

Tri-County Racing Club
2011 Season
Rules and Specifications

www.limerockspeedway.com

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Member at Large: **Dan Muench**.....

**Monthly Club Meetings: Last Thursday of each month
Annual Club Membership Meeting: First Thursday of December**

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I: Operation Rules

1) GROUND RULES:

- 1) The entrant and / or driver signing the entry form for any Tri-County Racing Club / Limerock Speedway event elects to the course at their own risk, and thereby releases and forever discharges Tri-County Racing Club, together with their heirs, assigned officials, representatives, agents, employees, and/or reputation that may be received by said entrant and/or driver and from all claims of said injuries to parties listed above- growing out of or as construction or condition of the course over which the event is held.
- 2) By the mere fact of entering a Tri-County Racing Club event, every participant agrees to abide by these rules and supplementary regulations pertaining to that event. Infraction of a rule or rules may result in exclusion or expulsion from that event, or in extreme cases, suspension or expulsion from multiple Tri-County Racing Club events.
- 3) Guardians will be responsible for the children that are race participants in the pit area.
- 4) All drivers under 18 years of age must present a notarized letter of permission to race, **signed by a legal guardian**, to the Limerock Speedway **Secretary** before their first race of every season.
*** ANY DRIVER, 18 AND UNDER, MUST HAVE THEIR ORIGINAL BIRTH CERTIFICATE, FOR A TRI-COUNTY RACING CLUB BOARD MEMBER TO INSPECT FOR AUTHENTICITY AND A COPY FOR T.C.R.C. TO FILE ***
- 5) No money will be refunded or returned after pit fees have been paid except to people who volunteer as track personnel at that event.
- 6) Working volunteers 16 and over will not buy pit passes, but must be identified with a proper pit pass.
- 7) Suspected use of intoxicants or illegal drugs by a driver, pit person, or track official on the day racing events and throughout the duration of the racing event is strictly prohibited. For the first offense, there will be suspension for the balance of the night. For the second offense, there will be suspension for the rest of season and possible expulsion from the club. (See Disqualifications and Suspensions in rule book)
- 8) If a race is rained out before all heat races are completed, a rain date may be scheduled. In that event, the show will be completely run on the rain date. Rain checks for spectators will be good only at the next regular event.
- 9) No rain checks will be given if rained out after all heat races. Feature races not completed will be run at the start of the next regular event, schedule permitting. No prize money will be awarded until features are completed.
- 10) Any rule not specifically covered in the code will be allocated by the Race Committee and/or Board Of Directors. Penalties will be decided on by the Race Committee and/ or Board of Directors.
- 11) Only authorized officers and officials, as described in the Race Officials section or persons otherwise designated, will enforce the rules.
- 12) Any member of the Tri-County Racing Club, competitor, or official at any track event or when representing Limerock Speedway should make it their duty to present a neat appearance and conduct themselves in a professional manner.
- 13) Anyone entering the track or scoring tower or flag stand for the purpose of voicing a protest to the track officials or volunteers, will be subject to penalty action.
- 14.) No animals are allowed on the premises except for guide dogs for the visually impaired or disabled.
- 15.) Any person who addresses another person for confrontational purposes during a Limerock event will be subject to penalty action by the Board of Directors up to and including expulsion from track.
- 16.) No one can post, display or distribute any material without Board approval.
- 17.) Glass containers will not be permitted on the premises.
- 18.) Except for authorized Limerock push-car ATV's, no other ATV's are allowed in pit area on Saturday night during the race season. Bicycles and golf carts are not permitted.

Note / from Bylaws: Rule Proposal / Changes for the club and racing season must be submitted by the membership to the Board of Directors no later than the **September** membership meeting. Proposals should be submitted in writing on official "Proposed Rule Change" forms available from club officers.

2) TRACK OPERATION GUIDELINES:

- 1) The track will open for pit entrance and car registration at 4:00 PM. No car will be allowed to enter the track unless it has been registered and the pit is officially opened. (Exception: volunteers watering track on race day)
- 2) Warm up will be as demand may dictate. The race committee shall determine times.
- 3) There will be a drivers meeting. All drivers will be responsible for the information given at this meeting.
- 4) The American National Anthem will be played. No cars will be running their engines during the anthem.
- 5) The time trials will begin at 6:00 PM when run.
- 6) The track will be closed immediately after the last feature event. Exceptions will be given by the General Manager and will be supervised by the same. **See By-law rule 18.**
- 7) An 11:00 p.m. curfew on the track will be strictly enforced.
- 8) The use of the track after the completion of a scheduled event and before 11:00PM. Curfew will be allowed on the track. After the completion of all races cars going to practice will be pushed to the track entrance and on to the track before starting. After the car completes the practice session the car must stop on the track at the exit, the engine turned off, and the car pushed back to it's pit spot or back to the entrance for more practice

- 8) At least 2 carbon dioxide fire extinguishers must be within the confines of the track during testing periods, time trials, and racing. Two additional fire extinguishers will be made available in the pits. One fire extinguisher will be on the authorized push vehicles at all times. One fire extinguisher will be placed outside the tower next to the overhead door.
- 9) All EMT safety personnel must be registered and have current certification cards with New York State.
- 10) Welding will not be permitted inside the scoring tower.

