

# **LEMOORE RACING ENTERPRISES, INC.**

## **2009**

**All persons participating in Lemoore Racing Enterprises programs are expected to become familiar with the Rules, Regulations and Procedures and shall conduct themselves accordingly.**

### **SECTION 1: GENERAL RULES AND REGULATIONS**

1.01: All persons participating in a race program, including but not limited to drivers, car owners, mechanics and pit crew members, assume full responsibility for any and all injuries sustained, including death and property damage, at any time they are on Lemoore Racing Enterprises' property, or in route to or from Lemoore Racing Enterprises' property (hereinafter "LRE").

1.02: LRE track operators and track officials are not responsible for any damage or theft of trucks, cars tools or personal property on the raceway premises. It is recommended that one person remain with each car in the pit area at all times to avoid possible theft and/or damage.

1.03: No driver, car owner, mechanic, pit crew member, guest or any other affiliated person shall have any claim for injury, damages, expenses or otherwise, against LRE, it's owners, promoter, track operator, officials and/or employees by reason of disqualification, damage or injury to either the car, the driver or both. All participants, whether driver, car owner, mechanic, pit crew member, quest or other affiliated person further agree that the race track is in a safe condition and usable if they take part in the racing activities.

1.04: No person will be allowed in the pit area until he/she has secured a wristband (hereinafter "pit pass") for the race program. Pit passes must be in plain view at all times and are not transferable. Violation may result in a fine and/or disqualification of the driver and car associated with the violator and/or suspension or banishment from the pit area.

1.05: No person under the age of eighteen (18) will be admitted into the pit area without an accompanying adult and must be signed in on a cars pit crew. All persons under the age of eighteen (18) must have a notarized signature of a parent or guardian. All drivers under the age of eighteen must have a registered/certified copy of birth certificate. No person under the age of eighteen (18) except for a driver will be admitted to the infield area.

1.06: Drinking of alcoholic beverages or use of controlled substance on the racing premises is strictly forbidden during racing events. ANY participant in a LRE event who exhibits evidence of use of alcoholic beverages or a controlled substance will be immediately escorted from the pit area and the following penalties;

**DRIVER:** 1st offense: Disqualification (hereinafter "DQ") from that nights racing program and a loss of points for that night's program.  
2nd offense: DQ from that nights racing program, loss of points for that night's program, a 2-race suspension, and placed on probation for 1 year.  
3rd offense: DQ from that night's program, loss of points for that night's program, suspended for the rest of the season, and a \$200.00 fine.

**NON-DRIVER:** 1st offense: Immediately escorted from the pits.  
2nd offense: \$50.00 fine, suspended for the next 2 racing events, placed on probation for 1 year.  
3rd offense: \$200.00 fine, and suspended from the pit area for the rest of the season.

**All fines must be paid by cash or money order before returning to the facility.**

**Note: The grandstand area is the only area in which consumption of alcoholic beverage are permitted. Note: No person with a pit pass will be served alcoholic beverage during the race program, you will not be allowed to re-enter the pit area until the last race of the program has been completed. Any attempts to re-enter the pit area under these circumstances will be considered a violation of this rule and the violator will be subject to the penalties set forth above.**

1.07: The driver assumes responsibility for the actions of his/her pit crew and/or guests and/or any other person affiliated with his/or her car at all race programs. In every respect, the driver shall be the sole representative for his/her car owner and pit crew in all manners pertaining to the race program and events.

1.08: No person shall participate in fights, physical or verbal, or conduct him or herself in an unsportsmanlike like manner, including derogatory hand gestures, at any time in the pit area or on the racing premises. Violators will be subject to the following:

**DRIVER:** 1st offense: DQ from that nights racing program and loss of points for that night's program.  
2nd offense: DQ from that night's program, loss of points for that night's program, suspended from the next 2 racing events, and placed on probation for 1 year.  
3rd offense: DQ from that night's program, loss of points for that night's program, suspended for the remainder of the year, and a \$200.00 fine.

**NON-DRIVER:** 1st offense: Removed from the pit area for the remainder of the night.  
2nd offense: Removed from the pit area, suspended from the next 2 racing events, and fined \$50.00.  
3rd offense: Removed from the pit area, suspended from the pit area for the remainder of the year, and fined \$200.00.

**All fines must be paid by cash or money order before returning to the facility.**

1.09: No person shall intentionally cause damage to another person's property, car, tools or equipment on the raceway premises. Violators may be fined and/or disqualified and/or suspended and/or placed on probation for future race programs at LRE. Multiple infractions may result in banishment from the raceway premises. The following penalties will apply:

**DRIVER:** 1st offense: DQ from that nights racing program and loss of points for that night's program.  
2nd offense: DQ from that night's program, loss of points for that night's program, suspended from the next 2 racing events, and placed on probation for 1 year.  
3rd offense: DQ from that night's program, loss of points for that night's program, suspended for the remainder of the year, and a \$200.00 fine.

**NON-DRIVER:** 1st offense: Removed from the pit area for the remainder of the night.  
2nd offense: Removed from the pit area, suspended from the next 2 racing events, and fined \$50.00.  
3rd offense: Removed from the pit area, suspended from the pit area for the remainder of the year, and fined \$200.00.

**All fines must be paid by cash or money order before returning to the facility.**

1.10: No person shall subject any official of LRE to abuse, including hitting, pushing or improper physical contact at any time. No person shall subject any official of LRE to verbal abuse, including the use of improper language or hand gestures at any time. Violators may be fined and/or disqualified and/or suspended and/or placed on probation for future race programs at LRE. Multiple infractions may result in banishment from the

raceway premises. For the purpose of this section, an official is defined as any employee or officer of LRE. The following penalties will apply:

**DRIVER:** 1st offense: DQ from that night's racing program and loss of points for that night's program.  
2nd offense: DQ from that night's program, loss of points for that night's program, suspended from the next 2 racing events, and placed on probation for 1 year.  
3rd offense: DQ from that night's program, loss of points for that night's program, suspended for the remainder of the year, and a \$200.00 fine.

**NON-DRIVER:** 1st offense: Removed from the pit area for the remainder of the night.  
2nd offense: Removed from the pit area, suspended from the next 2 racing events, and fined \$50.00.  
3rd offense: Removed from the pit area, suspended from the pit area for the remainder of the year, and fined \$200.00.

**All fines must be paid by cash or money order before returning to the facility.**

1.11: LRE participants agree to abide by official decisions. Decisions of race officials pertaining to on track observations and calls, interpretations of rules, race procedures, start and re-start positions and scoring of positions shall be considered final.

1.12: Discussions with the referee pertaining to official race decisions may be held after completion of the final race in the program, with the driver or car owners only, at the discretion of the referee.

1.13: LRE participants are not permitted in the press area or in the official's office/observation areas without specific permission from the referee (in the case of the pit tower, permission must be obtained from the referee). The following penalties will apply:

1st offense: Verbal warning.  
2nd offense: Removed from LRE property.  
3rd offense: Removed from LRE property, \$50.00 fine, and suspended from the next 2 racing events.  
4th offense: Removed from LRE property, \$200.00 fine, and suspended from LRE property for the remainder of the year.

**All fines must be paid by cash or money order before returning to the facility.**

1.14: No participant shall take part or participate in any strike, Boycott, oratorical campaigning or any other detrimental action or activity against a race official, promoter, sponsoring organizations or LRE and its affiliates. Violators may be suspended and/or banished from the premises.

1.15: LRE reserves the right to deduct unpaid fines, outstanding debts, including bounced checks, owed by any car owner or driver from any or all winnings earned.

1.16: It is the responsibility of driver to make sure that all cash fines levied against him/her or any person associated with him/her are paid before the next race program. The driver and his/her car will not be allowed to participate in any race until all fines are paid.

1.17: All drivers must attend the driver's meeting. Roll call may be taken at the driver's meeting and any found to be absent from the driver's meeting may be required to run scratch.

1.18: Speeding in the pits is prohibited. Violators may be fined and/or disqualified and/or suspended and/or banished from the pit area. The following penalties will apply:

1st offense: Verbal warning.

2nd offense: Verbal warning and \$50.00 fine.

3rd offense: \$100.00 fine and no more riding of any kind of motorized vehicle in pit area for the remainder of the race season.

