



**2026
OFFICIAL
RULES
AND
REGULATIONS**

REVISED APRIL 22, 2026

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

1.1: 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.

1.2: 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.

1.3: 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.

1.4: 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.**

1.5: 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.

1.6: 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.

1.7: 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.

1.8: 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.

1.9: 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 a pit vehicle. 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, 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: 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.

1.24: 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 the owner can be fined up to \$500.00.

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

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

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

SECTION 2: COMPETITION FORMAT

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

2.2: 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 **and Rookie of the Year**. 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.

2.3: 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.

2.3.1: 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.

2.3.2: Group Qualifying: Upon sign-in you will pill draw for the qualifying order. 2 cars will qualify at one time and the track is green as soon as each car enters the racetrack. 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.

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

2.4: 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 through 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.

2.4.1: 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.

2.5: 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.

2.6: 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.

2.7: 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

2.8: 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

2.9: 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

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

3.2: 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.

3.3: 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.

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

3.5: Any driver requiring transport 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.

3.6: 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.

3.7: 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.

3.8: 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.

3.9: 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 provided by LRE and 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 transponder is not provided by LRE and is found to not work a new one will be given and driver will receive one lap at the end of his/her class qualifying. 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, lower mains 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 at race directors judgement.

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 **any** Jr. Sprint or Micro Sprint **points** race events in the prior year in his **or her** class. 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

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

4.2: Green Flag - Initial Starts

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 (not a slow idle or full throttle, but a **steady** racing pace) to the initial orange start cone. The flagman will call off the start if he deems it too fast/slow or **not a steady** pace. It is the responsibility of the front row outside car to keep pace with the pole car (**side by side, not in front**) and **allow the leader to control the pace**. All other cars will follow double file, nose to tail, and within the framework of the car in front of them. The initial start cone will be designated by a single orange cone and painted white line at the exit of turn 4, the front row must be side by side coming to the orange cone to start the race. The initial front row will be given ONE (1) attempt at a clean start. After the FAILED attempt, the car deemed at fault will be moved back one (1) row. For the 3rd 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.

4.3: Green Flag – Single File Re-Starts

The re-start zone will be designated by two cones, one yellow and one orange, 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 (**not a slow idle or full throttle, but a steady racing pace**) to the re-start zone. The flagman will call off the start if he deems it too fast/slow or **not a steady** pace and the leader will be moved back 2 positions. The lead car must start anywhere between the yellow and orange cones, 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 orange cone, the flagman will display the green. When a successful start is made the flag man will waive the green flag and passing is allowed anywhere on the racing surface.

4.3.1 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 and within the framework of the car in front of them until the race is started in the designated start zone. The race leader sets the pace and is the control car (**not a slow idle or full throttle, but a steady racing pace**) to the restart zone. The flagman will call off the start if he deems it too fast/slow or not a steady pace and the leader will be moved back 1 row. It is the responsibility of the 2nd place car to keep pace with the

race leader (side by side, not in front) and allow the leader to control the pace. All other cars will follow double file, nose to tail, and within the framework of the car in front of them. Officials may warn the 2nd place car over one-way radio if proper position is not maintained coming into Turn 3. If proper position is not held by the 2nd place car, the yellow light will be turned on, and the restart will be aborted. The 2nd place car will be moved back one row, and the restart will be attempted again. The race leader restarts the race anywhere between the yellow and orange cones. If the 2nd place car initiates the start, the start will be called back, the 2nd place car will be moved back one row, and the restart will be attempted again. Once the leader starts the race it starts for the entire field. If the leader does not initiate the restart by the end of the designated start zone (orange cone), the flagman will display the green flag, and the race will be 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. LRE reserves the right to change and/or alter this rule, provided the competitors are given notice (in advance and/or over the one-way radio) due to any circumstances that require such a change and/or alteration. *Leader must maintain position of top or bottom depending on what lane they choose. If leader picks bottom position to start the race he/she must stay on the bottom groove of the racetrack and vice versa.

4.4: 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 Jet Bowl; therefore, do not race to the yellow flag. All cars will revert back to the last scored lap for position.

4.5: 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.**

4.6: 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.

4.7: 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.

4.8: 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.

4.9: 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.

SECTION 5: SAFETY

5.1: A full set of racing flags shall be used in all race programs at Lemoore Jet Bowl. Additional yellow flags shall be used by track officials.