3) CAR ENTRY RULES:

- 1) On arrival at the track signing in should be the first thing done to insure proper insurance coverage
- 2) Any person can sign up and pay the entry fee for any given car as long as the driver of the car signs the waiver and is in the car before their time trial or first race.
- 3) If a car will meet specifications for more than one class, it can run more than one class per night as long as it is registered in all classes run.
- 4) No car will qualify for an entry fee refund after signing in.
- 5) All persons entering an event at a regular race date who have never driven this type of race car (meaning a microprint car if entered to drive or a kart if entered to drive one) will be considered a rookie and start last for all events on that date. After such trial period said driver will line up in position according to the determining factors for the given race. All decisions on this matter will be up to the Race Committee. Rookies will have identification on their car. Upon completion of the 3rd race in a class in one year, the driver will not be eligible for Rookie of the Year in that class the following year.
- 6) A driver/owner may sign a car in with the sole intention of only hot lapping the car. The driver must pay the car-entry fee and does not need to pull a pin. In this instance a driver may be signed in for multiple cars in a class.

4) PIT RULES:

- 1) Limerock Speedway is at all times empowered to determine the number of persons per entry that may be permitted access to the pit area and to revoke permissions as may have been granted any individual for membership. Noncompliance with these regulations or disobedience of a race official's order may result in revocation of privileges. Such revocation of privileges may lead to expulsion from an area or ejection from the track area.
- 2) The entrant or driver of the car will be held responsible for the proper behavior of their pit crew. Any driver whose crew violates any of the below regulations or disobeys the instructions of the race officials will be black-flagged to the infield and the driver instructed to tell their pit crew to observe the regulations.
- 3) At no time during the evening shall any entrant in the pits: driver, car owner, or pit crew member confront track personnel or Board Members in a hostile manner or they will be subject for disqualification.
- 4) All persons entering the pits shall obtain and wear the proper pit identification for the evening.
- 5) All people in the pits must sign a release of liability at sign-in weekly.
- 6) At no time shall anyone but authorized personnel be in the pit area. Unauthorized people will be evicted
- 7) Person's twelve and under may obtain a pit pass, but must be signed in under a car that is racing that night. That car's driver and crew will be responsible for that person
- 8) Pit parking spots may be assigned / reserved annually for an annual fee. It is the responsibility of a designated club member to organize the parking layout for the racing season.
- 9) All drivers and crew members will be responsible for keeping their pit area CLEAN.
- 10) Any entrant disposing of fuels, lubricants or antifreeze in the pit area or the course area by pouring or spilling such fuels, lubricants or antifreeze upon the ground may be subject to expulsion from the pit area.
- 11) Every pit spot used by a Limerock member must have a fully charged A,B,C fire extinguisher (five pound minimum)
- 12) Car testing prior and during events: Up to three cars maximum will be allowed to test cars for running by following the field of cars prior to the start of heats and consolation races only.
 - a. Drivers must report to the referee prior to the event.
 - b. Test cars must be off track when cars double -up for race start.
 - c. The pit area / grounds are NOT to be used for car testing (exception: Volunteers from 11am to 2pm watering rack on race day).
 - d. Cars can not use a push vehicle to start cars in the pit area. Hand push offs only.
- 13) If any driver / vehicle is considered to be speeding in the pit area, for the first offense per race season they will pay a \$20 fine. This may be enforced by an official, class rep and/or board member. There must be at least 2 of these people who agree with the call. The second offense will be addressed by the Board of Directors.
- 14) All drivers and crew members are not allowed to enter another competitor's pit area for confrontational purposes.
- 15.) No vehicles are allowed in pit area unless they are hauling a racecar to be raced at that event. Vehicles will be subject to a \$20.00 fine. (Exceptions per Board of Directors)

5) PROTEST RULES:

- 1) The protest system is designed to treat everyone fairly in the interpretation of our rules. The protest rules are divided into two categories:
 - A) **Scoring / Judging:** A driver or owner may protest a decision that has been made during a race event, where they feel they were treated unfairly according to our operation rules.
 - B) **Competition:** A driver or owner may protest another car or driver in their class that has gained an unfair competitive advantage by not following our rules (i.e.: motor size, fuel, weight, tires, driving technique, etc.).
- 2) This system is not intended to have someone disqualified because of a specific rule that does not give them a competitive advantage. Safety and general specifications are to be enforced by our race officials at the time of technical / safety inspections. Protests must fall into one of the above two categories or it will not be accepted by our race committee.
- 3) Protests should be handed, in writing, to the class representative for the respective class. Each class shall have a representative chosen by that class. The representative shall review the protest with the protester and pass it on to the referee. In the event the class representative is unavailable, the protest shall be given to a representative of another class.
- 4) Protests will be submitted in written form within 15 minutes of race results postings. Protests must be submitted only in written form, on official forms provided by Limerock Speedway class representative.
- 5) All protests require a \$50.00 fee to be submitted, at the time of protest, by the protesting party. All protests except karts and 1/4 midgets regarding 4-stroke single cyl. engines require an additional \$50.00 fee to be submitted, at the time of protest, by the protesting party. For any protest dealing with technical specifications on 4-stroke multi-cyl. engines, an additional \$200.00 fee must also be paid by the protesting party. If found legal the additional fee goes to the protested party. If found illegal the additional fee goes back to the party that filed the protest.
- 6) All protests will be handled by a Protest Committee consisting of:

1) Referee	2) Head Score Keeper	3) Head Flag person
4) Infield/Safety Steward	5) Pit Steward	6) Board Members

 A quorum of three is required for Protest Board to make protest decisions
- 7) In the case of any dispute or protest, the decision of the protest committee shall be final and shall not be questioned at the time of the protest.
- 8) **Protest Fee Process:**
 If the Protested party wins, \$25.00 goes to the winner, \$25.00 to Limerock driver point fund. If protest is upheld, entire \$50.00 goes back to Protester and protested party is fined \$25.00 which goes to Limerock driver point fund. Protested party may not participate in any Limerock Speedway functions until paid.