**All fines must be paid by cash or money order before returning to the facility.**

1.19: No reckless driving will be permitted. No one will be allowed to drive any motorized vehicles in the pits at any time without a driver's license (race cars exempt).

1.20: No dogs or other pets are allowed in the pit area during a race program unless they are confined in a vehicle or on a leash.

1.21: All fines must be paid by cash or money order before returning to the facility. LRE reserves the right to deduct any and all unpaid fines from the Driver's/Car Owner's winnings.

**SECTION 2: COMPETITION FORMAT**

2.01: Race Format: The competition format and/or race program may be altered by the promoter and/or referee at any time.

2.02: Points will be awarded for heat races, semi mains and main events. You must take the initial green flag to receive points. All events you will receive double points when the program is advertised as being a double points race. You must be a member to receive points. You must run twelve (12) races to receive year-end season points. Points will be awarded on your best eighteen (18) races out of twenty (20), or best seventeen (17) out of nineteen (19), or best Sixteen (16) out of Eighteen (18), etc., depending on how many races are ran in the year. Member points begin when Driver's Membership is paid.

2.03: Points for heat races and main events: Points will start at 23 points and go down by 3 points per position (23, 20, 17, 14, and so on).

2.04: Passing Points: Passing points in main events will be awarded based on the car's original line-up. One point will be given for each position gained.

2.05: Heat Races: The number of cars registered will determine the number of heat races in each division. Heat races will be inverted. The first heat races will line-up according to pea pick or qualifying. The second heat race will be inverted from your starting position in the first heat race.

2.06: Main Event: The main event is determined by points earned in 1st and 2nd heat races, with a maximum of 20 cars in a main event. Main event will be 30 laps, except Jr. Sprint and Restricted classes, which will consist of 20 laps. Points earned in heat races are as follows: 10-1 points. 1st place-10 points, 2nd place-9 points, 3rd place-8 points, and down the line. Did not finishes earn finishing position points, did not starts earn 0 points and DQ's earn 0 points per heat. The total for both heats are added together and the highest score is on the pole, and down the line. In the case of a tie, the pea pick will determine the order. The best draw will receive the better position in the main event. There will be a pill draw (0, 2, 4, 6) to invert x number of cars in the main event but not more than half the field.

Main points are based on the A-Main point's schedule. If a lesser main is required, you will use schedule B for the lesser main's points. If no semi-mains, the A-Main point will be awarded. Drivers' transferring from a lesser main loses the lesser main points.

**Semi-mains and main events will be as follows:**

<u>Finish Position</u>	<u>A-Main</u>	<u>B-Main</u>	<u>Finish Position</u>	<u>A-Main</u>	<u>B-Main</u>
1	100	20	11	50	2
2	95	18	12	45	2
3	90	16	13	40	2
4	85	14	14	35	1
5	80	12	15	30	1
6	75	10	16	25	1
7	70	8	17	20	1
8	65	6	18	15	1
9	60	4	19	10	1
10	55	4	20	5	1

2.07: The referee reserves the right to declare any race event (heat, semi-main or main) a timed event opposed to a final lap finish.

**SECTION 3: RACE PROCEDURES**

3.01: LRE Officials and/or promoter have the right to reject the entry of any car, driver or person onto the premises at any time.

3.02: No person may enter the racing arena until he/she has completed and signed all required releases registration and/or entry forms.

3.03: No person shall be permitted to sign the waiver and release form for anyone other than him/herself. Violators may be fined and/or disqualified and/or suspended.

3.04: Female drivers will not be allowed to participate in any racing event while they are pregnant.

3.05: Any driver requiring transporting to and/or treatment at and/or examination at any hospital emergency room from the track and/or examination by a doctor must have a signed release from the examining doctor before further competition.

3.06: The referee may eliminate any driver from competition should the driver be deemed physically unfit to participate in a racing event.

3.07: All cars except Jr. Sprints are required to participate in packing the track. If the driver chooses not to participate in packing the race track, they will be given the last qualifying position in their division and will be allowed only one (1) qualifying lap. If the track does not qualify that driver will run scratch both heats.

3.08: Car and driver must be in the qualifying line when called. If they do not take their assigned time trial position, they will be moved to the end of the qualifying line in their division and will be given only one (1) qualifying lap.

3.09: A car will have one (1) attempt to complete two (2) consecutively timed laps. There will be no wave-offs, goofs, spins or second attempts allowed unless the time clock malfunctions or there is interference from the previous car. In case the time clock malfunctions or interference is made, the car will be permitted to take the remaining laps needed to complete the timing.

3.10: The fastest timed lap shall be the car's official time. In the case of a tie in a division, the car first to qualify will be awarded the fastest time.

3.11: Any car that does not receive a qualifying time will begin in the last place position in his/her assigned heat race.

- 3.12: When each car completes its two (2) consecutive qualifying laps, the car will proceed to the place designated by the track official and will remain there until directed to do so.
- 3.13: When the last car of one division has completed his/her qualifying laps and the next division has begun its qualifying, that division's time trials are declared complete and no other cars in that division may attempt to obtain a qualifying time.
- 3.14: A driver may qualify only one (1) car in each division.
- 3.15: No driver changes shall be made without notifying the referee or pit steward. Any driver doing so will be disqualified for that race event and forfeit any money or points earned in that race event. All driver changes must be made in the pits only.
- 3.16: The driver and the car he or she is changing to must be qualified for that race event, for the driver change to be legal.
- 3.17: Each driver must be ready when his/her event is called. When an event is called, the driver must immediately proceed to the staging area.
- 3.18: Cars that are considered "LATE" to their assigned race WILL be put to the rear of the line-up. Definition of LATE: when the cars on the track are lined up in race order, the driver or drivers that are LATE will be given two (2) laps to make that race and get their spot. If the driver or drivers are not on the track after two (2) laps the field will move straight forward. If the LATE driver or drivers make it on the track before the flagman gives the one to go sign, the driver or drivers will be placed at the rear of the field.
- 3.19: When entering or leaving the pit area, driver must use caution or be subject to a penalty.
- 3.20: The track officials will direct the cars to their re-start positions. There will be no discussion or argument as to line-up positions. Whenever possible, a board will be used to display the line-up to the drivers.
- 3.21: Re-entry onto the racetrack by a car during green flag condition must be made from either the front or backstretch. A car must have all four (4) tires on the racing surface before the start/finish line to be scored for that lap. Cars must be started and running in the infield before entering onto the race track.
- 3.22: After the car has been given the checkered flag and crossed the start/finish line, the car must slow down immediately. Any driver staying on the gas for more than half a lap after receiving the checkered flag may be assessed a one (1)-position penalty on the finish for recklessness.
- 3.23: ALL scored cars taking the checkered flag will be weighed. Any car that does not weigh will automatically be disqualified.
- 3.24: Cars that leave the track during a race event and enter the pit area will not be allowed to continue in that race. When a car enters the racing arena, it may not go back into the pits and reenter again for that race event.
- 3.25: Any pit crew member or driver exiting the racing arena during a green flag condition may subject their car to disqualification for that race event.
- 3.26: Tools and other equipment may not be tossed over the fences or track walls into the racing arena or to persons in the racing arena. Violators may subject their cars to disqualification for the race event.
- 3.27: During a red flag condition, the Track Referee may allow pit crews into the infield area to assist their driver with repairs or adjustments. All crew members must enter the infield through the backstretch gate only. Violators may subject their car to disqualification for the race event.

3.28: There will be no working on cars on the track surface at anytime. A work area shall be designated in the infield and working on cars will be allowed in this area only.

3.29: No fluid containers of any kind (gas, water, coolant, etc.) will be allowed in the infield without specific permission from a Track Official. Violators may subject their car to disqualification for that race event.

3.30: Refueling will be allowed only by permission of the Referee. If the cars are going to be allowed to refuel, the Referee will notify the Pit Steward and the Pit Steward will announce a refueling stop. Violators may subject their car to disqualification for that race event.

3.31: All cars involved in an incident that causes the yellow flag to be displayed, or come to a stop on the racing surface under a yellow flag condition will be positioned to the rear of the field for the re-start. A car involved in a second incident, in the same race event, which causes the yellow flag to be displayed will be black flagged from that race and scoring of the car will be discontinued. The black flagged car will be given a finishing position for that race event based on the number of laps completed.

