



**2023
OFFICIAL
RULES
AND
REGULATIONS**

REVISED NOVEMBER 4TH, 2022

Disclaimer: All rules may be changed/modified/adjusted as needed by Lemoore Racing Enterprises, Inc. (here after LRE and/or Promoter). Rules are designed and enforced to keep competition equal and safe.

SECTION 1: GENERAL RULES AND REGULATIONS

1.01: All persons participating in a scheduled program, including but not limited to participants, equipment owners, pit crew members and guests or affiliated persons, assume full responsibility for any and all injuries sustained, including death and property damage, at any time they are on LRE property, or in route to or from LRE property.

1.02: Track Promoter and officials are not responsible for any damage or theft of trucks, equipment, tools, or personal property on the premises. It is recommended that one person remain with personal property at all times to avoid possible theft and/or damage.

1.03: No participant, equipment owner, pit crew member, guest or any other affiliated person shall have any claim for injury, damages, expenses or otherwise against LRE and/or its directors, and/or its officials, and/or its employees, and/or volunteers by reason of disqualification, damage or injury to either equipment, participant or both. Any person, whether participant, car owner, pit crew member, guest or other affiliated person further agree that the racetrack 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 a wristband (hereinafter "pit pass") has been secured for the scheduled event. 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 participant and equipment associated with the violator and/or suspension or banishment from the restricted area. **LRE reserves the right to refuse service and access of property to anyone.**

1.05: No person under the age of ten (10) will be admitted into the pit area without an accompanying adult and must be signed in on a car's pit crew. All persons under the age of eighteen (18) must have a minor release form signed by a parent or guardian. All participants under the age of eighteen (18) will be required to provide a registered/certified copy of birth certificate on file with the promoter. No persons under the age of eighteen (18), except for a participant, will be admitted to the infield area.

1.06: NO OUTSIDE ALCOHOL. OUTSIDE ALCOHOLIC BEVERAGES ARE NOT ALLOWED ON THE PREMISES. ALL ICE CHESTS BEING BROUGHT ONTO THE GROUNDS ARE SUBJECT TO SEARCH FOR ALCHOLIC BEVERAGES. IF ALCOHOL IS FOUND, IT WILL BE CONFISCATED. Drinking of alcoholic beverages or use of any controlled substance in restricted areas is strictly forbidden during scheduled events. If the Promoter and/or Head Referee have any reason to believe that a participant is under the influence of a controlled substance, the Promoter reserves the right to perform drug testing on demand. Any participant in a scheduled event who exhibits evidence of using alcoholic beverages and/or any controlled substance will be immediately escorted from the pit area and any of the following, or combination of the following, penalties may be assessed at the Promoters discretion:

Participant:

- 1) Verbal warning.
- 2) Removal from LRE's property.
- 3) Suspension from that night's event.
- 4) Suspension from any event for a time to be determined by the Promoter.
- 5) A fine up to \$500.00

Non-Participant:

- 1) Verbal warning.
- 2) Removal from LRE's property.
- 3) Suspension from that night's event.
- 4) Suspension from any event for a time to be determined by the Promoter.

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

Note: The general admission area is the only area in which the consumption of alcoholic beverages is permitted during scheduled events.

1.07: The participant assumes responsibility for the actions of his/her pit crew and/or guests and/or any other person affiliated with his/her vehicle at all scheduled events. In every aspect, the participant 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 himself/herself in an unsportsmanlike manner, including derogatory hand gestures and/or improper/foul language, at any time in the pit area or on the racing premises. Violators will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these Rules and Regulations.

1.09: No person shall intentionally cause damage to another person's property, car, tools or equipment on the raceway premises on or off the racetrack. Violators will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these General Rules and Regulations.

1.10: No person shall subject any official of LRE, volunteer of LRE or any employee of LRE to abuse, including hitting, pushing or improper physical contact at any time. No person shall subject any official of LRE, volunteer of LRE or any employee of LRE to verbal abuse, including the use of improper/foul language or hand gestures at any time. Violators will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these General Rules and Regulations.

1.11: No adult shall subject a minor, (18 years of age and under), to disrespect of any type. Any offense verbal or physical adult to minor (under the age of 18 years) will call for immediate disqualification of the night's event for the driver of the team member associated, and/or ejection from the pit area. Additional penalties and/or fines will/can apply as set for in Section 1.06 of these Rules and Regulations.

1.12: 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.

1.13: Discussions with the Promoter and/or Race Director pertaining to official race decisions may be held **AFTER** completion of the **FINAL** race in the program of the day/evening, with the participant or car owner only, at the discretion of the Promoter or Race Director. Being confrontational with the Promoter, the Race Director or any Track Official during the race program will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these General Rules and Regulations.

1.14: Participants are not permitted in the press area or in the official's office/observation areas without specific permission from the Race Director (in the case of the pit tower, permission must be obtained from the Pit Steward). Violators will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these General Rules and Regulations.

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

1.15: 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 or sponsoring organizations and their affiliates. Violators may be suspended and/or banished from the premises.

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

1.17: It is the responsibility of participant to make sure that all fines levied against him/her or any person associated with him/her are paid before the next race program. The participant and his/her car will not be allowed to participate in any race until all fines are paid. Promoter reserves the right to deduct any and all unpaid fines from the participant's/car owner's winnings.

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

1.19: Speeding in any restricted area is prohibited. Violators will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these General Rules and Regulations. This will be policed, and tickets with fines will be issued.

1.20: Motorized Pit Vehicles: 5MPH speed limit. No reckless driving will be permitted. Pit vehicles to be used only for race related activities from arrival to departure time while on LRE property. No one under the age of 16 will be allowed to operate pit vehicle with the exception of race car drivers. Any pit vehicle drivers sixteen (16) or older must have a valid driver's license. No passengers allowed unless pit vehicle is specifically designed for one and passenger is involved in the race related activities. Pit vehicle drivers caught in violation will be penalized as follows:

1st offense- Team will surrender pit vehicle privileges for that event and possible fine.

2nd offense- Team will surrender pit vehicle privileges for the remainder of the season and possible fine.

3rd offense- Driver will be suspended for the remainder of the season and possible fine.

Note: If any underaged driver is caught operating a pit vehicle who is not a race car driver the related race team will surrender pit vehicle privileges for the remainder of the season and possible fine.

1.21: When entering or leaving the pit area, drivers must use caution or be subject to a penalty.

1.22: 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.

1.23: Infield Access: One representative from each car, currently on the track, is allowed in the infield for each race. However, each representative must stay within a designated area. If the representative is outside the designated area during racing conditions, **NO WARNING** will be given; the violator will be escorted from the infield by an Infield Official and will not be allowed to return for the current night's race program. Upon 2nd removal from the infield, the violator will be banned from the infield for the remainder of the current racing season.