6) DISQUALIFICATION, SUSPENSIONS AND DISCIPLINARY ACTIONS:

- 1) ANY PERSON OR MEMBER GUILTY OF CORRUPT PRACTICES, AS LISTED BELOW, SHALL BE LIABLE TO DISQUALIFICATION, SUSPENSION OR DISCIPLINARY ACTION.
- 2) Expulsion of Members: Any member of the club may be expelled by a majority vote of the Board of Directors for causes sufficient to them under the provisions of the Bylaws. An expelled member, after the expiration of one year, may again apply for membership.
- 3) Suspension of Members: Any member of the club may be suspended from racing participation, up to but not to exceed one year, for violation of club rules, regulations and / or the Bylaws. This action must be effected by a majority vote of the Tri- County Racing Club Board of Directors.
- 4) Persons using, or under the influence of alcohol or suspect of substance abuse, will be expelled from the track and also be subject to disqualification and / or suspension.
- 5) Refusal to Allow Inspection: Any refusal of inspection will result in loss of all points accumulated to-date and suspension imposed, for Two weeks, from the date of the infraction. Reinspection upon returning to racing will be mandatory.
- 6) Failure of Technical Inspection: Anyone found illegal after technical inspection (and the violations appear to be obvious and deliberate) will result in loss of all points accumulated to-date and suspension imposed, for a period of **two weeks**, from the date of the infraction. A fine of \$50.00 will be imposed and reinspection upon returning to racing will be mandatory.
- 7) The car and driver caught using any unapproved fuels or oils shall be suspended for a period of two weeks.
- 8) A car driver or car owner caught giving, offering or promising (directly or indirectly) any bribe, in any form, to any person having official duties in relation to the racing competition or to any drivers or any person in charge of or having access to any racing vehicles shall be suspended for a period of one year.
- 9) Any person having official duties, in relation to the racing competition, caught accepting or offering to accept any bribe, in any form, by any driver, official in the racing competition or by any other person in charge of or having access to any

- 10) Any driver driving in a reckless manner, endangering an Official or any other person will be disqualified for the night (pending further action).
- 11) All competitors shall have the right to protest technical inspections to the race committee and the board of directors.

7) RACE OFFICIALS:

7A) CONDUCT OF OFFICIALS AND VOLUNTEERS:

- 1) An official will make certain they conduct themselves, at all times, in such a manner in performance of their duties and that they will command the respect of all drivers, car owners and other officials to the racing public. It is a foregone conclusion that a good official will command the respect of all concerned. In the heat of competition, tempers and judgments may get out of control. It is imperative that good officials keep this uppermost in their minds and that they do not allow their conduct to get out of control, at any time. When the heat of competition cools down, pleasant personalities quickly return. Those participants that do return to being good sports usually warrant very little, if any further consideration.
- 2) An official will show no partiality in the interpretation of the rules and regulations.
- 3) An official will be honest, fair and forthright in performance of all duties. This is an absolute prerequisite of being a good official.
- 4) An official will, under no circumstances, abuse the authority vested to them.
- 5) An official will keep currently informed on all policies, rules, and regulations.
- 6) An official will present himself /herself properly by being neat, courteous, considerate, and well mannered to all.
- 7) An official will be polite but firm in performance of their duties. Being firm precludes any dictatorial traits or attitudes.
- 8) Only race officials (Head Flag Person, Referee, Tech Inspector, Infield/Safety Steward, Pit Steward and Head Scorer), Class Reps, Push Car Driver, Asst. Flag Person, Pit Entrance and Pit Exit personnel shall attend the Officials meeting. Anyone in attendance that is not listed above shall be asked to leave.
- 9) Track Entrance and Exit people are not to make calls during the race (such as burm riding or any other rule infractions), but the flagger or referee may ask for their opinion.
- 10) NO individual official shall have the authority to disqualify a racer. If it is determined that a racer is not acting accordingly to the Limerock Competition rules, it should be the agreement of at least 2 officials for penalizing the racer according to the infraction.