5.2: The following safety equipment is mandatory for all drivers participating in Lemoore Jet Bowl programs, including practice sessions and track packing:

Note: Mandatory safety equipment must be inspected by an LRE Tech Official before you enter onto the track. You will receive a Lemoore Jet Bowl Tech Inspected annual sticker that must be displayed on the frame of your car clearly visible to the Pit Steward for the remainder of the season.

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

5.4: Approved shields or unbreakable goggles.

5.5: Driver suit, double layer Nomex. Nomex underwear is highly suggested.

5.6: Racing gloves.

5.7: Racing shoes.

5.8: A head and neck restraining device such as HANS, Hutchens, Simpson and NeckGen **is required**.

5.9: Arm restraints: Adequate to keep driver's hands contained within the roll cage.

5.10: Seat must have side head bracket.

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

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

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

5.14: Chassis: Roll cages must be at least:

1 inch .065 wall thickness

1 1/8 inch .065 wall thickness

1¼ inch .065 wall thickness

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

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

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

5.18: All Classes: The driver must use a Race Receiver that is in sync with Lemoore Jet Bowl's frequency. (See Rule 3.45) **Absolutely NO crew-to-driver radio communication.**

5:19: Any driver that gets out of his/her car while on the racing surface, other than for emergency reasons or if asked by an official to do so, will be **disqualified and lose all points for that race event/night and for the highest prior event.**

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

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

6.2: The Promoter reserves the right to subject any car to a mechanical inspection at the discretion of any track official.

6.3: 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.

6.4: It will be the responsibility of the car owner or driver to have no more than two (2) persons in the designated inspection area.

6.5: 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.

6.6: 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.

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

SECTION 7: FUEL & OIL SPECIFICATIONS. PENALTIES & PROTESTS

7.1: 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 Jet Bowl tech officials can pull fuel and or oil samples from a car or container at **any time** once on Lemoore Jet Bowl 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. Hydrometer and/or water testing will be used. If unwilling to comply; penalties are as follows in 7.02 below.

7.2: Penalties for Illegal Fuel:

1st Violation: Disqualified from current night's race program **and** 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 and loss of all points to date, \$500.00 fine, plus laboratory fees if applicable.

3rd Violation: Disqualified from current night's race program and 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.

7.3: 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

8.1: 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.

8.2: 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.

8.3: 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.

8.4: 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.

8.5: 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.

8.6: 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.

8.7: Steering: Front wheels must be connected by a solid or tubular tierod.

8.8: Fuel Pump Relay

8.8.1 A fuel pump relay that turns the fuel pump off when the engine stops running is mandatory. This is critical when the driver becomes unresponsive or mentally stressed in an accident where a fuel line has been compromised and the ignition is not turned off. Without a fuel pump relay, a large, sometimes uncontrollable fire can result.

8.8.2 All late model 600cc engine ECU's have a dedicated wire to trip a fuel pump relay.

8.9: 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 of sufficient strength to support the weight of the car and driver. A minimum 3" of clearance wingless and wing from the top of the driver's helmet to the top of the roll cage, when seated in normal driving position, directly above the head. If the clearance is less than 3" a 3 or 4 point halo (bolted clamped or welded in) must be used to provide proper head clearance.

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.

8.18 No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. **NO TRACTION CONTROL** of any type specifically listed or not.

SECTION 9: ENGINE PROTESTS AND PENALTIES

9.1: 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.

9.2: 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.

9.3: 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.

9.4: 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.

9.5: 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 Jet Bowl. 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.

10.1: 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. Prior to entering an event at LRE, all drivers must provide a copy of their birth certificate to be kept on file.

Amendment (10.1) Dual-Class Participation: Drivers who are nine (9) or ten (10) years of age are permitted to compete in both the Junior Sprint and Restricted classes during the same season. Drivers who are eleven (11) or twelve (12) years of age must choose to compete in either the Junior Sprint class or the Restricted class and are not permitted to compete in both classes during the same season. A driver competing in both Junior Sprint & Restricted that turns eleven (11) during the race season will be allowed to continue racing both classes throughout the remainder of said season.

10.1.1 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.

10.2: 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.

10.3: 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 of 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.

10.4: 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.

10.5: 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.

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

10.7: Fuel: FUEL WILL BE METHANOL ONLY. 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 wheelnuts 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. 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.

10.14.01: Right Rear Tire: Right rear tire must meet a minimum forty-three (43) durometer reading in five (5) separate locations across the tire with the Lemoore Jet Bowl tech officials durometer gauge. 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-three (43) 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.