Note: To qualify as an infield representative, you must register at the pit tower, once for the current racing season.

1.24: No driver shall get out of his/her car while on the racing surface, other than for emergency reasons or if asked by an official to do so, if a driver is on the racing surface other than for an emergency reason they will be **disqualified and lose all points for that race event/night and for the highest prior event.** And the owner of the car can be fined up to \$500.00

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

1.25: Any driver that walks away from his car after an accident or mechanical failure during a race event, and **LEAVES THE TRACK**, (returns to the pits), will forfeit the privilege of having his car towed back to the pits. The car will remain in the infield until the end of the race night, and owner can be fined up to \$500.00.

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

1.26: Anyone found in violation of any rule could be penalized by not only LRE, but also by Plaza Park Raceway, Delta Speedway, and Dixon Speedway; as all four California tracks are working together to enforce the rules.

1.27: Payout Checks: All uncashed payout checks are voided after 90 days and will not be reissued.

SECTION 2: COMPETITION FORMAT

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

2.02: Points: Points will be awarded for qualifying, heat races, main events, and passing points. (Please Note: Passing points will be given for main events only). You must take the initial green flag to receive points. You must be a member of LRE to receive points for the championship. Points will be awarded on your best fifteen (15) races out of sixteen (16), or best fourteen (14) out of fifteen (15), or best thirteen (13) out of twelve (12), etc., depending upon how many points races there are in a year, in other words, you have one throwaway race. The number of point races in the year will be determined by the Promoter. Any disqualification for any reason from a race event, rather it be a heat race, qualifying, a main event, or for the whole night, cannot be used as a throwaway. **The points Champion driver in each class will receive 1 free driver entry per points race the following year. The free entry cannot be transferred to another driver and the driver must be a member for the current year.**

2.03: Qualifying: Each participant with the exception of the Jr. Sprint class, will have the opportunity to participate in either Single Car or Group Qualifying. The Jr. Sprint class will run two (2) heat races in lieu of qualifying.

2.03.01: Single Car Qualifying: Each participant will have the opportunity to receive two (2) timed laps. The fastest recorded lap will be the car's official time. After receiving the checkered flag, the car will then pull into the infield until qualifying is over for that class. Qualifying order will be determined by pill draw.

2.03.02: Group Qualifying: Upon sign-in you will pill draw for the hot lap order. After all cars have completed hot laps, cars will be grouped for qualifying (no more than four (4) cars per group) and will be grouped according to hot lap times; grouping the faster times with the faster times, slower times with slower times. Each group will enter under idle onto the track and safely spread apart, once the last car in that group enters the track the flagman will turn on the green light. The last car to enter the track will be the car that takes the green flag. Each group will get three (3) complete laps, being shown the white then checkered flag. Once the checkered flag is shown to the last car in that group they will then pull to the infield until qualifying is over for that class.

2.03.03: In the event the timing system should go down before qualifying and deemed unrepairable within 15 minutes all classes will line up for their heats according to their pill draw. If timing system goes down during qualifying and unrepairable within 15 minutes only classes who have not fully qualified will line up for their heats according to their pill draw.

2.04: Heat Races: With the exception of the Jr. Sprints class, heat races will be set up off qualifying times, with a four (4) car invert. The top four finishers in each heat will get their qualifying time back and transfer to the main event (once they have passed thru tech). The transfer cars will be lined up based on qualifying. Non transfer cars will then be lined up based on their finishing order of their heat with the 5th place car in the first set of heats filling the first spot after the transfer cars, 5th place in the second set of heats will line up next and so on. The number of cars registered will determine the number of heat races in each division. There will be no more than 10 cars per heat.

2.04.01: Heat Races: The Jr. Sprints class will run an (A) and (B) heat race with the lineup to heat race (A) determined by pill draw and heat race (B) will be lined up as a full field invert of heat race (A). There will be no more than 10 cars per heat.

2.05: Main Event: Main event will be lined up starting with transfer cars from their heats and arranged by qualifying order. The remainder of the cars will be filled in by their finishing order from heats, with a maximum of twenty-four (24) cars in a main event. Promoter and/or Head Referee may choose to allow more than twenty-four (24) cars in some instances. Main events will be thirty (30) laps, for Winged Outlaw and Non-Wing Outlaw. Restricted A-Class and Winged A-Class will be twenty-five (25) laps. Junior Sprint will consist of twenty (20) laps. Promoter and/or Head Referee may choose to change the number of laps for various reasons. There will be an inversion of either 0, 2, 4, 6, or 8 cars but with no more than half the field being inverted drawn by the winner of the last heat race of each class. The inversion drawing shall take place at the flag stand or in a designated area within view of the fans.

2.06: Semi Main Event: Semi Main Event will be lined up based on finishing order of heat races with 5th place finisher in first set of heats on the pole, 5th place finisher in second set of heats on the outside pole and so on.

2.07: Qualifying Points: Points earned in qualifying as listed below: (Points begin at twenty (20) for the first (1st) qualifying position and descend by one (1) point per position; all positions after twentieth (20th)place will receive one (1) point.) No points will be given without qualifying time.

QUALIFYING POSITION	POINTS	QUALIFYING POSITION	POINTS
1	20	11	10
2	19	12	9
3	18	13	8
4	17	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20+	1

2.08: Heat Points: Points earned in heat races are as follows: Ten to one (10-1) points. First (1st) place - ten (10) points, second (2nd) place - nine (9) points, third (3rd) place - eight (8) points, and down the line. Did not finishes earn finishing position points, did not starts earn zero (0) points and disqualifying earns zero (0) points per heat.

HEAT FINISHING POSITION	POINTS
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

2.09: Main Event Points: Main event points are awarded according to your finishing position. Did not finishes earn finishing position points, did not starts earn zero (0) points and disqualifying earns zero (0) points per main event. (Points begin at fifty (50) for first (1st) place and forty-six (46) for second (2nd) place and descend by two (2) points per position.)

FINISH POSITION	POINTS	FINISH POSITION	POINTS
1	50	13	24
2	46	14	22
3	44	15	20
4	42	16	18
5	40	17	16
6	38	18	14

7	36	19	12
8	34	20	10
9	32	21	8
10	30	22	6
11	28	23	4
12	26	24	2

2.10: Passing Points: Passing points will be given for the main events only. One (1) point will be awarded for each position advanced (from your original starting position) during the course of the main event of each class. No passing points given if starting scratch.

2.11: Total Points: Total points for each points race will be a grand total of qualifying, the heat race finish, the main event finish and main event passing points combined.

2.12: The Promoter reserves the right to declare any race event (heat, semi-main or main) a timed event based on one (1) lap equaling one (1) minute.

SECTION 3: RACE PROCEDURES

3.01: The Promoter has the right to reject the entry of any car, driver or person onto the premises at anytime.