7B) REFEREE: HEAD OFFICIAL ON RACE NIGHT

- 1) He shall penalize (through signals of the starter) any driver who, in his opinion and that of his observers, is in violation of the rules or whose car is or has become unsafe to operate. He is responsible for the Pit Steward, Head Flag Person, Head Score Keeper, Infield / Safety Steward, and Technical Inspectors, Assistant Flager and Assistant Referee, who combined form the Race Committee. He is a member of the Protest Committee made up of the Pit Steward, Head Flag Person, Head Score Keeper, and Infield / Safety Steward, and Board Members.
 - b) The referee needs to be in constant communication with the other race officials and should acknowledge, should a problem occur on the racetrack, input from the other race officials. (In other words, he should not ignore their comments if they feel an infraction by a driver is occurring. Though he should have the final determination, he should then direct his attention to that offender while the other race officials watch the rest of the track.)
- 2) Previous to the opening of the race, the Referee will conduct an Officials meeting. He will make certain that all officials are dressed properly. He will make certain all officials and assistants thoroughly understand their duties and responsibilities.
- 3) The Referee has the power to penalize any driver for infractions of Tri-County Racing Club rules. They must carry out their authority against the guilty party before leaving the race site.
- 4) Any ruling as to track conditions shall be decided by the Referee and the Infield / Safety Steward.
- 5) Any decision rendered by the Referee in regard to anything prior to or during the running of any event will pertain to racing only.
- 6) The Referee has the authority to decide the capability of any driver and assign them, for safety reasons a position in the rear of an event regardless of qualifying time. Referee will also assign apprentice drivers to the rear of events until such time as that drivers skills allows them a qualified time.
- 7) The Referee has the discretion to certify the legality of the engines of the participants and in all main events and in record setting cars.
- 8) The referee shall conduct a meeting for all drivers, prior to the start of events, to explain the flags, their use and the race rules.
- 9) The Referee will not allow any cars on the track without Emergency Medical Technicians (EMTs) being present.

7C) HEAD SCORE KEEPER:

- 1) The Head score keeper Is that person having responsibility of the Score Keeping and weekly points tabulation for all

- classes. He/she shall work closely with the head flag person and referee to establish the number of races, number of cars, number of laps and the number of laps each car has completed
- 2) Accurately score and record race events.
 - 3) Keep the head flag person informed of positions, laps run, and other pertinent race information.
 - 4) Open, set up, and close the scoring tower for race events.

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- 5) The Head Score Keeper is in charge of the assistant score keepers and will determine the number of assistants to accurately score all events. The Club will supply the proper forms or score sheets.
- 6) After competition of each event, the Head Score Keeper will collect and check all score sheets, stapling them together with his/her on top. The Head Score Keeper will see that the announcer knows the official positions of each car finishing that race.
- 7) The Head Score Keeper will familiarize themselves completely with the rules and regulations in this book
- 8) How to properly score a race:
 - * Score each lap in its given lap space (total of ten laps per sheet)
 - * Be sure each lap is complete by only counting it as a lap if all cars have crossed the finish line. Once the caution flag comes out, stop writing the cars down. (Do not complete scoring the lap)
 - * If a car(s) is running last for several laps and does not show up in the next scored lap, it may have been lapped by the leaders. The lapped car(s) number(s) should then be circled on the score sheet to show it has been lapped at this point.
 - * When a car goes to the infield or pits, write the car number at the bottom of the same lap it went out so you will know exactly what lap it went out on.
 - * Time each race according to the time guidelines predetermined by the race committee, to determine if a refuel stop should be offered.
- 9) The Head Score Keeper should obtain, weekly after the races, the current membership list to assist in the tracking and keeping class point lists up to date.
- 10) Prior to the driver meeting he/she will obtain a copy of the completed sign in sheet. He/she will assign positions for the timing according to the sign in.
- 11) He / She will line up the races and put them on the pit board as soon as possible. He / She will place all cars not timed in scratch position.
- 12) The Head Score Keeper is a member of the Race Committee and the Protest Committee.

7D) HEAD FLAG PERSON: STARTER

- 1) The person that starts and stops all races in a proper manner.
- 2) He/She will be the official having complete charge of the cars on the track during each race.
- 3) The Head Flag Person has control of the race from green to checkered flag. He / she will follow pre-race instructions from the Referee. His / her flag signals are to be obeyed without question. He / she will work closely with the Head ScoreKeeper and referee person to establish the number of races, number of laps, and the car line-up.
- 4) The Head Flag Person will make certain all cars are in position and in close formation before they start the race.
- 5) The Head Flag Person must know the rules to the letter and enforce them.
- 6) The Head Flag Person will instruct / restrict the infield / corner flag persons to the use of the red and yellow flags only. The Head Flag Person shall honor yellow flag displayed by infield / corner flag person.
- 7) The Head Flag Person should always have an assistant to hand them the particular flag called for, so that it is not necessary for them to take their eyes off the track.
- 8) The Head Flag Person will not enter into any disputes concerning the flagging of a completed race unless at the Referee's request, at which time they will advise the Referee only as a party to the dispute.
- 9) The Head Flag Person will govern their duties at all times in strict accordance with T.C.R.C. Rules and Regulations.
- 10) The Head Flag Person is a member of the Race Committee and the Protest Committee.

7E) INFIELD / SAFETY STEWARD:

- 1) The Infield / Safety Steward duties primarily consist of making certain, beyond any reasonable doubt, that all cars, drivers and track conditions are safe for competition. The Infield / Safety Steward will make certain that all safety regulations are met to the letter, in accordance with the rules and regulations.
- 2) During the running of time trials, hot laps, and the races, the Infield Safety steward will require adequate personnel and equipment in the infield before and during the race program:
 - Flagmen: Track entrance and track exit (to assist during yellow and red flags only)
 - Firemen: One infield and one track entrance, to handle fire extinguishers, help clear all tangles, and assist EMTs. A third fireman may be placed at the track exit.
- 3) In case of track tangles, the Infield / Safety Steward or assistant will inspect the cars before allowing them to continue

further competition. If a car is found unsafe, it will not be allowed further competition until repaired and released by the Infield / Safety Steward or his assistant. At his discretion he may request help clearing and cleaning up wrecks from people in the pits.

