars and may be a “push and hold” type of 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 the 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 brake light are required in all classes.
4. Drive System
 - Aluminum and/or carbon brake disks are not allowed.
5. Ski and Ski Runner
 - Maximum carbide to carbide ski stance cannot exceed 43.5 inches.
 - Ski runners (carbides) may not use more than 10 inches of continuous turning material and may not extend deeper than 5/8” from the lowest point of the ski.
 - Skis and ski loops must be intact at the start of each race. Ski loop edges not one (1) inch in width or not meeting minimum radius rule must be padded.
6. Race Numbers
 - Drivers will be assigned a Temporary number when they register for the series. Drivers will be receiving 4 taped numbers.
 - The driver’s assigned number must be displayed on both sides of the snowmobiles hood or windshield, on the back of the helmet and one on their back.

STOCK SNOWMOBILE RULES

NO CHANGE OR MODIFICATION CAN BE DONE TO THE STOCK QUALIFIED 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.

GENERAL

1. The snowmobile must have original OEM engine, hood intake, exhaust, frame, suspension, cowl and drive. Components must be of same model and year, or properly filed OEM replacement parts.

ENGINE

1. Engine must remain in original mounting position.
2. No component may be altered, changed or enlarged from the manufactures original stock specifications. Blueprinting will not be allowed. No removal of material will be allowed what so ever. This includes polishing, matching, debarring or other material removal for balancing or other reasons.
3. Maximum cylinder overbore for wear or repair cannot exceed: 20inches.
4. Only stock OEM pistons are allowed for replacement
5. Spark plugs do not have to be OEM
6. No more than one cylinder base gasket allowed.
7. Rotary value timing/duration must remain as filed by the manufacturer.
8. No modification to the carburetor body allowed
9. OEM carburetor slide and jet options allowed (without modifications)
10. An adequate return spring on the throttle is required.
11. Choke mounting location may be removed but system can't be disconnected.
12. No pressure charging allowed. This includes fuel tanks and lines.
13. No engine air intake system modifications allowed
14. CDI/ECU module may be reprogrammed.
15. Oil injection must remain installed but may be disconnected to run premix.
16. Engine must have OEM tags and /or serial numbers affixed.
17. No changes or modification are allowed to any part of the exhaust system

SKIS AND SKI RUNNERS

1. Commercially available aftermarket skis allowed.
2. Skis may not be interchanged between brands.
3. Sleds must not use more than ten (10) inches of continuous turning material per ski.
4. Turning material may be altered to an angle of not less than sixty (60) degrees.

DRIVE

1. Must have OEM clutches supplied by manufacturer for that model.
2. Any springs, weights or ramps may be used.
3. No machining on clutches to accommodate springs and weights.
4. Primary clutch weights may have material removed but not added.
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. Any drive chain and sprockets may be used.
9. Chain case must be original OEM and must remain in original mounting location.
10. Chain tensioner may be changed to any OEM equipment.
11. Brakes may be changed or altered, but remain operational at all times. Brake components must be commercially available. If brake disk system is relocated, the stock brake disk must remain in place. Liquid cooled systems allowed. Brake disk may not be modified in the pad contact area. Brake disk hub may be modified for mounting. OEM diameter in thickness must be maintained. Brake disk material may not be substituted.
12. Brake control handle must remain in OEM location on the left, front side of handle bars.
13. Existing vents may be used to direct cooling air to the brake components.

SKI SUSPENSION AND STEERING

1. Front suspension must remain in original mounting location. No material substitution.
2. Sway bar must remain in OEM location but does not have to be functional. Any OEM sway bar can be interchanged with other stock models offered by manufacturer.
3. Suspension travel may be limited to two (2) inches of travel with driver on sled.
4. Reinforcement allowed by bracing or welding. Structural integrity must be maintained.
5. Spindles may not be shortened.
6. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. Grips and controls may be altered for driver comfort. Open ends must be capped and bars must be padded. Throttle will be opened with a thumb mechanism located in the handlebar to the rear of the machine. No twist grips allowed.
7. Commercially available handlebar risers, vibration mounts and relocation mounts allowed.
8. Any shock allowed. Replacements may be shorter than OEM, but not longer than OEM.
9. Any spring may be used in the ski suspension. Spring may be shortened or heated.