3.02: No person may enter the racing arena until he/she has completed and signed all required releases, registration, entry forms, and made payment. This includes drivers who elect to run scratch in a class they did not initially sign up for.

3.03: No person shall be permitted to sign the waiver and release form for anyone other than himself/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 Promoter and/or Head Referee may eliminate any driver from competition should the driver be deemed physically or emotionally unfit to participate in a racing event.

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

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 qualifying timed laps. There will be no 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. In case of transponder problems, if it is found that the transponder was properly installed and is not working the driver will be pulled into the infield and a new transponder will be installed and the driver will get their required laps. If it is found that the transponder is not on the car or is not in a proper location the driver will forfeit their laps with no qualifying time and will begin the race in the last place position in his/her assigned heat race.

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. In the case of multiple cars not receiving a time they will be placed last in pill draw order.

3.12: When each car completes its qualifying laps, the car will proceed to the place designated by the track official and will remain there until directed to do so. The top five (5) qualifiers will be announced and will leave the designated position first and go directly to the scales and the technical inspection area. **Only** the top five (5) qualifiers go to the scales/tech.

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. If a driver goes to a backup car the driver must notify the Head Referee and the driver shall start the main event at the rear of the field **and will not receive passing points.**

3.15: No driver changes shall be made.

3.16: (This Rule has been removed)

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. There will be three (3) notifications of each race, first (1st) call, second (2nd) call and final call.

3.18: Cars that are considered "LATE" (cars that do not enter onto the track with the rest of the field) to their assigned race WILL be put to the rear of the line-up, the rest of the field will move straight forward in the line-up. 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 get to the rear of the field. At the conclusion of the two (2) laps the flagman will give the one to go sign, turn off the yellow lights and no one will be permitted to enter onto the racing surface.

3.19: The track officials will direct the cars to their re-start positions. There will be no discussion or argument as to line-up positions. A driver will be given one warning, if the driver refuses to get into the assigned position, the driver will be black flagged and disqualified from the current race. **All lapped cars will be placed at the rear of the field.**

3.20: Race Receivers will be used to assist with line-ups.

3.21: No car leaving the work area shall be allowed to re-enter the racetrack during green flag conditions. You may re-enter under yellow flag conditions, and the re-entry can be made from either the front or backstretch. Cars must be started and running in the infield before entering onto the racetrack.

3.22: After the car has been given the checkered flag and crossed the start/finish line, the car will be given one lap to slow down. Any driver staying on the gas for more than one lap after receiving the checkered flag may be assessed a one (1) position penalty on the finish for recklessness.

3.23: The top 5 finishers scored in qualifying, heat race, and main event will go directly to the scales to be weighed. The top 4 finishers of the A-main will go directly from the scales to the technical inspection area. Any car required to and does not weigh or report to the technical inspection area may result in a disqualification from that event.

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 re-enter 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 Head Referee may allow pit crews into the infield area to assist their driver with repairs or adjustments.

3.28: A work area shall be designated by the Head Referee 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 Head Referee. If the cars are going to be allowed to refuel, the Head 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 that come to a stop on the racing surface under a green or 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 or red 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. When a car does a 360 spin **the yellow flag will be waved and that car will be sent to the rear of the field.**

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 Head Referee, assisted by other track officials, 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 Head Referee. Penalties for foul driving may include any one or more of the following any time during or after completion of the race event:

Warning, loss of 2 positions, sent to the rear of the field, black flag, 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 racetrack 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 the Promoter, the Head Referee, or Track Officials, until the **FINAL** race program has been completed. Any complaints or discussions of issues shall be directed to the Head Referee by the driver or car owner only, after the **FINAL** race program of the day/evening has been completed. Violators may be disqualified or subject to fines. Being confrontational with the Promoter, the Head Referee, or any Track Official during the race program will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these General Rules and Regulations.

3.42: Judgment decisions made by the Head Referee or the Track Officials cannot be protested.

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

3.44: Rookie of the Year Eligibility: Jr. Sprint & Restricted A-Class only. A rookie shall be a driver who has not competed in more than (three) Jr. Sprint or Micro Sprint race events in the point race season in the prior year in his class, and must declare himself/herself a rookie to the Head Referee, and upon sign-in of the race event must fill out and sign a Rookie of the Year form. The driver declaring himself/herself a rookie must start the first two points races at the back of the pack and run a rookie flag from the back of the roll cage. The Promoter, or Head Referee reserves the right to continue to declare the driver a rookie for an un-numbered amount of races if the Promoter or Head Referee feel the driver is not ready to advance. The rookie having the most points at the end of the race season will be declared the rookie of the year.

3.45: Race Receivers: Race Receivers must be worn by all drivers any and at all times the car is on the racetrack. **FIRST WARNING:** If the driver's race receiver fails to work or does not have one, the driver will be given one (1) warning to fix it or get a new one. **SECOND WARNING:** If the driver fails to fix the race receiver and/or does not get a new one, the car and driver will start at the back of every race until the race receiver is fixed.

SECTION 4: FLAGS

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

4.02: Green Flag - Initial Starts

The flag man will control the start of the race. After all cars are lined up in official order, the flagman will give a one-lap-to-go signal and yellow lights will be turned off. The pole car (1st row inside) will set the pace to the initial start zone, and it is the responsibility of the front row outside car to keep pace with the pole car. The initial start zone will be designated by a single cone at the exit of turn 4, the front row must be side by side coming to the cone to start the race. The flagman will call off the start if he deems it too fast or slow of a pace and the guilty car will be charged with 1 bad start. The initial front row of cars will have a maximum of 3 attempts at a clean start or when one or both of cars in the 1st row are charged with 2 bad starts. Cars with 2 bad starts will be moved back one row and start attempt will be tried again. For the 4th start attempt, cars will be put in single file order for the initial start. When a successful start is made the flag man will wave the green flag and passing is allowed anywhere on the racing surface. If the start is unsuccessful the flag man will hang the green flag, letting the drivers know the start will be coming back and the yellow light will be turned on giving drivers time to get through turns 1 and 2 and safely slow down on the back stretch.

4.03: Green Flag - Single File Re-Starts

The re-start zone will be designated by markers whose locations and distance will be the same at all LRE events. After all cars are lined up single file in official order, the flag man will give the one-lap-to-go signal and yellow lights will be turned off. The lead car will set the pace to the start zone. The flagman will call off the start if he deems it too fast or slow of a pace and the leader will be given a warning. Two (2) too fast or slow pace warnings will result in a penalty equivalent to a bad start and the offending driver will be moved back 2 positions. The lead car must start anywhere from the first marker to the second marker, then the green will be displayed. All other cars will stay single file within the framework (nose to tail) of the car in front of it until the start-green is displayed. If the lead car does not start by the 2nd marker, the flagman will display the green. When a successful start is made the flag

man will wave the green flag and passing is allowed anywhere on the racing surface.