- 4) The Infield / Safety Steward should be in close contact with the Head Flag person, Pit Steward and other officials at all times.

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- 5) The Infield / Safety Steward may work alone or in close association with the Inspection Stewards. All cars must be checked against the safety regulations in the rule book
- 6) The Infield / Safety Steward should attend the Officials and Drivers meetings.
- 7) The Infield / Safety Steward will make certain that the track surface is safe to run on.
- 8) The Infield / Safety steward or assistant will observe cars on the track at all times for safety issues. If either the Infield/Safety Steward or assistant notice a potential hazard, he/she will ask the referee to take appropriate action.
- 9) The Infield / Safety Steward may suggest disqualification of a car anytime he/she feels it is unsafe for track operation.
- 10) The Infield / Safety Steward will enforce all safety rules and regulations to his/her best judgment and, if necessary, will call upon the Referee to assist in the enforcement.
- 11) The Infield / Safety Steward is a member of the Race Committee and the Protest Committee.

7F) TECHNICAL / SAFETY INSPECTION STEWARD:

- 1) The Inspection Steward is responsible for checking all cars to be sure they are within the legal specifications as outlined in this rulebook.
- 2) The Inspection Steward and Safety Steward may work together in checking the cars or the Inspection Steward may appoint assistants as necessary to inspect cars.
- 3) If the Inspections Steward finds a car illegal, he / she will inform the Referee and the car will not be allowed to enter any time trials or races until the necessary modifications are made and the car is inspected again.
- 4) In case of protest, the Inspection Steward will not enter any disputes but will advise the Referee of the findings in the inspection of the car.
- 5) The Technical / Safety Inspection Steward is a member of the Race Committee.

7G) PIT STEWARD:

- 1) The Pit Steward will be in charge of the pit area. He/she shall keep all unauthorized personnel out of the pit area assign the pits and report any irregularities or violations to the Referee.
- 2) The Pit Steward shall monitor car speeds and race participant's behavior in the pits and correct as may be required.
- 3) The Pit Steward shall monitor through the track entrance flag person, use of proper driver safety equipment.
- 4) The Pit Steward is the official who properly directs the pit area operation. He/she will dispatch cars to the track for the time trials and supervise line-ups for all races.
- 5) The Pit Steward will be in attendance at the track pit area during registration. After the cars have been registered, they will assign them to a pit space and make certain they are inspected by the Safety and Inspection Stewards.
- 6) He/she will be responsible for making certain that all officials and personnel in the pit area and track are wearing pit passes in plain sight at all times.
- 7) When one line up is sent on the track, he/she will immediately line up cars and the drivers for the next event.
- 8) The Pit Steward is a member of the Race Committee and the Protest Committee.

7H) GENERAL MANAGER:

- 1) This person will oversee ALL personnel and Facility Equipment related to the following:
 - raceday equipment: flags, fire extinguishers, first aid, water coolers, American and Canadian flags, etc.
 - all job vacancies for facility operation: security, push vehicles drivers, tickets, parking, etc.
- 2) The general manager will work with the referee to fill vacancies of race committee personnel before and during race events.
- 3) The General Manager shall check that all EMT personnel are registered and check for current NYS certification.

7I) CLASS REPRESENTATIVES:

At TCRC there are currently five classes of micro-sprints, and multiple classes of karts; Sportsman, Wingless 600, 250/450 SuperStock, 250 open, 600 open, junior champ karts and 1/4 midgets. The Board of Directors will approve the class representative from a list of volunteers.

Duties of class representatives.

- 1) a To handle disputes and protests as outlined in the protest section of this rulebook.
 - b To inform the drivers of information concerning race events and decisions made by the protest committee.
 - c Must attend officials meeting on race night.
 - d Will keep currently informed on all policies, rules, regulations and changes.
 - e Will not enter into any disputes unless requested by the protest committee.
- 2) If a class representative leaves for another class, or resigns; that class will elect a new representative.

- 3) Only car drivers or owners are eligible to be elected as class representative.
- 4) If a dispute or protest personally involves a class representative as a driver or pit crew of a driver, the class representative of another class will present the protest to the protest committee.

II: Competition Vehicle Rules

1) MICRO-SPRINT CLASS SPECIFICATIONS:

Limerock Speedway has 5 Micro-Sprint classes that compete weekly.

The five classes are: SPORTSMAN, WINGLESS 600, 250/450 SUPERSTOCK, 250 OPEN, and 600 OPEN

1A) SPORTSMAN CLASS Specifications:

- 1) **Season Points:** Season points will be awarded to the Driver.
- 2) **Driver Age:** Driver shall be at least 12 years old or older. No maximum age limits.
- 3) **Minimum Weight:** Car and Driver
 - 600 lbs. with 250cc 4-stroke engine, up to 12 sq. ft. wing maximum.
 - 580 lbs. with 125cc 2-stroke engine, up to 12 sq. wing maximum.
- 4) **Engines:**
 - A) All motors must be single cylinder engines only: maximum displacement listed
 - 2-stroke: up to 135cc (8.238cu. in.)
 - 4-stroke: up to 250cc (15.255cu.in.)
 - B) 2-Stroke 125cc and 4-Stroke 250 motors can be any year. Only dirt bike or ATV motors allowed (no shifter kart motors, boat motors, or road race motors). A motor consists of lower cases, cylinder, head and components.
 - C) Motor modifications are allowed. Must meet Limerock Speedway engine tech. specifications.
 - D) No stroker engines.
 - E) No after market heads: i.e. ESR adjustable combustion chamber head. OEM heads only.
- 5) **Fuel:**
 - A) ***Fuel must be purchased from Limerock Speedway only.***
 - B) All sportsman motors must use Limerock Speedway specification gasoline only: All competitors regardless of motor size or design, will be required to run identical gasoline fuel. Fuel will be dispensed to competitors from a common tank. This fuel will be high octane unleaded gasoline. No other additives other than approved lubricants may be added to the gasoline. At the time of a fuel sample check, competitors must match a tank sample within allowable limits determined by race officials. A competitor found deviating from the sample out of those limits will be disqualified according to club rules.
- 6) **Chassis:** See General Tech. and Safety Rules
 - A) Maximum rim diameter can be 8 or 10 inches
 - B) NO REMOTE ADJUSTABLE SHOCK OR SPRING ADJUSTERS.
 - C) RACE TIRES are permitted on all cars.). Maximum height may not exceed 22 1/2 in.

1B) Wingless 600 Specifications:

- 1) **Season Points:** Season points will be awarded to the Driver.
- 2) **Driver Age:** Driver shall be at least 14 years old or older. No maximum age limits.
- 3) **Minimum Weight:** Car and Driver
 - 775 lbs for open motors and 725 lbs for stock carbureted motors.
- 4) **Engines:**
 - A) Adopt Pennsylvania motor rules, with an exception for weight, fuel bladders being recommended, and grandfathering of 2002 motors and older
 - B) No engine age restrictions
 - C) Engine must remain chain-driven off original transmission counter shaft
 - D) Any multi-cylinder engine over 250cc must have a functional cockpit operated electric starter, clutch and onboard battery capable of starting the engine.
 - E) Modifications are allowed. Must meet Limerock Speedway engine tech. specifications.
- 5) **Electric Starters:** Any car (required to be self-starting) with a non-functioning self-starter needing to be push-started at the beginning of a race, will be required to start in the rear of the starting lineup for that race.
- 6) **Fuel:**
 - A) Any approved fuel (Alcohol, Gasoline) and approved oil (see fuel specifications in rulebook)
- 7) **Chassis:** No wings allowed (front or top). See General Technical and Safety Rules for other specifications.

8) Rookie of the Year Award: Only drivers moving up from Sportsman (C class) and drivers with no previous race experience shall be eligible for Rookie of the Year award.

250/450 Wingless SuperStock Class

- 1) **Season Points:** Season points will be awarded to the Driver.
- 2) **Driver age:** Driver shall be at least 12 years old or older. No maximum age limits.
- 3) **Engines:**
 - A) Engines will be completely stock, and unmodified except as specified in the rules. If it doesn't say you can do it, you can't. No porting, polishing, grinding, machining, or substituting parts etc. unless rule says you can do it.
 - B) Single cylinder, Stock 250 2-stroke, or Stock 450 4-stroke engines.
 - C) Engines may be any manufactured year. Only dirt bike or ATV engines may be used (no road race engines allowed). Parts can be interchanged from different year engines, as long as the engine make and model is the same. (I.E. 2004 head may be used on a 2006 engine etc.)
 - D) Any Piston may be used, as long as stock bore is retained.
 - E) Any valve of any material may be used, as long as stock dimensions are retained. Valve springs are open. Valve job is allowed to re-freshen head, valve seats may be replaced with any material as long as stock diameter of valve is not changed.
 - F) Stock ignition system must be used and functional, timing may be altered, stock rev limit must be retained.
 - G) Heads may be surfaced for flatness, but no other modifications allowed. No "Cool Heads" or aftermarket heads or cylinders.
 - H) **Clutches:** 450 4-strokes must have an operating clutch (to encourage electric start), 250 2-strokes do not need an operating clutch, and it may be machined and welded.
 - I) **Electric Start:** Electric start is not mandatory, but is highly encouraged.
 - J) **Camshafts:** 4-strokes may use any cam from the same manufacturer, and same engine family. No race cams, no welded or re-ground cams. Note: Hot Cams stage 1, 2 or 3 may be substituted for the stock camshafts. No other aftermarket cam is allowed. This rule may be modified during the year, as the class evolves.
 - K) Any replacement connecting rod and crankshaft may be used, crankshaft must be steel, no lightweight or knife edged cranks. No machining or modifications allowed. No strokers. No Titanium or lightweight materials unless used as factory balancing.
 - L) Oil system may be modified for engine durability. No Dry sump if it was not stock on that engine.
 - M) Carburetors must be stock size and model for the engine it is being used on, except for modifications for Methonal use. Fuel injected engines may be used, but must be completely stock (stock pistons, compression etc.) with the exception of the header and exhaust.
- 4) **Mufflers:** 250 2-strokes may use any pipe and muffler combination that meets the DB rule. 450 4-strokes may use any muffler and pipe combination that meets the DB rule, but must have a turned down tip, or outlet that exits toward the ground to minimize sound propagation.
- 5) **Minimum weight:** 610 lbs for 250-2 stroke, and 450-4 stroke.
- 6) **Wings:** No wings allowed.
- 7) **Fuel:** Any approved fuel (Alcohol, Gasoline) and approved oil (see fuel specifications in rulebook)
- 8) **Race tires:** Any race or turf tire is allowed, 8" or 10" diameter wheels.
- 9) **Chassis:** See General Technical and Safety Rules
Note: Rules for this class may be adjusted during the 2010 year as the class develops.