3.32: Involvement includes spinning, crashing or causing another car to spin or crash, cars that are stalled or come to a stop on the racetrack even under a yellow flag.

3.33: Any car entering the infield area without being directed to do so by a Track Official during a yellow flag condition may re-enter the race but that car will be positioned at the rear of the field or as otherwise directed by Track Officials.

3.34: The referee reserves the right to determine when a car stopped or was stopped for safety purposes and to reposition the car accordingly.

3.35: Foul driving is not allowed and any driver guilty of foul driving will be penalized at the discretion of the Referee. Penalties for foul driving may include any one or more of the following:  
Loss position any time during or after completion of the race event, removal from the race, loss of money or points earned for that race event, a fine, suspension, disqualification, probation or removal from the raceway premises.

3.36: Foul driving includes intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging corners or rough driving.

3.37: Any cars which are throwing or leaking fluids, smoking excessively or appear to be mechanically unsafe to continue racing will be given the black flag.

3.38: All cars must begin each race event and finish each race event with all engine parts, such as exhaust, muffler, etc. intact. If during a race event, exhaust parts become loose or are lost off the car and the Track Officials feel there is an issue of safety involved, that car will be given the black flag.

3.39: When a car becomes disabled or is no longer eligible to compete during a race event, the driver shall park his/her car in a safe place in the infield and shall stay with his/her car until completion of that race. The driver shall assist track workers in removing his/her disabled car from the infield. Any driver that abandons his/her car in the infield may be disqualified from that racing event and forfeit any money and points earned for that race. In addition, Track Officials may impound the abandoned car until the race program has been completed.

3.40: No driver may stop his/her car on the race track during a race event or after the completion of a race event for any reason other than a safety issue or at the direction of a Track Official. Violators may be disqualified.

3.41: No complaints will be heard by Track Officials, until the race program, has been completed. Any complaints or discussions of issues shall be directed to the Referee by the driver or car owner only, after the race program has been completed.

3.42: Judgment decisions made by Track Officials cannot be protested.

3.43: Race protest must be made within fifteen (15) minutes of the posting of the unofficial finish positions. If no protest is made within the specified time, the results become final.

3.44: All technical disputes are to be settled immediately after completion of the race program.

3.45: All protests must be signed and include the protest fee. Protest must be made to the Referee within fifteen (15) minutes after the end of the race program. Jr. Sprint and 250's: Protest fee: \$250.00. All other classes, fee will be \$125.00 per cylinder. Protest must be from driver or owner of same class. Protesting person must present a cashiers check, money order or cash deposit. The engine will be sent out, tore down and inspected. Engine will be returned to owner within five (5) days. If the engine is found to be legal, protesting party will forfeit all money deposited. If the engine is found illegal, money will be returned to the protesting party. The driver/owner of the illegal engine will lose all points for the night and payout. Second offense, same as first, plus a \$250.00 fine and a two (2) race suspension. Third offense, disqualified for the remainder of the season.

LRE will not be responsible for any costs incurred for a protest. All fees must be paid by cash or money order before they are allowed to return.

Motor will be sent to a track approved facility for a tear down by a qualified technician. Costs will be incurred by the protestor if the engine is found to be legal. If engine is Illegal, cost will be incurred by the owner.

3.46: All Rookies -(anyone new to the Modified Midget sport or moving from an entry level class) **MUST** run 3 (three) point races in that season and have the release from the referee to be allowed to obtain normal starting position. After two races, referee may release driver at his discretion. If you run 3 (three) races the prior season you are not eligible for Rookie of the Year.

3.47: Rookie of the Year Guidelines

Committee: Selection of Rookie of the Year shall be by a committee.

Eligibility: The driver must be a member of LRE. A Rookie shall be a driver who has not competed in more than 3 (three) Modified Midget race events in the point race season to the year being considered. To be eligible for LRE Rookie of the Year, a driver must compete in a minimum of 6 (six) race events at LRE Speedway during the season being considered. A driver must display a rookie flag from the top rear of the roll cage for the entire season.

Selection Criteria: The following categories shall be used to judge a rookie candidate:

Sportsmanship-How well a driver handles adversity and good fortune; this includes  
The conduct of the driver's family and pit crew.

Attitude-How a driver presents himself/herself at the track, in the pits and to the  
Spectators, Officials and other drivers.

Point Accumulation-Determined by the total points a driver earns in a season, divided by  
the number of events in which the driver participated.

Improvement-How much progress the driver demonstrates in his/her ability to operate a  
racecar under racing conditions.

Each of the categories listed shall be scaled 1 to 10 with 1 being poor and 10 being superb.

Each category shall bear equal weight with the other categories. Total points shall be the sum of the 4 categories. The driver with the most points earns Rookie of the Year Honors. In the event of a tie, the driver

with the highest sportsmanship total shall be the victor. If a tie shall exist, a re-vote shall be conducted by the committee, voting on the drivers who are tied.

#### **SECTION 4: FLAGS**

4.00: The flagman controls the race event from the start of the race to the checkered flag. All drivers must watch and obey the flagman.

##### 4.01: Green Flag - Initial Starts

The starter will display the Green Flag as the cars come out of turn four (4), if the starter thinks the cars are lined up properly. (Start the race) The cars MUST maintain their designated starting positions until the Green Flag is displayed. The pole car sets the pace at a reasonable pace, NOT A SLOW IDLE OR FULL THROTTLE, BUT A RACING PACE, and it is the responsibility of the outside pole car to keep pace with the pole car. The initial front row will be given two (2) attempts at a clean start. After the second attempt, BOTH cars will be moved back one row.

##### 4.02: Green Flag - Re-Starts

The Green Flag will be displayed at some point coming out of turn four (4) at the flagman's discretion. The flagman controls the restart, not the 1<sup>st</sup> place car. All restarts will be single file. Once the Green Flag is displayed to restart the race, passing is allowed anywhere on the racing surface.

##### 4.03: Yellow Flag

Signifies caution. When the yellow flag is displayed, the driver is to slow down immediately and maintain a reasonable speed considering the conditions that exists on the race track. The determination of a reasonable speed is a judgment call that will be made by track officials. Caution flags are not counted at LRE; therefore do not race to the yellow flag. The position of the cars for a re-start will be the same position held by each car of the last lap completed under green flag conditions.

##### 4.04: Blue Flag w/Diagonal Yellow Stripe

This flag is displayed to cars being lapped by the leaders of the race. Signaled cars should hold their racing line and not try to block the leaders. The car(s) signaled do NOT have to yield to the leaders(s) as the car(s) signaled may be in a race for position with the car(s) behind it. THIS IS NOT A MOVE OVER FLAG.

##### 4.05: Red Flag

The red flag means the race must be stopped. When the red flag is displayed all cars must stop immediately on the race track surface. Cars should be brought to a stop carefully and safely.

##### 4.06: Black Flag

When the black flag is displayed to a driver, the driver must report to the infield immediately and stop their car. A track official will contact the driver, at the next available moment and give the reason for the black flag. Failure to obey the black flag will result in the scoring of that car to be discontinued until further notice.

##### 4.07: White Flag

When the white flag is displayed, it means the race leader has started his/her last lap.

##### 4.08: Checkered Flag

When the checkered flag is displayed, it means the race is completed. When the required distance has been completed by the lead car, the race will be declared "official" regardless of any flag being displayed. Then the checkered flag has been given to the leader, the balance of the field received the checkered flag in the same lap. Finishing positions will be awarded according to the most laps traveled in the least time, whether the car is still running or not.

##### 4.09: Red and Yellow Diagonal Flag

The red and yellow diagonal flag will be displayed when there is a spin or tangle on the first lap of the event. The cars will lineup in their original order with the car(s) involved starting in the rear.

#### 4.10: Red and Black Diagonal Flag

When the red and black diagonal flag is displayed, the driver should enter the infield because of mechanical problems.

### **SECTION 5: SAFETY**

5.01: A full set of racing flags shall be used in all race programs at LRE. Additional yellow flags shall be used by track officials.