4.03.01 Double File Re-Starts: Winged Outlaw, Non-Wing Outlaw, and Winged A-Class Main Events only:

Restarts until 5 or less laps remain will be double file: Under yellow-flag conditions the field initially goes to a single-file grid. Once the running order has been established and the field is set the race leader will choose either the inside or outside lane. The field will then be signaled to realign double file. All cars positioned to line up behind the leader will go to the lane the leader has chosen and those positioned to line up behind the 2nd place car will go to the 2nd place car's lane. The grid must remain double-file and nose-to-tail until the race is started in the designated start area. The race leader sets the pace and is the control car. The race leader restarts the race. Once the leader starts the race it is started for the entire field. Passing and maneuvering throughout the field is allowed as soon as the race has started. If a lap is not completed on a double file restart due to contact, the next attempt will be single file and single file restart rules will apply. Lap cars go to the rear of the field.

4.04: 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 racetrack. The determination of a reasonable speed is a judgment call that will be made by track officials. Caution flags are not counted at Lemoore Raceway; therefore, do not race to the yellow flag. Lemoore Raceway uses a split yellow system. Any car/s that have crossed the scoring line before the yellow flag is shown the lap is scored and those cars who have crossed the line will re-start in that position. All other cars will revert back to the last scored lap for position.

4.05: Blue Flag with Diagonal Yellow Stripe – Signifies Hold Your Position

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, YOU ARE TO HOLD YOUR POSITION.**

4.06: Red Flag – Stop Immediately

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

4.07: Black Flag – Report Immediately to The Infield

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.

4.08: White Flag – Race Leader Has Started His/her Last Lap

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

4.09: Checkered Flag – Completion of The Race

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. When the checkered flag has been given to the leader, the balance of the field receives 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.

4.10: 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 line up in their original order with the car(s) involved starting in the rear.

4.11: Red and Black Diagonal Flag

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

5:20: Any driver that walks away from his/her car after an accident or mechanical failure **during a race event**, and **LEAVES THE TRACK/INFIELD**, (returns to the pits), will forfeit the privilege of having his/her car towed back to the pits. The car will remain in the infield until the end of the race night, and owner can be fined up to \$500.00.

STRONGLY RECOMMENDED:

1. Fuel bladder
2. Non-Wing top of roll cage Halo positioned to allow driver to safely exit the car.

SECTION 6: MECHANICAL / TECHNICAL INSPECTIONS

6.01: The Promoter and/ or Head Referee reserves the right to judge, decide and establish what constitutes a legal car.

6.02: The Promoter 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 no more than two (2) persons in the designated inspection area.

6.05: 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 at 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, 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 (1) re-weigh. Driver must remain seated **and still in car while being weighed** and not leave the scale area.

6.07: The top five (5) finishers in the main event may be subject to technical inspection.

SECTION 7: FUEL & OIL SPECIFICATIONS, PENALTIES & PROTESTS

7.01: Approved fuel is methanol only. No additives, (I.e. Power Mist, Propylene Oxide, Nitro methane, etc.) **No M5 fuel allowed**. Normally aspirated only. Any transmission oil used must not contain performance enhancing agents. Lemoore Raceway tech officials can pull fuel and or oil samples from a car or container at **any time** once on Lemoore Raceway premises including pre-race, post-race, or in trailer. No one other than tech officials are allowed to be present during fuel testing done at the track. If unwilling to comply; penalties are as follows in 7.02 below.

7.02: Penalties for Illegal Fuel:

1st Violation: Disqualified from current night's race program, loss of highest points race for the current season, \$300.00 fine, plus laboratory fees if applicable.

2nd Violation: Disqualified from current night's race program, loss of all points to date, \$500.00 fine, plus laboratory fees if applicable.

3rd Violation: Disqualified from current night's race program, loss of all points to date, \$1,000.00 fine, plus laboratory fees if applicable.

If car owner/driver refuses any tech inspection at any time, penalty will be: Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine.

Penalties for any subsequent refusals to allow tech will be up to the Promoter.

7.03: Protests:

Anybody may protest a racer's fuel or oil any time, up to 10 minutes after the last race the car was entered.

Fuel will be sent to an independent fuel testing laboratory for analysis. A protest fee of \$ 200.00 to be given to Head Tech Official at the time of protest. If the fuel is found to be legal, protesting party will forfeit all money deposited. If the fuel is found illegal, money will be returned to the protesting party.

SECTION 8: CAR SPECIFICATIONS

8.01: All cars must be equipped with a transponder; either rented from the track or participant's own. The bracket location of the transponder must be on the right side of the car front panel twelve (12) inches above the ground and twenty-two (22) to twenty-four (24) inches behind the front axle. Any racecar without this device will not be scored during the race events.

8.02: 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.

8.03: 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. Covers are not required on side mount motors. Carburetors, air cleaners and exhaust stacks are accessories and need not be covered.

8.04: 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. Non-Wing cars must have a number on the nose of the hood, on the tail cone, and on the right side of the car. The numbers should be as large as the space will allow.

8.05: 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.

8.06: 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.

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

8.08: Shut off valves are optional.

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

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

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

8.12: 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 three (3) inches and maximum of six (6) inches above driver's helmet.

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

8.14: Brakes must be in working order.

8.15: Mud guards are legal only if constructed of aluminum, carbon fiber or fiberglass.

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

8.17: 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 and mounted directly onto engine inside of the nerf bar shielded from contact with other cars during accident.

SECTION 9: ENGINE PROTESTS AND PENALTIES

9.01: Engine protests must be signed and include the protest fee. Protest must be made to the Promoter within fifteen (15) minutes after the end of the race program. Only the top three positions may be protested by a driver or owner of the same class finishing in the top five in that night's program.

9.02: **Protesting Fees:**

Jr. Sprint: Protest Fee: \$1,500.00.

Winged A-Class and Restricted A-Class: Protest Fee will be \$3,000.00.

Protesting person must present a cashier's check, money order or cash deposit. The motor will be sent to a track approved facility for a tear down by a qualified technician engine; will be torn down and inspected. If the engine is found to be legal, protesting party will forfeit all money deposited.

If the engine is found to be legal Junior Sprints will receive \$1,000.00 back to go toward re-assembly of the engine.

If the engine is found to be legal Winged A-Class and Restricted A-Class will receive \$2,500.00 back to go toward re-assembly of the motor.

The motor will be returned disassembled to the contestant being protested.

If the engine is found illegal, money will be returned to the protesting party less costs incurred.

9.03: The Promoter will not be responsible for any costs incurred for a protest. All fees must be paid by cash or money order before the motor is returned, and before the contestant can return to the racing facility. Fees must be paid within 30 days from the date the motor is deemed illegal, if fees are not paid within 30 days the motor becomes the property of the Promoter.