TRACK AND TRACTION

1. Any commercially available, one piece molded rubber track allowed. Track must be properly filed by the manufacturer of the snowmobile.
2. Length and width of OEM track shall be as produced by the manufacturer.
3. No cleats or partial cleats allowed.
4. Grouser bars and lugs must remain OEM height and width.
5. Any commercially available guide/track clips allowed.
6. Tracks may not be reversed.
7. Studs cannot be more than 3/8 inches above the highest point of the track.
8. Stud backing plate max size is 2" X 2 1/4".

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 from total machine by means of heat, acid, drilling, grinding, blasting, peening, substitution, or total elimination will not be allowed.
4. Windshields must be OEM or equal to an OEM windshield in dimensions and be mounted in OEM location as filed. They may be altered for handlebars movement but must have safety edging intact. Windshield must be intact at the start of each race day.
5. Access opening will be allowed for components removal of service but closures must be made of original type materials. Vents/scoops must be OEM for model. No additional vents or scoops may be added. Cooling ducts must remain within the confines of the sled and only use an existing vent. Vents may be covered or closed.
6. Skid plates may be added. Skid plates must be securely fastened.
7. Additional plate material may be added to the tunnel at the suspension mounting holes.
8. Tunnel wear strips may be added, removed or altered, Liquid spray coating allowed.
9. Bumpers and nose cones may be added but not removed.
10. Fuel tanks must be OEM for the model or a designated replacement for the model.
11. Fuel lines must be free of obstructions by other machine components.

IGNITION AND ELECTRICAL

1. Ignition must be OEM for years and model.
2. CDI/ECU module may be reprogrammed.
3. No aftermarket device allowed which interrupts ignition for the purpose of traction control.
4. Fixed ignitions may be moved (+ or -) four (4) degrees.
5. Wiring may be removed.
6. Head and tail lights must be original OEM for the model and remain in original location.

OPEN CLASS RULES

GENERAL

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.
4. No nitrous oxide systems allowed.
5. Exhaust systems cannot exceed 99 decibels at 20 inches from the pipe.
6. Ignition 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 .90 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 respect 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.

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 complete.
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 opening 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 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 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 manufacturer's stock specifications.
3. Blueprinting not allowed. No material removal what so ever.
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 20" inches.

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 other wise noted in this section.

ENGINE

Engine components allowed for modification or change from OEM:

- a. Camshaft (maximum .290 inch lift)
- b. Valves and seat (max intake 25.5 mm, max exhaust 24.2mm, min. valve stem 5.5 mm)
- c. Valve springs and retainers
- d. Tappets and push rods
- e. Governors may be removed.
- f. Overbore may not exceed .20 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 fly wheel may be used. Fly wheel can be lightened.
4. Lighting coil may be removed.

RIDER REQUIREMENTS-All classes

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

1. Full coverage helmet (Snell or Dot approved)
 - Helmet must be securely fastened at all times.
2. Eye protection is mandatory
 - 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.
4. Shin and Knee guards are mandatory
5. Neck bracing and elbow pads are highly recommended in all forms of racing.
6. Contact the SCCS Officials with any safety equipment questions.

RACE DAY INFORMATION

TYPICAL RACE DAY SCHEDULE

- a. Racer and Crew check-in
 - Site for each will be posted on SCCS website
- b. Pit area setup
 - Pit locations are on a first come basis
- c. Drivers Meeting
 - Mandatory for all riders
 - Time and location will be posted at driver check-in
 - 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
- h. Post-race tech inspection
 - technical inspection of the top finisher in each class
- i. Awards ceremony

FLAGS

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

COURSE MARKERS

Normal course marking 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 up ward 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

Please remember that ultimately, your safety is in your hands. Be extremely alert at all road crossing and watch for vehicles on the road way 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.