5.02: The following safety equipment is mandatory for all drivers participating in LRE programs, including practice sessions and track packing.

5.03: Helmets: Full head coverage must meet Snell rating.

5.04: Approved shields or unbreakable goggles.

5.05: Driver suit, double layer nomex, single layer nomex with nomex underwear is acceptable.

5.06: Racing gloves.

5.07: Racing shoes.

5.08: Neck Brace.

5.09: Arm restraints adequate to keep driver's hands contained with the roll cage.

5.10: Seat must have side head bracket and/or cage net.

5.11: Seat belts/harness, 5 point, correctly installed and not more than two (2) years Old.

5.12: All mechanically operated devices must be mounted below the driver's shoulders for safety.

5.13: Chain guards will be installed on all cars where chains are exposed to the driver and/or other participants. Minimum thickness .090. The chain guard must be safety approved by LRE officials.

5.14: Chassis: Roll cages must be at least:

1 inch .062 wall thickness

1-1/8 inch .065 wall thickness

1-1/4 inch .065 wall thickness

5.15: Any car that upsets, roll or is involved in a serious accident must be inspected and approved by an official to continue competition.

5.16: Safety inspections may be made at any time by LRE officials. Any car may be disqualified for safety specifications.

5.17: ALL CLASSES: All fuel tanks must be equipped with a one way check valve designed to prevent spillage of fuel from the fuel tank in case of a roll over.

## **SECTION 6: MECHANICAL / TECHNICAL INSPECTIONS**

- 6.01: LRE reserves the right to judge, decide and establish what constitutes a legal car.
- 6.02: LRE reserves the right to subject any car to a mechanical inspection at the discretion of any track official.
- 6.03: It shall be the responsibility of the driver or car owner to prepare the car for any inspection requested by track official. Failure to comply shall result in disqualification of the driver and car.
- 6.04: It will be the responsibility of the car owner or driver to have more than two (2) persons in the designated inspection area.
- 6.05: Any race program which calls for a mandatory inspection of cars (including car weighing) after a race event or at the end of the program, any car that is not taken immediately to the designated inspection area or is removed from the racing premises without the permission of a track official, may subject the driver and car to disqualification.
- 6.06: It is mandatory that a driver stay seated in his or her car until the car is weighed and the weight has been recorded. A car is allowed one re-weight. Driver must remain seated in car and not leave the scale area.
- 6.07: All cars requiring a technical inspection, on a Restricted 600 engine, will have all restrictor plates checked.

## **SECTION 7: FUEL SPECIFICATIONS**

7.01: Approved fuel is commercially blended gasoline, ethanol or methanol only. Only approved nationally available two-stroke mixing oil may be added to the fuel. Power or octane-boosting oil mixed will not be allowed. Penalties could be made if there is a violation to this rule. Fuel samples could be taken and inspected by an official. During the taking of the fuel, an inspection should be made of the fuel system.

Non-performance enhancing additives, such as Top Lube, will be allowed in 600 class cars.

## **SECTION 8: CAR SPECIFICATIONS**

8.00: All cars must be equipped with a transponder; either rented from LRE or your own. The bracket location of the transponder must be on the right side of the car front panel 12" above the ground and 22" to 24" inches behind the front axel. Any racecar without this device will not be scored during the race events.

8.01: Only foot-operated throttles are permitted. After inspection by an official a hand throttle may be used only if the driver cannot operate a foot throttle.

8.02: All cars must have complete bodies. Tail sections must be in place during time trials and all races. Perforated tail sections may be used as long as they are formed in an attractive manner and shape. Engines must be completely enclosed. Exhaust stacks are the only part of the engine to extend through the tail section regardless of body style. Covers are not required on side mount motors. There must be a non-flammable firewall between the driver and engine compartment. Carburetors, air cleaners and exhaust stacks are accessories and need not be covered.

8.03: All cars must have legible numbers on both sides of the wing and on the nose. The color of the numbers should be contrasting with the background color of the car.

8.04: Cars with duplicate numbers shall be asked to temporarily change their number or add a letter to their number the same size as their original number to facilitate scoring.

8.05: Any material used for the purpose of adding to a car's total weight must be firmly attached as a part of the car's structure.

8.06: Any wheel size and tire combination may be used but may not exceed 22 ½ inches in height or 50 inches center to center of rear ties. Measure using a go-no-go gauge at the outside edge of the tires measuring at 64 inches. This measurement was conceived using a 10-inch wide left rear tire and wheel and a 13-inch wide right rear tire and wheel, measuring 50 inches from center to center of each tire.

8.07: Wheel base: Max 70 inches, minimum 50 inches - center of front axle to center of rear axle.

8.08: Steering: Front wheels must be connected by a solid or tubular tie rod.

8.09: Shut off valves are optional.

8.10: No rear view mirrors or any item positioned in such a way that it can be used as a rear viewing device.

8.11: On and off switches must be on the dash, must be connected and functional.

8.12: There must be a metal firewall between driver and engine compartment.

8.13: Cars must be equipped with a roll cage. The roll cage must be sufficient strength to support the weight of the car and driver. Roll cage must be a minimum of 3 inches and maximum of 6 inches above driver's helmet.

8.14: All cars must be equipped with nerfing bars. Nerfing bars must extend to inside the edge of the tire but not beyond the outside of the tire.

8.15: Brakes must be in working order.

8.16: Cars must run a 10 square foot fixed wing or bigger.

8.17: Mud guards are legal only if constructed of aluminum or fiberglass.

8.18: All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area. Excluding, sealed, wet cell batteries.

8.19: Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Shift levers may be mounted outside the driver's compartment only if it is on the opposite side of the car from the chain drive.

## **JUNIOR SPRINT RULES AND REGULATIONS**

**AGE REQUIREMENTS:** Age 6 to 13th Birthday. If driver turns 13 during the race season, can finish the season.

**Car and Driver Weight:** Minimum car and driver weight for this class is four hundred (400) pounds.

Prior to the drop of the green flag (beginning of the race) if a car comes dead on track:

**1st offense:** The car will be allowed to return to the cars proper lineup position.

**2nd offense:** The car will go to the back of the pack and that car's row will move forward.

**3rd offense:** The car will be black flagged.

**CHASSIS:**

C-1 CAR BODIES WILL BE SPRINT CAR DESIGN ONLY.

C-2 MAIN FRAME RAILS 1" .065 CHROMOLY MINIMUM.

- C-3 COIL-OVER DESIGN WITH NON-ADJUSTABLE STEEL BODY OR NON-ADJUSTABLE ALUMINUM SHOCKS.
- C-4 50"-52" WHEELBASE, TREAD WIDTH IS 32" MIN. & 46" MAX., CENTER TO CENTER OF TREAD.
- C-5 8" NON-BEADLOCK WHEELS ONLY ON ALL FOUR CORNERS OF CAR, RT. REAR TIRE CAN BE AN AMERICAN RACER SD44 OR HOOSIER D20, AND TIRES MAY BE ROOVED OR SNIPE OR SIPED.
- C-6 REAR AXLE WILL BE STEEL ONLY, 1 ¼" DIAMETER MINIMUM.
- C-7 MUST HAVE WING AT THE START OF EVERY HEAT, DASH, AND MAIN. MINIMUM SQUARE FOOT.

ENGINE:

- E-1 Yamaha KT-100S or Briggs and Stratton World Formula
- E-2 Yamaha KT-100S-TECH (SPECS AVAILABLE UPON REQUEST).  
Briggs and Stratton World Formula – TECH SPECS SHALL BE BASED ON THE KidSprint USA "KSUSA" Briggs World Formula Rules, and as revised by KSUSA (AVAILABLE UPON REQUEST)
- E-3 MUST HAVE CLUTCH, ENGINE OR JACKSHAFT MOUNT ONLY. NO CABLE OR LINKAGE CONTROLLED CLUTCHES (SUCH AS MOTORCYCLE TYPE CLUTCHES) GEAR RATIO CANNOT CHANGE WHILE CAR IS IN MOTION.
- E-4 ENGINE COMPONENTS MAY BE COMPARED TO KNOWN STOCK PARTS TO DETERMINE LEGALITY.
- E-5 YAMAHA Spec MUFFLER MUST NOT LEAK. CANNOT BE MODIFIED IN ANYWAY. EGT GAUGE IS ALLOWED. PROBE AND FITTING MUST NOT LEAK. MUST BE LOCATED BETWEEN HEADER FLANGE AND CAN. ANY MEANS TO BYPASS THE SPEC MUFFLER IS ILLEGAL. MUST BE FOUR (4) HOLE SPEC MUFFLER. BRIGGS FORMULA STOCK PIPE ONLY.