9.04: OPEN MOTOR 600 PROTEST FEE:

Protest Fee: \$500.00 (ONLY bore and stoke can be protested.)

If the engine is found to be legal, protesting party will forfeit all money deposited. If the engine is found to be illegal, money will be returned to the protesting party less cost incurred.

9.05: PENALTIES FOR ILLEGAL ENGINE:

1st Violation: Disqualified from the current night's race program, loss of highest points race for the current season, and \$500.00 fine.

2nd Violation: Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine.

3rd Violation: Loss of all points to date, disqualified from the current night's race program, a \$1000.00 fine and driver or owner is subject to being suspended for the next three (3) race programs from the pits.

If car owner/driver refuses any tech inspection at any time, penalty will be: Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine.

Penalties for any subsequent refusals to allow tech will be up to the Promoter.

JUNIOR SPRINT RULES AND REGULATIONS

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Lemoore Raceway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of LRE and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by LRE. Rules are designed and enforced to keep competition equal and safe.

10.01: Age: Drivers ages five (5) through twelve (12) (a driver whose thirteenth (13th) birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday) may compete in the Junior Sprint Class. Once a driver moves up to a different class for more than two (2) races, the driver cannot move back down to the Junior Sprint class. Prior to entering an event at LRE, all drivers must provide a copy of their birth certificate to be kept on file.

10.01.01 Up to Speed: Any car not driving at a reasonable speed will be blacked flagged or lined up/put to the rear of the field for safety reasons. If a car is black flagged for not being up to a reasonable speed, the promoter will allow additional hot laps/practice throughout the event if time allows.

10.02: Roll Cage: Roll cages shall be at least 1 inch .083 wall thickness mild steel, or 1 inch .065 wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Weld in Halos are encouraged for driver protection. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 "above the driver's helmet to the top of the cage at any point above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness at a point not lower than 1 1/2 " below or above the top of the driver's shoulders.

10.03: Bumpers and Nerfs: Car must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge or the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. All cars must be equipped with nerf bars. Nerfing bars must extend to inside edge of tires, but not beyond the outside of tire.

10.04: Safety: Seat belts must be securely attached to the car and used at all times. Metal to metal latches only. Five-point seat belts, shoulder harness and sub strap are required. Belt dates must meet the requirements of section 5.11. Arm restraints are mandatory and must be adequately adjusted to keep the driver's hands below the top of the roll cage. Helmets must be full head coverage competition type and one (1) of the two (2) latest SNELL approvals. Nomex head socks recommended. All drivers will wear a name brand flame-retardant uniform. Neck braces and/or cage nets with an SFI 3.2-1 rating or higher or Total Head containment seats are mandatory. SFI gloves are mandatory for safety.

10.05: Cockpit Controls: On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be functional. No radio communication is allowed with the car or the driver. Receivers are mandatory (per rule 3.45). Cockpit controls: kill switch, starter button and engine monitor. No driver operated shock adjusters, wing sliders, panhard adjusters or power steering adjusters allowed in cockpits.

10.06: Battery: All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

10.07: Fuel: Kidsprint approved fuel. KSUSA FUEL WILL BE ONLY METHANOL IN 2020. No additives allowed, i.e. top end lube, Power Mist, propylene oxide, nitro methane, etc. **No M5.**

10.08: Weight: Minimum car and driver weight: Four hundred (400) pounds.

10.09: Suspension: Adjustable Aluminum or steel body shocks are legal. Coil Over or Torsion Bars or combination of both is permitted.

10.10: Wheelbase: Maximum fifty-two (52) inches. Minimum fifty (50) inches, center of front axle to center of rear axle. Rear axle to be steel or splined aluminum 1 ¼ inches minimum diameter.

10.11: Maximum Tread Width: Not to exceed fifty-five (55) inches outside of tire to outside of tire.

10.12: Steering: Front wheels must be connected by a solid or tubular tie rod. Rear-wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

10.13: Brakes: Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time.

10.14: Tires and Wheels: Wheels to be eight (8) inches diameter steel or aluminum non-bead lock only. Spec right rear tire must be Hoosier "JS". Hoosier tires must be run on all four corners of the car. Tire grooving is allowed on all 4 corners. No softening is allowed. Any doping of tires is illegal and will result in disqualification. The promoter reserves the right to send off tire samples to a third-party testing agency at any time. Wheels must be held on with three (3) or more standard lug nuts or knock-off hubs.

10.15: Bodies: All cars must have complete bodies of Sprint Car design only. Tail sections (tail cone and rear bumper) must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24-gauge steel or .060" aluminum on cars not equipped with an approved fuel cell. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. All mechanically operated devices must be mounted below the drivers shoulders for safety. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

10.16: Transmission: The drive will be by engine or jackshaft mounted clutch. No axle mounted clutches or variable speed clutches of any type allowed. No direct drive will be allowed. Chain guards will be made of .090" thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit

10.17: Wings: Right sideboard, maximum 42 inches x 20 inches. Left sideboard, maximum 42 inches x 20 inches. Minimum size is six (6) square feet. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than three (3) inches beyond center section and sides must cover center section. All wings must have 1/16-inch radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Lower front corner of the wing sides cannot be more than 4" below top of roll cage on a straight line to the top of the front roll cage crossmember. Top of roll cage is defined as the point of the roll cage or halo that would contact the ground. Use of a welded-on Halo is encouraged for driver protection but bolt on halos are not considered as part of the chassis structure and are not the top of the roll cage or chassis. Nose wings cannot exceed 24 inches x 18 inches and must carry car number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available.

10.18: Numbers: All cars must have legible numbers painted in contrasting colors on both sides of car and the nose.

10.19: Ballast: Any material used for ballast must be firmly attached as a part of the car's structure. No liquid or loose ballast such as water, fuel, oil, sandbags, rocks, log chains etc. allowed.

10.20: Hubs: Front hubs; Go kart type with 5/8" bearings and 5/16" wheel studs minimum. Rear hubs: 5/16 bolt minimum or splined with safety key.

10.21: Engine Rules: Briggs & Stratton World Formula engines as defined by the KSUSA engine and FIA Homologation specs. Engine may or may not be sealed but both versions must pass Tech as defined by the previously mentioned rules upon request of a Track Official. The Briggs World Formula will use an RLV 5442S header or stock

pipe and RLV 4100 silencer as defined in the KSUSA Briggs World Formula rules. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters and volume as the original stock pipe. Coating is allowed.

10.22: Exhaust: All cars must have a muffler mounted on the header. See General Rules (3.38)

10.23: General Rules: Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

10.24: Penalties: See General Rules (7.02) for Illegal Fuel Penalties and (9.05) for Engine Violation Penalties.