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: Will follow **Nascar Youth Series Jr. Sprint Engine Tech Manual- Briggs & Stratton World Formula Engine.**

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.

10:26: LRE OFFICIALS AND TECH REP HAVE THE RIGHT TO CONFISCATE ANY AND ALL ILLEGAL PARTS UNTIL RACING CONCLUDES AT THE END OF THE NIGHT.

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RESTRICTED 'A' CLASS RULES

11.1: 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 Seventeenth (17th) 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) **points** 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.

Amendment (11.1) Dual-Class Participation (Provision 1): Drivers who are nine (9) or ten (10) years of age are permitted to compete in both the Junior Sprint and Restricted classes during the same season. Drivers who are eleven (11) or twelve (12) years of age must choose to compete in either the Junior Sprint class or the Restricted class and are not permitted to compete in both classes during the same season. A driver competing in both Junior Sprint & Restricted that turns eleven (11) during the race season will be allowed to continue racing both classes throughout the remainder of said season.

(Provision 2): Upper Division Limit Drivers who are fifteen (15) or sixteen (16) years of age are not permitted to compete in the Restricted class while also competing in any upper division class, including A-Class, Non-Wing, or Outlaw. A driver competing in both Restricted & an Upper division that turns eleven (15) during the race season will be allowed to continue racing both classes throughout the remainder of said season. Drivers within these ages prior to the given race season must choose to compete in either the Restricted class or an upper division class and may not compete in both during the same season.

11.1.1 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.

11.2: 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.

11.3: 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.**

11.3.1: Factory performance upgrade internal parts are not allowed (ie: YAMAHA GYTR product line) this rule is specific to:

- Intake & Exhaust Cam Sprockets & Shafts

- Valve Spring & Retainer Kits
- Pistons & Rods
- Crankshaft
- Head Gasket

11.4: 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.

11.5: Allowed Modifications: Any air cleaner allowed. Any exhaust system will be allowed. Stock ECU, FuelTech FT550, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. 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.

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

11.6.1: 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.

11.6.2: 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 aftermarket throttle bodies allowed.** Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies are 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.

11.7: 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.

11.8: 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.

11.9: 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, pan hard adjusters or power steering adjusters will **NOT** be allowed.

11.12: Tires: 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 Jet Bowl 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: 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 Jet Bowl. 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.

12.1: 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.

12.1.1 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.

12.2: 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.

12.3: 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 degreeing 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.**

12.3.1: Factory performance upgrade internal parts are not allowed (ie: YAMAHA GYTR product line) this rule is specific to:

- Intake & Exhaust Cam Sprockets & Shafts
- Valve Spring & Retainer Kits
- Pistons & Rods
- Crankshaft
- Head Gasket

12.4: 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.

12.5: Allowed Modifications: Any air cleaner allowed. Any exhaust system will be allowed. Stock ECU, FuelTech FT550, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. 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.

12.6: 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 aftermarket 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.

12.7: 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.

12.8: 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 aftermarket throttle bodies allowed.** Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies are 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.

12.9: 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: 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 Jet Bowl 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: 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 Jet Bowl. 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.

13.1: 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.

13.1.1 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.

13.2: 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.

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

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

13.5: Tires: 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.

13.6: 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 Jet Bowl 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: 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.

13.7: Engine Rules:

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

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

13.7.3: No restrictions on electrical system.

13.7.4: Transmission must have neutral.

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

13.7.6: Chain drive from engine to drive axle.

13.8: Tech inspection can be performed to verify bore, stroke etc. at any time by the Promoter.

NON-WING OUTLAWS RULES

14.1: 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.

14.1.1 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.

14.2: 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.

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

14.4: Tires: 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.

14.5: 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 Jet Bowl 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: 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.

14.6: Wings: 600 Open NW Cars will run **NO WING**. Front/Nose Wing or Top Wing is not allowed. All wing mounting hardware must be removed from car prior to start of any race. No body part may extend above or beyond any frame rail more than 1". Side pods, paneling on nerf bars to create a foil like effect will not be allowed. Paneling above the drivers cockpit will not be allowed. 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.

14.7: Engine Rules:

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

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

14.7.3: No restrictions on electrical system.

14.7.4: Transmission must have neutral.

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

14.7.6: Chain drive from engine to drive axle.

14.8: 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.