TECH INSPECTION:

- T-1 THE TOP THREE FINISHERS IN THE MAIN EVENT WILL BE SUBJECT TO TECH.
- T-2 A PEA PICK WILL DETERMINE WHAT WILL BE TECHED.

YAMAHA:

- 1) FUEL/MUFFLER & LEAKS
- 2) FUEL/PORT HEIGHTS/CYLINDER
- 3) FUEL/CC
- 4) FUEL/CARB
- 5) FUEL/IGNITION
- 6) FUEL/PISTON/BORE & STROKE

THE TECH INSPECTOR MAY TECH ANY ITEM DURING INSPECTION OF THE ENGINE FOR LEGALITY.

FUEL:

TEST #1 GAS: SET DIGATRON METER TO -555 USING CYCLOHEXANE (C6H12). COMPETITORS FUEL MUST NOT EXCEED ZERO.  
 TEST #2 GAS: HYDROMETER CHECK. MAXIMUM .775.  
 TEST #3 ALKY: IN GLASS CONTAINER, POUR IN AN EQUAL AMOUNT OF DISTILLED WATER AND THE COMPETITORS FUEL. SHAKE AND LET STAND APPROX. 1 MINUTE. IF THE LIQUID IS CLEAR, THEN IT IS LEGAL. A CLOUDY LIQUID IS ILLEGAL.

TEST # 2 ALKY: SPECIFIC GRAVITY. SEE CHART

35 ----- .809	53 ----- .799	70----- .792	88----- .779
38 ----- .807	55 ----- .798	73----- .789	90----- .778
40 ----- .806	58 ----- .797	75----- .788	93----- .776
43 ----- .804	60 ----- .796	78----- .786	95----- .775
45 ----- .803	63 ----- .795	80----- .785	98----- .773
48 ----- .802	65 ----- .794	83----- .783	100----- .772
50 ----- .801	68----- .793	85----- .782	

OTHER TEST MAY BE USED IF DEEMED NECESSARY

**STOCK 600 RULES**

AGE REQUIREMENTS: Minimum age is fourteen (14) years old, or 13 years old with at least 2 years of prior racing experience in the micro/mini sprints. All drivers that completed in this class in the 2005 race season at Lemoore raceway are “grand fathered” in.

ENGINE SPECIFICATIONS: Four cylinder, 4 cycle 600cc stock engines only. This means NO modifications what so ever to the engine. Engine must be run as it came from the factory, with the internal charging unit in place and in working condition. Valve jobs allowed provided they are within manufacturers tolerances. Stock valves must be retained. No engine work, ported heads, lightened cranks, cam degreeing, lightened pistons or head cleanup. Stock pistons only, no cylinder clean up allowed. Rods, pistons, cams etc., must be stock parts as used in the original engine from the factory. No transmission work all gears must be intact and function. Cam gears that are redrilled, slotted or altered are illegal. Cam bolts must be stock as they came from the factory. All cars must have cockpit operated electric starter, lever manual clutch in car and on-board battery capable of starting the engine and must remain chain-driven off of the original countershaft. Any engine sprocket, 520 or 530 is allowed.

ALLOWED MODIFICATIONS: Any air cleaner allowed. Any exhaust system will be allowed. Black box MUST be the same as it came from the FACTORY. Can run Manufacturer’s race team black box, i.e. Honda HRC black box, etc. Stock “APPEARING” black boxes only. Trimble oil pans are legal, as are modified/billet oil pans for Honda 600rr. The drain plug and filler tube may be moved for easier access and to prevent damage. Timing triggers are allowed. An oxygen sensor eliminator may be installed.

FUEL SYSTEMS:

CARBURETORS: Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car’s requirements. Carburetors must be the same make and model as the engine, i.e. Honda F2 carbs on a Honda F2 engine and Yamaha R6 carbs on a Yamaha R6 engine.

Motors that use carburetors may run after market boot, so you can run carburetors on the newer style motors that came from the factory with fuel injection, there will be a 2 1/8” maximum from the bottom of billet adapter to the top of the rubber boot, can be used, Honda, Yamaha, Kawasaki, Suzuki, motors that run stock fuel injection must use the stock boot that came with the fuel injection system, as it came from the factory.

Manufacturers’ engine equipped with factory fuel injection may run a prior years carburetors and black box, i.e. F4i run f4, R6 run R6, etc.

FUEL INJECTION: May be run on engines that came with fuel injection from the factory (Honda, Yamaha, Suzuki, etc). Injectors may be changed but must be installed in the stock location. If the engine came with four (4) you can run four (4) if it came with eight (8) then you can run eight (8) A power commander may be run for fuel mapping in conjunction with the factory stock appearing black box. No MOTEC type systems allowed.

All cars in this class must have a cockpit operated electric starter, lever manual clutch in the car and onboard battery capable of starting the engine and also must remain chain-driven off the original counter shaft.

All engines must be available to the general public, from a known manufacturer, I.E. Honda, Kawasaki, Yamaha, etc., for at least (2) years prior to use in the Stock 600 Class I.E. to run a 2007 motor, it must be the 2009 race season.

FUELS: See section 7 for approved fuels and additives.

WINGS: Cars must run a 10 square foot fixed wing or bigger. May run a front nose wing. No mechanical, electrical or hydraulic adjustments are allowed in the cockpit area, for the wing or any other part of the car.

ADJUSTABLE DEVICES: No mechanical, electrical or hydraulic adjustments are allowed on the car for the wing or any other part of the car including adjustable shocks anywhere on the car. Idle adjustment for the carburetors is OK. If the wing tree is a "PIN" adjustable from the manufacturer, can be run, ie must remove a pin or loosen a clevis to adjust the wing.

NOTE: The Board of Directors made a clarification do to drivers concerns addressed to the board of directors on the new style of shock as what constitutes an "Adjustable" Shocks/Device's and what would be allowed. The "new style" shock is going to be allowed **as long the remote adjustment device is not on the shock/race car during the race.** Wing sliders are allowed no adjustment device will be allowed on the car during the race, must be completely taken off. (Adjust before the race and take if off and leave it back in the pit area) you must adhere to this and there is no exceptions. If you forget and leave it on/or tape if up you will disqualified **YOU MUST TAKE IT OFF.**

RIGHT REAR TIRE: Right rear tire must be a Hoosier D28 or Harder or American Racer MD53 or harder compound, and also meet a minimum 48 durometer reading. Sipping, Grooving or cutting is allowed. Tire durometer check can be done either before the race or at least 15 minutes after the race to allow the tire to cool down Naturally. No cold water, cold towels etc to assist the tire to cool down.

Penalty for Illegal Tire: Disqualified from the just finished race.

CAR and DRIVER WEIGHT: Minimum car and driver weight for this class is 750 lbs. All weights will be determined as the cars come off the track the way they finished the race.

PENALTY FOR NON-STOCK ENGINE BY TECHNICAL INSPECTION AT THE TRACK:

If a car is found to be in violation of the engine rules, the driver will have the following fines and penalties assessed: in addition to having the engine pass Tech inspection before it is allowed to run in either the Restrictor or Stock Classes.

**1<sup>st</sup> Violation:** Loss of 200 points from prior points and disqualified from the current night's race program.

**2<sup>nd</sup> Violation:** Loss of 400 points from prior points, disqualified from the current night's race program, a \$200.00 dollar fine and suspended for the next two (2) race programs.

**3<sup>rd</sup> Violation:** Loss of all points to date, disqualified from the current night's race program, \$500.00 dollar fine and suspended from racing at LRE for twelve (12) months from the date of the violation.

**600cc STOCK WINGLESS CLASS**

All rules to be the same as the Stock 600cc class except there will not be wings and minimum car and driver weight would be 725 pounds.