10.25: Protest Rules: Please reference the Protest Rules (9.02) under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

KidSprint Engine Rules Briggs World Formula (will adopt new engine rules if any):

All parts must be Briggs & Stratton factory production parts unless otherwise noted in these rules. No machining, polishing or alteration of any parts is permitted unless specifically noted in these rules. **All parts are subject to comparison with a known stock part. All tolerances are +/- .001 inch**

CYA Rule: If the rules do not say you can - You can't!!!!!!

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) Coating the pipe is allowed.

717.2.2: Exhaust gas temp sensor is optional.

717.2.4: RLV Silencer #4100 required. Baffle rattle is allowed however if baffles have been altered or removed, the muffler will be deemed illegal. Baffle holes are .128" (#30 drill bit) no go gauge. Coating is allowed.

717.2.5: Springs attaching Silencer to header must be safety wired. Silencer must be attached to header and functional at end of race or car and driver will be DQ'd.

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: Air filter must be Green Brand 40 X 75 filter attached directly to Carb. No Extensions or Adapters.

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

717.7: Clutch: May be engine or Jackshaft mounted. Belt or chain drive from engine to jackshaft. May use #219 or #35 sprocket. **NO VARIABLE SPEED CLUTCHES, CVT, SNOW MOBILE, JR DRAGSTER OR VARIABLE GEAR RATIO DEVICES OF ANY KIND ALLOWED.**

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: METHANOL. No additives allowed, i.e. top end lube, Power Mist, propylene oxide, nitro methane, etc. No M5. Specific Gravity for Methanol is .7913 @ 68 degrees F. Use a Temperature Correction Chart to determine exact SG. Legal Methanol Corrected Specific Gravity is 0.760 to 0.800. VP M1 Methanol is the standard for Zeroing a Digitron or any device for testing Methanol for power enhancing additives. VP M3 and M5 and other brands of like chemistry are Illegal.

717.9.1: Oil: Any crankcase oil is allowed **BUT MUST PASS THE BURN TEST AND/OR THE SNIFFER TEST.** (Recommend Tiff Industries Sniffer).

717.10: Carburetor: Stock Walbro PZ carburetor only. No alterations allowed; choke excluded. Carb mount boot Briggs #557130 is required. New Carburetor may have different color and exterior appearance.

717.10.2: Slide must remain unaltered. 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 Methanol Jets: Drilling or reaming of gas carb jets is allowed. Nozzle .111" NoGo; pilot/slow jet .026" NoGo; main jet .072" NoGo. NoGo gauge must NOT pass through. No drilling of main jet diffuser tube. No tolerance allowed.

717.10.6: Venturi measurement:

717.10.6.1: Vertical .9902" max

717.10.6.2: Horizontal .7382" max

717.11: Camshaft: No alteration of the camshaft by machining, polishing, or altering is allowed. Must compare to stock Briggs part. 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". Any camshaft with a measurement at the push rod of less than .306 should be removed and measured on the grind and checked for alteration. Camshaft must be as supplied with Stock Profile and 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. The degree wheel must indicate between 23 and 29 degrees BTDC. Flywheel key must have BS logo. Minimum key width is .182 inch.

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 Max
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 .035" 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: Any commercially available head gasket may be used but must maintain same configuration of shape of standard Briggs World Formula gasket. Minimum thickness is .040 measured with a micrometer from inside of cylinder hole of gasket at 4 points between the head bolts. Fire Ring B&S gasket is legal. **All engines used in 2020 will require the .040 gasket.**

717.16: Head: Head may not be altered in any way from factory specifications. **NO PORTING OF ANY SHAPE OR WAY!** Heat sink P\N 555690 is allowed.

717.16.05: Cylinder Head Gasket: Cylinder head gasket surface may be machined. Remove Carbon first. Depth from gasket surface to head surface between valves must be a minimum of .319". Measure by using a depth micrometer. No knife edges or angle milling of head. **Cylinder head must be as furnished from Briggs. No polishing, grinding or machining of valve seat angles, or intake and exhaust runners allowed. 45-degree Valve Face and Seat angle and width as factory supplied.**

717.16.1: Rocker Arms/ Push Rods: Rocker arms must be as produced. Length must be 2.820" minimum. Push rod length 5.638" NoGo to 5.656 must go. Push rod diameter is .185" to .190".

717.16.5.1: Intake port and manifold: 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. Minimum Flywheel Weight with starter ring, cooling fins, and attachment bolts 4 pounds 3 oz.

717.19.1: Chipped fins due to poor casting are legal. Completely broken off fins are not allowed. Minimum 1.750" Flywheel cover opening allowed.

717.19.2: Stock flywheel key with B & S logo is required and will determine Aluminum flywheel ignition timing. The flywheel key may be aluminum or steel. .182 minimum width. No offset keys permitted.

717.20: One or two stock crankcase gaskets are required.

717.21: Valve Lifters: Must be stock. No Polishing allowed.

717.21.1: Lifter head diameter must be .964" - .984".

717.22: Connecting Rod: Stock B&S part #557005 or 557117 rod only. Rod may not be altered or polished. 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. Maximum RING GAP of Rings .050. Rings must be self-supported in the cylinder bore of the engine being inspected. Rings must remain flat. 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 but may be trimmed in overall length.

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

717.25: Piston: Stock "kidney bean" piston required. No alteration, polishing or machining allowed. Only piston skirts are coated, and coating cannot be removed and skirts or any part of piston be polished. Factory finish only.

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 being as factory supplied, with stock timing gear installed in stock location only. No alteration or polishing in any manner allowed. Offset crankshafts not permitted. Stock bearings required. Side cover may be peened to retain side cover bearing.

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.

CYA rule: Unless the rules say you can; you can't!!!

717.28 All Tolerances $\pm .001$ measured with dial indicators, micrometers or calipers due to calibration variance.

RESTRICTED 'A' CLASS RULES

11.01: Age & Driver Requirements: The driver must be a minimum of ten (10) years of age and maximum of sixteen (16) years of age to compete in the Restricted A-Class. A driver whose Sixteenth (16th) birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday. Once a driver moves up to a different class for more than two (2) races, the driver cannot move back down to the Restricted A-Class. Prior to entering an event at LRE, all drivers must provide an **ORIGINAL birth certificate** or state issued ID showing their age to be kept on file.

11.01.01 Up to Speed: Any car not driving at a reasonable speed will be blacked flagged or lined up/put to the rear of the field for safety reasons. If a car is black flagged for not being up to a reasonable speed, the promoter will allow additional hot laps/practice throughout the event if time allows.

11.02: Car and Driver Weight: Minimum car and driver weight for this class is seven hundred forty **(740) pounds**. All weights will be determined as the cars come off the track in the order, they finished the race.