1D) 270 OPEN CLASS Specifications:

- 1) **Season Points:** Season points will be awarded to the Driver
- 2) **Driver Age:** Driver shall be at least 14 years old or older. No maximum age limits.
- 3) **Minimum Weight:** Car and Driver
- 610 lbs.: with 270cc 2-stroke single cylinder based engine
- 4) **Engines:**
 - A) All motors must be single cylinder engines only: maximum displacement listed
- 2-stroke: up to 270cc (cu. in.) or 4 stroke up to 450cc
 - B) No engine age restrictions
 - C) Modifications are allowed. Must meet Limerock Speedway engine tech. specifications.
- 5) **Fuel:**
 - A) Any approved fuel (Alcohol, Gasoline) and approved oil (see fuel specifications in rulebook)
- 6) **Chassis:** See General Technical and Safety Rules

1E) 600 OPEN CLASS Specifications:

- 1) **Season Points:** Season points will be awarded to the Driver.
- 2) **Driver Age:** Driver shall be at least 14 years old or older. No maximum age limits.
- 3) **Minimum Weight:** Car and Driver
 - 800 lbs for open motors. 750 lbs for stock motors 600 cc on track gasoline 2003 motor year and older
- 4) **Engines:**
 - A) Adopt Pennsylvania motor rules, with an exception for weight, fuel bladders being recommended, and grandfathering of 2002 motors and older
 - B) No engine age restrictions
 - C) Engine must remain chain-driven off original transmission counter shaft
 - D) Any multi-cylinder engine over 250cc must have a functional cockpit operated electric starter, clutch and onboard battery capable of starting the engine.
 - E) Modifications are allowed. Must meet Limerock Speedway engine tech. specifications.
- 5) **Electric Starters:** Any car (required to be self-starting) with a non-functioning self-starter needing to be push-started at the beginning of a race, will be required to start in the rear of the starting lineup for that race.
- 6) **Fuel:**
 - A) Any approved fuel (Alcohol, Gasoline) and approved oil (see fuel specifications in rulebook)
- 7) **Chassis:** See General Technical and Safety Rules

2) GENERAL MICRO SPRINT TECHNICAL SPECIFICATIONS:

All Micro-Sprint Classes must follow general specifications unless class has specific rule(s)

2A) GENERAL:

- 1) **Inspections:** All cars will be subject to safety and technical inspection prior and after competing. Cars must meet Tri County Racing Club / Limerock Speedway safety and technical specifications in this rulebook unless noted otherwise.
- 2) **Technical inspection** of cars may be omitted at weekly races.
- 3) **Sound Rules:** All micro-sprint classes must follow Tri County Racing Club / Limerock Speedway 100 decibel (dB A -scale) sound level rules noted in the Sound Specifications and Procedures section of this rulebook.
- 4) **Minimum Car Weight Measurement:** All car weights are measured with the car and driver as they come off the track immediately following an event.
- 5) **Brake Lines: Cars** must use steel brake line, stainless braided Teflon brake hose or DOT approved rubber brake line for brake plumbing. No exposed plastic tubing allowed.

2B) ENGINE:**1) Maximum Engine Displacement:**

- a) Conversion of Units: Cubic Centimeters (cc) to Cubic Inches (cu. in.): $16.387\text{cc} = 1.000\text{ cu.in.}$
 Millimeter (mm) to Inches: $25.4\text{ mm} = 1.000\text{ inch}$
 Displacement: $135\text{cc} = 8.238\text{cu.in.}$ $270\text{cc} = 16.4764\text{cu.in.}$ $600\text{cc} = 36.614\text{cu.in.}$
- b) The maximum overbore allowance for engine types is:
 - All classes to have max. cc limit
 - Multiple cylinder engines: Overbore up to 1.016 mm (.040 inches) over stock per cylinder
- c) **Measurement Method #2:** using calipers and hand tools approved by the Board of Directors
 - In order to find the cubic inch displacement of a cylinder:
 - 1) Measure the bore (in inches) and subtract the max. overbore allowance (in inches)
 - 2) Multiply the answer from (1) by itself (squaring)
 - 3) Multiply the answer from (2) by .7854 (conversion unit)
 - 4) Multiply the answer from (3) by the engine stroke (in inches)
 - The final product is the cylinder displacement but with the overbore allowance figured in. Compare this number to the class / engine max. displacement specification:
 - For single cylinder engines, this number (4) must be less than or equal to the max. engine displacement value
 - For multiple cylinder engines, multiply (4) by the no. of cylinders. This value must be less than or equal to the max. engine displacement.