## CLAIM RULES-STOCK / RESTRICTOR

**REMEMBER: When you sign in at the races each night with a restrictor or stock 600cc -4 cylinder motor, you are agreeing to have your motor or CDI (ignition box) claimed.**

There will be a \$500.00 "A" Main on stock CDI (ignition black box) claim on the first place finisher. Claim must be filed no later than fifteen (15) minutes after the last car leaves the track for the last main of the night's racing. When requesting a CDI box, the \$500.00 must be presented in cash or certified check to the head official. Absolutely no personal or company checks will be accepted for this purpose. Only the 2nd through 5th place race finishers may claim the winner's CDI box. If you don't give up the CDI box, you will be suspended for five (5) races, the two (2) previously driven races, this date's race and the following two (2) races and will also be fined.

There will be a \$2000.00 "A" Main motor-only claim on the first place finisher. Claim must be filed no later than fifteen (15) minutes after the last car leaves the track for the last main of the night's racing. When requesting a motor claim, the \$2000.00 must be presented in cash or certified check to the head official. Absolutely no personal or company checks will be accepted for this purpose. Only the 2nd through 5th place race finishers may claim the winner's motor. If you don't give up the motor, you will be suspended for five (5) races, the two (2) previously driven races, this date's race and the following two (2) races and will also be fined. **REMEMBER: When you sign in at the races each night with a stock 600 cc -4 cylinder motor, you are agreeing to have your motor claimed.**

If the CDI (ignition black box) is claimed you will retain your power commander as it is part of the fuel system.

If your motor is claimed, you will retain the complete exhaust system, including the exhaust nuts, the carburetors, or fuel injection, power commander, air cleaner, coils, spark plug wires, CDI (black box), voltage regulator and wiring down to where it plugs into the motor or the connectors coming from the motor. Also, you will retain the shift lever, the chain drive sprocket and bolt, plus all the plates, bolts, etc., to mount the motor. The person claiming the motor gets the motor with all the covers, pan, starter, charging system, carburetor boots, water neck, head and valve cover intact. The person removing the motor will unplug and unhook all hoses at the motor. Do not cut wiring or hoses. Any driver, owner or crew member who attempts to damage the motor, car or parts of the opposite party while the motor is being removed for a claim, will be subject to fines, suspension or disqualified as deemed appropriate.

**ANY CHASSIS AND BODY SPECIFICATION AS PER ORIGINAL 600 CLASS RULES APPLY UNLESS COVERED HEREWITH.**

### RESTRICTED 600 RULES

**AGE REQUIREMENTS:** The driver must be a minimum of age ten (10) years of age and no older than sixteen (16). If a driver attains max age after April 1<sup>st</sup> of the racing season that driver will be allowed to finish in that class. Once a driver moves up to a different class, cannot move back down to restrictor class unless approved by a track official.

**ENGINE SPECIFICATIONS:** four cylinder, 4 cycle 600cc stock engines only. This means NO modifications what so ever to the engine. Engine must be run as it came from the factory, with the internal charging unit in place and in working condition. Valve jobs allowed provided they are within manufacturers tolerances. Stock valves must be retained. No engine work, ported heads, lightened cranks, cam degreeing, lightened pistons or head cleanup. Stock pistons only, no cylinder clean up allowed. Rods, pistons, cams etc., must be stock parts used in the original engine from the factory. No transmission work all gears must be intact and function. Cam gears that are redrilled, slotted or altered are illegal. Cam bolts must be stock as they came from the factory. All cars must have cockpit operated electric starter, lever manual clutch in car and on-board battery capable of starting the engine and must remain chain-driven off of the original countershaft. Any engine sprocket, 520 or 530 is allowed.

ALLOWED MODIFICATIONS: Any air cleaner allowed. Any exhaust system will be allowed. Black box **MUST** be the same as it came from the **FACTORY**. Can run Manufacturer's race team black box, i.e. Honda HRC black box, etc. Stock "APPEARING" black boxes only. Trimble oil pans are legal, as are modified/billet oil pans for Honda 600rr. The drain plug and filler tube may be moved for easier access and to prevent damage. Timing triggers are allowed. An oxygen sensor eliminator may be installed.

FUEL SYSTEMS:

CARBURETORS ONLY: Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car's requirements. Carburetors must be the same make and model as the engine, i.e. Honda F2 carbs on a Honda F2 engine and Yamaha R6 carbs on a Yamaha R6 engine.

Any multi-cylinder engine over 250cc must have cockpit operated electric starter, lever manual clutch in car and on-board battery capable of starting a 600cc multi cylinder engine and also must remain chain-driven off original countershaft.

All engines must be available to the general public, from a known manufacturer, I.E. Honda, Kawasaki, Yamaha, etc., for at least (2) years prior to use in the Stock 600 Class I.E. to run a 2007 motor, it must be the 2009 race season.

FUELS: See section 7 for approved fuels and additives.

WINGS: Cars must run a 10 square foot fixed wing or bigger. May run a front nose wing. No mechanical, electrical or hydraulic adjustments are allowed in the cockpit area, for the wing or any other part of the car.

CAR and DRIVER WEIGHT: Minimum car and driver weight for this class is 750 lbs. All weights will be determined as the cars come off the track the way they finished the race.

RIGHT REAR TIRE: Right rear tire must be a Hoosier D28 or Harder or American Racer MD53 or harder compound, and also meet a minimum 48 durometer reading. Sipping, Grooving or cutting is allowed. Tire durometer check can be done either before the race or at least 15 minutes after the race to allow the tire to cool down Naturally. No cold water, cold towels etc to assist the tire to cool down.

Penalty for Illegal Tire: Disqualified from the just finished race.

**PENALTY FOR NON-STOCK RESTRICTED ENGINE:**

Anyone caught running an altered engine will be suspended for that night's program and 4 races in the future and loss of all points to date.

**ANY CHASSIS AND BODY SPECIFICATION AS PER ORIGINAL 600 CLASS RULES APPLY UNLESS COVERED HEREWITH.**

**You must run restrictor plates issued by LRE, any modifications or alterations to the restrictor plates are grounds for suspension and/or fines.**

**Rules for Placement of the Restrictor Plates:** Any restrictor plate can be used as long as they are the same specification as those issued by Lemoore Raceway, outside diameter – hole size .750 – thickness and material. The placement of the restrictor plates will be as follows: Between the carburetors and boot or manifold and boot, no slots in the boots, a restrictor plate will be in each cylinder and must be flat, not up and down or slanted, No cones allowed in the carburetors or intake manifold.

**Penalty for Restrictor Plates Violations:** At any time during the program that the restrictor plates are not the same as issued by Lemoore Raceway (hole size .751 or larger) the car will be disqualified from that all of that night's racing event, There will be a loss of 400 points from the previous events, before night of

disqualification. They will be suspended for the next two races programs. They will pay LRE a \$200 fine before they may enter the next allowable race.

Motors that may be used are: Honda F2, F3 & F4 and Yamaha R6.

Manufacturers engine equipped with factory fuel injection may run a prior year carburetors and black box, I.E. F4i run F4, R6 run R6, etc.

### **600 MODIFIED (MULTI) RULES**

**AGE REQUIREMENTS:** Minimum driver age is fourteen (14) years old with at least two (2) years prior racing experience in the micro/mini sprints. Must be 14 before the start of the race season. Race season starts with the first practice race. All drivers that competed in this class in the 2005 race season at LRE are “grand fathered” in.

Any multi-cylinder 4-cycle engine larger than 250cc, but not exceeding 619cc plus may run in this class. All engines must have a cockpit operated electric starter, lever manual clutch in the car and on board battery capable of starting the engine, and also must remain chain-driven off original countershaft. Any engine sprocket, 520 or 530 is allowed.

**ALLOWED ENGINE MODIFICATIONS:** Any and all modifications are allowed. Any ignition system, exhaust system and fuel delivery system are allowed.

**CAR and DRIVER WEIGHTS:** Any multi-cylinder 4-cycle engine larger than 250cc, but not exceeding 619cc (.040 inch overbore) Minimum car and driver weight will be 750 lbs. Minimum car and driver weight for the 636cc (.080 inch overbore) will be 785 lbs. to be evaluated after 4 races.