11.03: Engine Specifications: Four (4) cylinders, four (4) cycle 600cc stock engines only. This means NO modifications whatsoever to the engine. Engine must be run as it came from the factory, with the internal charging unit in place and in working condition. Non titanium aftermarket valve shims are allowed. Valve jobs are allowed provided they are within manufacturer's tolerances. Stock valves must be retained. Valve spring shims are allowed. No engine work, ported heads, lightened cranks, cam degreeing or lightened pistons. Maximum amount allowed for head re-surfacing from stock is 10/1000, ten one thousandths of an inch, (.010"). No angle decking allowed. Stock pistons only, (maximum of .002" negative deck height, all models), no cylinder cleanup is allowed. Rods, pistons, cams, etc., must be stock parts used in the original engine from the factory. No transmission work allowed, all gears must be intact and function. Cam gears that are re-drilled, 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. Motors that may be used are Honda, Yamaha R6, and Suzuki.

11.04: Penalty For Non-Stock Restricted Engine By Technical Inspection 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.

1st Violation: Disqualified from the current night's race program, loss of highest points race for the current season, and \$500.00 fine.

2nd Violation: Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine.

3rd Violation: Loss of all points to date, disqualified from the current night's race program, a \$1000.00 fine and driver or owner is subject to being suspended for the next three (3) race programs from the pits.

If car owner/driver refuses any tech inspection at any time, penalty will be: Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine.

Penalties for any subsequent refusals to allow tech will be up to the Promoter.

11.05: Allowed Modifications: Any air cleaner allowed. Any exhaust system will be allowed. Black box **MUST** be stock "**APPEARING**". Aftermarket Oil Pans and Pickups are allowed. The drain plug and filler tube may be moved for easier access and to prevent damage. No aftermarket or modified ignition triggers are allowed. An oxygen sensor eliminator may be installed.

11.06: Carburetors/Fuel Injection: Any naturally aspirated fuel delivery is allowed with carburetors or fuel injection.

11.06.1: Carburetors: Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car's requirements. Carburetors must be stock, no non O.E.M. carburetors allowed. Motors that use carburetors may run after-market boot (flow path from carburetor exit must have an unaltered flow path to the valve as supplied by engine manufacture, NO modifications to the boot or boot mount is allowed, with the exception of placement of the unaltered restrictor plate as described in *restrictor plates and placement), so you may run carburetors on the newer style motors that came from the factory with fuel injection. There will be a 2 1/8 inch maximum from the bottom of the billet adapter to the top of the rubber boot.

Velocity Stacks: *Aftermarket stock length aluminum Joe's Racing Products Velocity Stacks are allowed as well as plastic velocity stacks. Short Velocity Stacks are not allowed.*

Manufacturer's engine equipped with factory fuel injection may run a prior year's carburetor and black box, e.g., F4 run F4, R6 run R6, etc.

11.06.2: Fuel Injection: Stock Electronic fuel injection systems with OEM throttle bodies will be allowed. Fuel injection system must be OEM to engine make (like engine/like year). **No Mechanical Fuel Injection or Aftermarket Billet Throttle Bodies allowed.** OEM 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.

11.07: Restrictor Plates and Placement: You must run LRE approved King Racing Products .750 restrictor plates. Any modifications or alterations to the restrictor plates are grounds for suspension and/or fines. The placement of the restrictor plate will be under the carburetor boot and directly to the head. No cones allowed.

11.08: Penalty for Restrictor Plates Violations: At any time during the program that the restrictor plates are not the same as approved by LRE, or has been tampered with, the car will be disqualified from that night's racing event. The car owner maybe suspended for the next two race programs. They will pay the Promoter a \$200.00 fine before they may enter the next allowable race.

11.09: Fuels: Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. **No M5.**

11.10: Wings: Top wing: Cars must run a max 10-square-foot fixed wing. No mechanical, electrical or hydraulic adjustments are allowed in the cockpit area, for the wing or any other part of the car. Wing center section must be 48" wide x 30" deep. Left sideboard must be 24" x 48". Right sideboard must be 18" x 48". Sideboards must be 90 degrees to the center section. Wings must be mounted parallel with cage. Top wings are mandatory to enter a night's event. Nose wings cannot exceed 18" x 24". Side boards are not to exceed 8.5" tall and 21" long.

11.11: Adjustable Devices: In cab operational devices such as wing sliders, shock adjusters, panhard adjusters or power steering adjusters will **NOT** be allowed.

11.12: Tires: Hoosier tires must be run on all four corners of the car. Any doping of tires is illegal and will result in disqualification. The promoter reserves the right to send off tire samples to a third-party testing agency at any time.

11.13: Right Rear Tire: Right rear tire must meet a minimum forty-six (46) durometer reading in five (5) separate locations across the tire with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty-six (46) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier **D25**. The tire compound is the racers choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an unforeseen tire softener may alter the durometer reading.

Note: Any chassis and body specification as per original 600 class rules apply unless covered herewith.

WINGED A-CLASS RULES

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Lemoore Raceway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of LRE and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by LRE. Rules are designed and enforced to keep competition equal and safe.

12.01: Age Requirements: Age Requirements: Minimum age is thirteen (13) years old, or twelve (12) years old with two (2) years of comparable racing experience. Prior to entering an event at LRE, all drivers must provide an ORIGINAL birth certificate or state issued ID showing their age to be kept on file.

12.01.01 Up to Speed: Any car not driving at a reasonable speed will be blacked flagged or lined up/put to the rear of the field for safety reasons. If a car is black flagged for not being up to a reasonable speed, the promoter will allow additional hot laps/practice throughout the event if time allows.

12.02: Car and Driver Weight: Minimum car and driver weight for this class is seven hundred fifty (750) pounds. All weights will be determined as the cars come off the track in the order they finished the race.

12.03: Engine Specifications: Four (4) cylinders, four (4) cycle 600cc stock engines only. This means NO modifications whatsoever to the engine. Engine must be run as it came from the factory, with the internal charging unit in place and in working condition. Non titanium aftermarket valve shims are allowed. Valve jobs are allowed provided they are within manufacturer's tolerances. Stock valves must be retained. No engine work, ported heads, lightened cranks, cam degreasing or lightened pistons. Maximum amount allowed for head re-surfacing from stock is 10/1000, ten one thousandths of an inch, (.010"). 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 allowed, all gears must be intact and function. Cam gears that are re-drilled, 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 the original countershaft. Any engine sprocket, 520 or 530, is allowed. **Motors that may be used are Honda, Yamaha, R6, and Suzuki. Stock, unmodified ignition triggers only.**

12.04: Penalty For Non-Stock Engine By Technical Inspection: 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.

1st Violation: Disqualified from the current night's race program, loss of points, suspended 2 races and \$250 fine.

2nd Violation: Disqualified from the current night's race program, loss of points, \$500 fine, suspended for 1 calendar year.

If car owner/driver refuses any tech inspection at any time, penalty will be: Disqualified from the current night's race program, and \$500.00 fine.