PASSING

All racers should be aware of their surrounding 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 mover 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 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 tool 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.

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 event other methods may be more applicable depending on the situation.

WITHDRAW OR DNF

If for what ever reason you do not finish the race, it is required that you notify a SCCS race official of your situation. This is especially important when returning to the pit area. It is asked that you report to the SCCS scoring area 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 delays.

FUEL STOP

Procedure

Fuel stops will be walk in and walk out. Where a “BEGIN WALK” sign near fuel lane entrance will indicate to the driver to dismount his snowmobile and walk along side the machine until he reaches his fuel area. One pit person per machine is allowed in the fuel area to assist the driver with refueling. Once fueling is completed, he can then proceed to walk along side the machine out of the fuel area until the “END WALK” sign is reached.

Repairs

In the event the machine stalls or needs repair in the fuel lane, the driver and crew member must pull the machine as far out of the fuel area as deemed necessary by SCCS officials to allow unobstructed access by the other racers entering and existing the fuel area. Only when the sled is out of the way may repairs begin.

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 is allowed between driver and pit crew. Pit boards are highly recommended.

CROSS COUNTRY TECHNICAL VIOLATIONS

ON TRACK

Drivers may be penalized or disqualified for the following on course violation:

1. Course marker violation (running over or going around course markers)
2. Stop sign violations
3. Road running
4. Fuel stop violations
5. Receiving unauthorized assistance
6. Running with altered numbers
7. Course cutting
8. Failure to use proper safety tether cord
9. Non-working or unused safety tether cord
10. Racing without having helmet strapped
11. Running without safety shields in place on machine
12. Safety infractions(rough driving, over aggressive etc)
13. Use of radio systems
14. Not complying with checkpoint procedures

OFF TRACK

Drivers may be penalized or disqualified for the following off track/pit area violations:

1. Driver or crew member(s) harassing race officials(s)
2. Failing to use approved jack stand while in pit or staging area
3. Failure to go through pre-tech inspection
4. Failure to stop for post-race technical inspection
5. Rule violations found during technical inspection

PENALTIES

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 its original position will allow the racer to continue without penalty. In the event of a missed marker, the racer can 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:

- 1st offense- 2 minute penalty
- 2nd offense-10 minute penalty
- 3rd offense-disqualification

STOP SIGNS

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

Failure to stop or stop in a timely fashion (sliding through the stop sign)

1st offense-disqualification

FUEL STOP

Failure to walk into or out of the fuel stop

1st offense 2minute penalty

2nd offense-disqualification

Failure to shut off machine during pit stop

1st offense-disqualification

STARTING LINE

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

2nd offense- 2minute penalty

3rd offense-disqualification

TECHNICAL VIOLATIONS

Machine irregularities

Subject to disqualification or time penalty at the discretion of the race officials

SAFETY VIOATIONS

Subject to disqualification or time penalty at the discretion of the race officials

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. 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.

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 black flag means that you will be required to stop at the start/finish line, or nearest location as indicated by the race officials. A 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. If you are notified by race officials that you have been disqualified, exit the race course safely and report back to your pit area.

WHITE AND RED CROSS FLAG

Medical Personnel needed. Absolutely NO passing is allowed in any white and red cross flag zone. White and red cross flag indicates that a rider is down and needs medical attention.

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.

CHECKERED FLAG

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

AWARDS

INDIVIDUAL RACES

Trophies are rewarded to the top three positions in every class. There will be no cash payout for the 2007 season. Cash payout will be review for 2008 season.

POINT SYSTEM

POINTS

Points will be awarded as shown in the following table. Note that all positions after 19th will be awarded 1 point. In order to receive points in a particular class the rider must be signed up in that class prior to that race taking place. Also, all riders who purchase a race entry form will receive 1 point (even if they do not make the starting line). * A racer who is disqualified due to a safety or technical infraction will receive 0 points.

Finishing Position Class Points Awarded

1	25
2	22
3	20
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

YEAR END

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

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