**FUELS:** See section 7 for approved fuels and additives.

### **CLASS 250 RULES**

**AGE REQUIREMENTS:** 14 year minimum age, 12 and 13 year olds allowed with at least two (2) years prior racing experience, or one (1) year is moving up from restricted class and release from track official.

2-cycle, 250cc single cylinder engines plus .080 overbore.  
Minimum car and driver weight is 590 lbs.

**LRE reserves the right to make changes to these rules at the discretion of the officials.**

**“ADDENDUM 1”  
TO  
LEMOORE RACING ENTERPRISES, INC. 2009 RULES**

This Addendum 1 to Lemoore Racing Enterprises, Inc.’s 2009 Rules shall be governed by, and incorporates all terms and conditions of the 2009 Rules, unless amended by this Addendum 1.

**600 “OPEN NON WING” CLASS**

All rules to be the same as the 600 Modified (Multi) Class unless amended by the Rules set forth below.

**AGE REQUIREMENTS:** Minimum driver age is fourteen (14) years old with at least two (2) years prior racing experience in the micro/mini sprints or at the Officials discretion. Must be 14 before the start of the race season. Race season starts with the first practice race.

**ENGINE SPECIFICATIONS:** All 600 Open NW cars must run a 4 stroke, 4-cylinder engine. All engines must run the stock stroke and stock bore as manufactured. The cars must be self-starting, and the flywheel attached to the motor. After market air boxes, and headers are allowed. All cars must have a muffler mounted on the header. The Kawasaki 636 is **NOT** legal to run in the 600 Open NW Class. Motors may run a windage tray & or modified oil pan.

**ALLOWED ENGINE MODIFICATIONS:** Any and all modifications are allowed, excluding those restrictions set forth above. Any ignition system, exhaust system and fuel delivery system are allowed.

**FUELS:** See section 7 for approved fuels and additives.

**ELECTRICS AND ELECTRONICS:** On/off switches must be mounted on dash, top of the cowl or on steering wheel. On/Off switch must be connected and functional. All 600 Open NW cars will have the electrical charging system installed; it does not need to be functional.

**WINGS:** 600 Open NW Cars will run **NON WING**. **NO** additional paneling shall be installed on cars in order to create an air foil effect. No material will be allowed to extend below the upper shock mount toward the axel and bottom frame rail. Mud guards may not extend to the upper top frame rail (above the drivers head). All Wing mounting hardware must be removed from car prior to start of any race. No body part may extend beyond the rear down rail. No air foil devices or additional panels will be allowed on hood, tail, and right side nerf bar. Aluminum panels on left side to protect motor are allowed.

**RIGHT REAR TIRE:** Right rear tire must be a Hoosier D28 or Harder or American Racer MD53 or harder compound, and also meet a minimum 48 durometer reading. Sipping, Grooving or cutting is allowed. Tire durometer check can be done either before the race or at least 15 minutes after the race to allow the tire to cool down Naturally. No cold water, cold towels etc to assist the tire to cool down.

Penalty for Illegal Tire: Disqualified from the just finished race.

**DRIVER COMPARTMENT ADJUSTMENTS:** NO driver compartment area (cockpit area) adjusters allowed, including but not limited to, weight jackers, Panard (Pan Hard) adjuster, shock adjusters or any other chassis adjuster in the cockpit area. Area means within the reach of the driver with shoulder blest loose No weight jackers allowed. Pan Hard adjuster is allowed, if driver cannot reach adjuster while sitting in vehicle. No shock adjusters in cockpit allowed.

**CAR and DRIVER WEIGHT:** **Minimum** car and driver weight will be 725 lbs. All weights will be determined as the cars come off the track the way they finished the race.

**LRE reserves the right to make changes to these rules at the discretion of the officials.**

# **KSUSA Briggs World Formula Rules 12/01/2008**

*This version supersedes all previous versions*

**All parts must be B&S factory production parts unless otherwise noted in these rules.** No machining or alteration of parts is permitted unless specifically noted in these rules. All parts are subject to comparison with a known stock part.

**717.1: Shrouds and covers:** All shrouds and covers must be run as supplied. Cylinder shield may be bent slightly or drilled around spark plug hole to allow fitting cylinder head temperature lead and clearance for Coil Ground lead. Flywheel Cover, Top Cover and Plate are non tech items. They are replaced by Part # 555699.

## **717.2 : Header and silencer**

**717.2.1:** Factory header or RLV part number 5442S. Any exhaust gasket or no exhaust gasket allowed. Sealer allowed on header. Header nuts are not required to be safety wired. Bottom bracing must be bolted to head. Factory header may be cut and turned to fit car as long as the overall length and tube size remains the same as the stock factory header: OAL 20.5" OD .9375" x .065 wall (ID .807 +/- .005)

**717.2.2:** Exhaust gas temp sensor is optional.

**717.2.4:** RLV Silencer #4100 required

**717.2.5:** Springs attaching Silencer to header must be safety wired.

**717.3 : Electric starter:** Starter motor must be operational and capable of starting engine. Battery must be minimum of 8 AH rating and capable of starting warm engine. Recoil starter and flywheel starter cone optional. Starter support bracket P\N 557119 is optional.

**717.4: Air filter** must be Green Brand 40 X 75 filter.

**717.5 : Spark plug:** Any commercially available, 10 mm thread, spark plug allowed. Spark plug must be stock. Indexing washers allowed. Removal of factory sealing washer is not allowed unless using head temp sensor ring.

**717.6: Fuel pump** must be B&S part 557033. Must be pulsed from intake manifold only.

**717.7: Clutch:** May be engine and/or Jackshaft mounted. May use #219 or #35 sprocket.

**717.8: Rev Limiter:** Rev limit is 7100 rpm +/- 50 rpm. Rev limiter may be checked at any point in the race program. Rev limit will be checked with a suitable memory capable tachometer attached to the plug lead and the motor accelerated until the rev limiter begins to function. All rev limiters must function within 100 rpm when checked with the same instrument. Each competitor is allowed one courtesy check of the rev limiter with the instrument to be used at the event.

**717.9: Fuel:** Fuel to be KSUSA approved gasoline with no additional additives. Fuel may be checked by any means. Each competitor is allowed one courtesy check of fuel in his tank with the method to be used at the event. Compliance with the common source will be determined by zeroing a Digitron gas meter in a sample of source gasoline and allowing each competitor deviation of + / -5 points from zero and/or by any Digitron recommended method.

**717.10: Carburetor:** Stock Walbro PZ carburetor only. No alterations allowed; choke excluded. Carb mount boot Briggs #557130 is required.

**717.10.2 :** Slide must remain unaltered. Stock needle marked CDB is required.

**717.10.3:** Choke assembly is optional and may be removed and shaft holes plugged with silicon. If choke is retained choke lever may be fastened open with spring, rubber band or tie wrap.

**717.10.4 :** Pilot Jets: 36, 38, 40 are allowed.

**717.10.5:** Main Jets: 90, 93, 96, 98, 100, 102 are allowed.

**717.10.6:** Venturi measurement

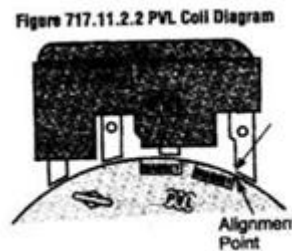
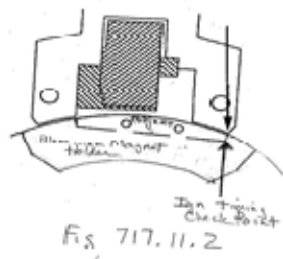
**717.10.6.1:** Vertical .9902" max

**717.10.6.2:** Horizontal .7382" max

**717.11: Camshaft:** First camshaft check will be taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainer may not exceed .3085". Camshaft must be as supplied with compression relief.

**717.11.1:** Install degree wheel, using positive stop method.

**717.11.2: Check ignition timing .** With the right edge of the magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil as in Fig. 717.11.2 . Check the PVL ignition as illustrated in 717.11.2.2. The degree wheel should indicate between 23 and 29 degrees BTDC for either ignition.