Penalties for any subsequent refusals to allow tech will be up to the Promoter.

12.05: Allowed Modifications: Any air cleaner allowed. Any exhaust system will be allowed. Black box **MUST** be stock "APPEARING". Aftermarket Oil Pans and Pickups are allowed. The drain plug and filler tube may be moved for easier access and to prevent damage. No aftermarket or modified ignition triggers are allowed. An oxygen sensor eliminator may be installed. Cockpit adjustments are **NOT** allowed.

12.06: Carburetors: Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car's requirements. Carburetors must be stock, no non O.E.M. carburetors allowed. Motors that use carburetors may run after-market boot. You may 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 the billet adapter to the top of the rubber boot. We will continue to monitor boots as well as inside diameters for alterations, Carburetor adapter bottom dimension must be the same as stock O.E.M intake port opening. Adapter must have a straight flow from the carburetor to the head. O.D. of carburetor adapter must allow rubber boot to fit tight as per original design. No Funneling of rubber boots allowed. All super stock 600 cars will be checked for intake leaks, and any car with an intake leak will be disqualified. Manufacturer's engine equipped with factory fuel injection may run a prior year's carburetor. Any naturally aspirated fuel delivery is allowed with Carburetors or Fuel Injection.

12.07: Velocity Stacks: Aftermarket stock length aluminum Joe's Racing Products Velocity Stacks are allowed as well as plastic velocity stacks. Short Velocity Stacks are not allowed.

12.08: Fuel Injection: Stock Electronic fuel injection systems with OEM throttle bodies will be allowed. Fuel injection system must be OEM to engine make (like engine/like year). **No Mechanical Fuel Injection or Aftermarket Billet Throttle Bodies allowed.** OEM 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.

12.09: Fuels: Methanol only. No additives, (I.e. Power Mist, Propylene Oxide, Nitro methane, etc.) No M5 fuel allowed.

12.10: Wings: Cars must run max ten (10) square foot fixed wing. No mechanical, electrical, or hydraulic adjustments are allowed in cockpit area. Belly of top wing must be 48" x 30" . Left sideboard must be 24" x 48". Right sideboard must be 18" x 48". Top wings are mandatory to start any race. Nose Wings cannot exceed 18' x 24" Sideboard must not exceed 8.5" tall and 21" long.

12.11: Adjustable Devices: In cab operational devices such as wing sliders, shock adjusters, panhard adjusters or power steering adjusters will **NOT** be allowed.

12.12: Tires: Hoosier tires must be run on all four corners of the car. Any doping of tires is illegal and will result in disqualification. The promoter reserves the right to send off tire samples to a third-party testing agency at any time.

12.13: Right Rear Tire: Right rear tire must meet a minimum forty-six (46) durometer reading on any part of the thread across the tire, with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty- six (46) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier D25. The tire compound is the racer's choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an Unforeseen tire softener may alter the durometer reading.

WINGED OUTLAW RULES

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Lemoore Raceway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of LRE and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by LRE. Rules are designed and enforced to keep competition equal and safe.

13.01: Age Requirements: Age Requirements: Minimum age is thirteen (13) years old, or twelve (12) years old with two (2) years of comparable racing experience. Prior to entering an event at LRE, all drivers must provide an ORIGINAL birth certificate or state issued ID showing their age to be kept on file.

13.01.01 Up to Speed: Any car not driving at a reasonable speed will be blacked flagged or lined up/put to the rear of the field for safety reasons. If a car is black flagged for not being up to a reasonable speed, the promoter will allow additional hot laps/practice throughout the event if time allows.

13.02: Car and Driver Weight: Minimum car and driver weight for this class is seven hundred eighty (780) pounds. All weights will be determined as the cars come off the track in the order they finished the race.

13.03: Fuels: Methanol only. No additives, (I.e. Power Mist, Propylene Oxide, Nitro methane, etc.) No M5 fuel allowed.

13.04: Wings: Cars must run a ten (10) square foot fixed wing or bigger. Front nose wings are allowed.

13.05: Tires: Hoosier tires must be run on all four corners of the car.

13.06: Right Rear Tire: Right rear tire must meet a minimum forty-six (46) durometer reading in five (5) separate locations across the tire with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty- six (46) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier D25. The tire compound is the racers choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an unforeseen tire softener may alter the durometer reading.

13.07: Engine Rules:

13.07.1: Any 640cc four (4) stroke engine (any year).

13.07.2: Fuel system naturally aspirated with carburetors or fuel injection.

13.07.3: No restrictions on electrical system.

13.07.4: Transmission must have neutral.

13.07.5: Clutch must be operational. No restriction on parts used.

13.07.6: Chain drive from engine to drive axle.

13.08: Tech inspection can be performed for verifying bore, stroke etc. at any time by the Promoter.

NON-WING OUTLAWS RULES

14.01: Age Requirements: Age Requirements: Minimum age is thirteen (13) years old, or twelve (12) years old with two (2) years of comparable racing experience. Prior to entering an event at LRE, all drivers must provide an ORIGINAL birth certificate or state issued ID showing their age to be kept on file.

14.01.01 Up to Speed: Any car not driving at a reasonable speed will be blacked flagged or lined up/put to the rear of the field for safety reasons. If a car is black flagged for not being up to a reasonable speed, the promoter will allow additional hot laps/practice throughout the event if time allows.

14.02: Car and Driver Weight: Minimum car and driver weight for this class is seven hundred fifty (750) pounds. All weights will be determined as the cars come off the track in the order they finished the race.

14.03: Fuels: Methanol only. No additives, (I.e. Power Mist, Propylene Oxide, Nitro methane, etc.) No M5 fuel allowed.

14.04: Tires: Hoosier tires must be run on all four corners of the car.

14.05: Right Rear Tire: Right rear tire must meet a minimum forty-six (46) durometer reading in five (5) separate locations across the tire with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty-six (46) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier D25. The tire compound is the racers choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an unforeseen tire softener may alter the durometer reading.

14.06: Wings: 600 Open NW Cars will run NO 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 axle and bottom frame rail. Mud guards may not extend to the upper top frame rail (above the driver's 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.

STRONGLY RECOMMENDED: Top of roll cage Halo positioned to allow driver to safely exit the car.

14.07: Engine Rules:

14.07.1: Any 640cc four (4) stroke engine (any year).

14.07.2: Fuel system naturally aspirated with carburetors or fuel injection.

14.07.3: No restrictions on electrical system.

14.07.4: Transmission must have neutral.

14.07.5: Clutch must be operational. No restriction on parts used.

14.07.6: Chain drive from engine to drive axle.

14.08: Tech inspection can be performed for verifying bore, stroke etc. at any time by the Promoter.

Promoter has the final say in the interpretation of the rules and reserves the right to change or modify whenever deemed necessary.