**717.11.3: Tech camshaft at pushrods. Push gently down on dial indicator stem to ensure that there is no lash when pushrods are going down.**

Exhaust Lobe	Lift	Intake Lobe
75-71 BBDC	.020	34-30 BTDC
57-53 BBDC	.050	18-14 BTDC
39-35 BBDC	.100	2BTDC-2ATDC
25-21 BBDC	.150	13-17 ATDC
9-5 BBDC	.200	29-33 ATDC
12-16 ABDC	.250	49-53 ATDC
25-29 ABDC	.275	63-67 ATDC
.3085 MAX	.3085	
70-66 BTDC	.275	31-28 BBDC
57-53 BTDC	.250	18-14 BBDC
37-33 BTDC	.200	2-6 ABDC
21-17 BTDC	.150	18-22 ABDC
6-2 BTDC	.100	33-37 ABDC
11-15 ATDC	.050	49-53 ABDC
29-33 ATDC	.020	66-70 ABDC

**717.12: Deck/Piston Clearance:** Machining of deck surface is permitted. There will be no knife edge finishes allowed, Smooth finish only. Piston pop up cannot exceed .025" above block surface in the center of the piston. When measuring piston pop up, use the backside of the Sox pushrod gauge or set flat bar stock across piston parallel to wrist pin. Use dial indicator to check pop up on center of this bar. Carbon may be removed from the top of the piston prior to measuring. Top of piston may be filed to relieve protrusions left by number stamp on top of piston.

**717.13: Bore:** Maximum bore 2.725". Factory oversize pistons allowed.

**717.14: Stroke:** Maximum stroke is 2.204". Push piston down to take up rod play.

**717.15: Head gasket :** Stock B&S head gasket only. .041" minimum thickness between head bolt holes. Measurements are to be made with micrometer from inside of gasket. Fire-ring Gasket P\N 555698 is production item and legal.

**717.16: Head:** Head may not be altered in any way from factory specifications. Heat sink P\N 555690 is allowed.

**717.16.1: Rocker Arms:** Must be as produced. Length must be 2.761" minimum to 2.291" maximum.

**717.16.2: Rocker Ball:** Must be stock. Diameter to be .590" - .610".

**717.16.3: Cylinder head gasket surface** may be machined. Depth from gasket surface to head surface between valves must be a minimum of .319". Measure by using a depth micrometer. There will be no knife edge finishes allowed, Smooth finish only. No angle milling of the head.

**717.16.5: Ports:**

**717.16.5.1: Intake port:** No media blasting of any type allowed on intake port in\on the head or manifold. Must be as cast.  
Maximum diagonal measurement is 1.101".  
Maximum vertical measurement is 1.044".

**717.16.5.2: Exhaust port:** No media blasting of any type allowed on exhaust port. Must be as cast.  
Maximum I.D. of shoulder in bottom of exhaust port is .854"

**717.16.6: Valve seats** - one 45° angle only

**717.16.6.1:** Intake valve seat diameter is .966" - .972".

**717.16.6.2:** Exhaust valve seat diameter is .844" - .850".

**717.16.7: Valves**

**717.16.7.1:** Intake valve head diameter is 1.055" - 1.065".

**717.16.7.2:** Exhaust valve head diameter is .935" - .945".

**717.16.7.3:** Valve stem diameter is .232" - .238".

**717.16.7.4:** Valve face must have one 45° sealing surface only.

**717.17.8 Valve springs**

**717.17.8.1:** Dual valve springs as supplied by factory are required.

**717.17.8.2:** Inner spring wire diameter is .066" - .068".

**717.17.8.3:** Outer spring wire diameter is .112" - .114".

**717.17.8.4 :** Valve Guides: Replacement of valve guides with B&S factory part 555645, is allowed.

**717.18: Ignition:** Unaltered B&S stock coil #557040 w\External Limiter or #557125 with Internal RPM Limiter is mandatory. Attachment bolts or bolt holes may not be altered.

**717.18.1:** Spark plug connector must be stock factory type.

**717.18.2:** Rubber plug boot is allowed.

**717.18.3:** There must be resistance from plug wire to ground on coil #557040. Resistance must be between 3000 ohms, minimum, to 6000 ohms, maximum. Coil resistance may be rechecked after a minimum of 10 minutes if correct reading is not attained upon first check. No spec available on P\N #557125.

**717.18.4:** Coil air gap is non tech.

**717.19: Flywheel: Only stock Cast Iron or Cast Aluminum Briggs #557126 flywheel is permitted. Starter ring gear and all cooling fins must be in place. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed.**

**717.19.1:** Chipped fins due to poor casting are legal. Completely broken off fins are not allowed.

**717.19.2: Stock flywheel key with B & S logo is required and will determine Aluminum flywheel ignition timing.**

**717.20:** One or two stock crankcase gaskets are required.

**717.21: Valve Lifters: Must be stock.**

**717.21.1:** Lifter head diameter must be .969" - .972".

**717.22: Connecting Rod:** Stock B&S part #557005 or 557117 rod only. Rod may not be altered. Rod may be clearanced providing that it is in stock configuration and finish, with no dimpling or media blasting. Rod ends must be concentric with crank journal and wrist pin with no chamfer or breaking of edges.

**717.22.1:** Rod length, measured from bottom of wrist pin hole to top of crank journal hole, is 2.419" minimum to 2.429" maximum.

**717.22.2:** Oil hole opening is .185" no-go. Crank end of oil hole is chamfered.

**717.23: Wrist pin:**

**717.23.1:** Maximum I.D. is .414".

**717.23.2:** O.D. is .624"-626".

**717.23.3:** Minimum length is 1.901".

**717.24: Piston rings:** Three rings mandatory. Top compression ring must have chamfer or O toward top of piston. Second scraper ring must be installed with inside chamfer down and O toward top of piston. Oil ring must be installed as from factory. No alteration of rings allowed except end gapping and lapping. Rings must be in one piece when removed from block. Aftermarket rings are allowed if they meet the Specifications listed below.

**717.24.1:** Minimum width of top two rings is .095".

**717.24.2:** Thickness of top two rings is .059" - .064".

**717.24.3:** Minimum width of oil ring is .065". Ring groove must be present. Expander must be installed.

**717.24.4:** Thickness of oil ring is .098" - .102".

**717.25: Piston: Stock "kidney bean" piston required.**

**717.25.1:** Minimum from top of piston to top of wrist pin on circlip side is .658".

**717.25.2:** Minimum piston length is 1.768".

**717.25.3:** Factory oversize World Formula pistons are allowed.

**717.26: Crankshaft:** Stock B&S crankshaft casting #772 and #052 only allowed, all finishes to be as factory supplied, with stock timing gear installed in stock location only. No alteration in any manner allowed. Offset crankshafts not permitted. Stock bearings required.

**717.26.1:** Shim(s) if used, must be installed as from factory.

**717.26.2:** Crankshaft journal diameter is 1.094" - 1.100".

**717.27: Block: Must be stock with no alterations, except blocks may be repaired from broken rod damage, providing that repair does not constitute a functional modification of original block. No welding is permitted from the cooling fins upward.**

- ***CYB rule: Unless the rules say you can; you can't!!!***
- ***All Tolerances +/- .001 measured with dial indicators, micrometers or calipers due to calibration variance.***

## ***Cam Profile***

Cam ID	Description	Max valve lift (inches) Int / Exh	Exhaust Profile ID	Exhaust Centerline (Crank Deg)	Exhaust Opens ( BBDC)	Exhaust Closes (°BTDC)	Exhaust Duration (Crk Deg)	Intake Profile ID	Intake Centerline (Crank Deg)	Intake Opens ( BTDC)	Intake Closes ( ABDC)	Intake Duration (Crk Deg)	Centerline Spread (Crank Deg)	Valve Overlap	Comments
Formula 215754 cam Spec	308 with ramps	.308 / .308		249	59	-17	256		467	21	55	256	218	38	Valve data at 1.0 mm (.0394 inches)
<b>Formula 215754 cam Spec</b>	<b>308 with ramps</b>	<b>.308 / .308</b>		<b>249</b>	<b>55</b>	<b>-13</b>	<b>248</b>		<b>467</b>	<b>17</b>	<b>51</b>	<b>248</b>	<b>218</b>	<b>30</b>	<b>Valve data at 0.050 inch (1.27 mm)</b>

The above specifications are with zero lash.

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