- 3) All cars must be painted an attractive color or colors. Body or shell of the car must be made of aluminum, metal, fiberglass or high impact plastic.
- 4) Top Wing: Wings will be allowed. Must not exceed 12' square with maximum 28" x 60" sideboards. 25% of sideboard must carry car number and be a minimum of 12 inches tall. Sides must cover center foil. All wings must have a 1/16" radius. No raw edges. No wood or wood products to be used in wing construction except rib and spar within center section (air foil).
- 5) Nose Wing: If a nose wing is used, it may not exceed 18" x 28" and installed so as not to obstruct the drivers vision. The nose wing must carry the car number originally used on the body nose.
- 6) Mud guards are legal only if constructed of aluminum or fiberglass. There will be no plastic mud guards, side panels, tops or body encasements allowed. Maximum height of mud guard or sissy bar to be no less than 8" from center of roll cage out on a vertical drop and parallel to the ground, to the roll cage uprights.
- 7) Roll cage side plates must be within 2" of the cage.

2E) CAR NUMBERS:

- 1) All cars must have legible numbers on the car surfaces described below that are in clearly contrasting colors to the background color (i.e. white background w/ black numbers). Numbers must be present on the car at the nose, both sides of the tail, and sideboards of the wing (if used). Car number to be separated from advertising so that they will stand out and be readable to the scorers. Legibility to be decided on by the Head Scorer after practice day or your first race of the season. If number style turned down, they must be changed by the next race event. If the Head Scorer informs the class rep of car or kart number that are hard to see because of contrasting colors, position (on the Karts there must be a number plate on the back of the roll cage to be white with a dark color, i.e. kart plate) or size then the driver or pit crew will have 1 week to fix the numbers or they will not be scored for the next race.

Minimum Sizes: Nose: 8" tall / Tail Piece: 10" tall / Wing: 12" tall

- 2) All Car numbers must have no more than two (2) numbers in any given car number, and one (1) letter is allowed next to the car number.
- 3) The first place driver in season points in all classes will have the privilege of using his final position (number 1) as his number the following year.

3) MICRO SPRINT SAFETY REGULATIONS:

All Micro-Sprint Classes must follow general specifications unless class has specific rule(s)

3A) GENERAL REGULATIONS:

- 1) Safety inspections may be conducted at all races.
- 2) Any car or driver may be disqualified by the Safety or Pit Steward for any infraction of safety specifications.
- 3) All nuts, bolts and component parts of each car's suspension system chassis, and running gear must be secured with ether lock nuts, lock washers, star washers, cotter keys, or safety wire except wheel nuts when using quick change hubs.

3B) DRIVER EQUIPMENT: (Must be properly worn by driver when on the track)

- 1) Helmets must be of an approved competition type. Helmets must be full head coverage type and must meet Snell 95 or better helmet safety standards.
- 2) Only unbreakable goggles or approved shields may be used and must be worn in proper position anytime a car is in motion on the track.
- 3) All drivers will wear a name brand flame-retarding uniform
- 4) Seat belts, shoulder harnesses and arm restraints are mandatory. Safety belts must be securely attached to the car and used at all times. (only metal to metal will be permitted). Arm restraints shall be adequate to keep the driver's hands below the top of the roll cage.
- 5) All drivers will wear full-hand coverage gloves (leather and/or flame-retarding).
- 6) All drivers will wear a competition type neck-brace

3C) ENGINE and RELATED SYSTEMS:

- 1) Overflow Protection: For radiators and oil tanks: Car must have overflow tubing running to below the bottom frame rail or to a sealed catch tank.
- 2) Fuel Tanks: All fuel tanks must be fastened to the chassis securely w/ bolts and / or steel banding. No rubber cords or nylon tie-downs. All tanks must have a check valve and / or long vent line running below bottom level of tank to keep fuel in tank in the event of a roll-over.
- 3) On and off switches must be on dash, top of the cowl or on steering wheel. Switch must be connected and functional. ON and OFF position must be clearly marked.

- 4) All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

3D) **CHASSIS / SUSPENSION:**

- 1) Chain guards will be installed on all cars where chains are exposed to the driver and/or other participants. The chain guard, using a minimum of .090" aluminum material or equivalent will run on top of the chain from front of front sprocket to the vertical center line of the rear sprocket. The guard must be installed in such a manner that the driver cannot touch the chain and/or sprockets when sitting in the cockpit.
- 2) No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit, with the exception of steering wheel hubs steering wheel attached with approved hub no bolts or nuts, head nets are exempt from this rule.
- 3) Brakes will be of sufficient strength so as to slide the wheels or sufficiently stop the car while in motion on the track.
- 4) There shall be no accessories such as rear hubs, brake disc or drive sprockets welded to the rear axle.

4) FUEL SPECIFICATIONS AND PROCEDURES: ** Used for all classes of racing at Limerock Speedway **

- 1) All fuels are to be club approved: See specific class rules for fuel types allowed / see approved fuels below
- 2) All mixing oils are to be club approved: Only approved mixing oil may be added to the fuel / see approved list.
- 3) Fuel sampling, inspection and hydrometer testing will serve as a means of determining if a sample or samples should be submitted to an approved laboratory for testing. Fuel samples should be taken and inspected by the technical steward / inspector, referee or an elected club officer. During the taking of the fuel sample, an inspection should be made of the fuel system. Any unusual containers, lines or means of transferring fuel (other than the main line from the tank to the carburetor or injector pump) will be subject to thorough inspection and grounds for disqualification and suspension.
- 4) Fuel sampling, hydrometer testing and inspection may be done at any weekly race by the Referee and Tech-inspector's decision and tested with track equipment as approved by the Board of Directors.
- 5) The cost of general fuel testing shall be paid by driver/owner with results being mailed to Limerock Speedway. Lab chosen by Tri County Racing Club, Inc. Board of Directors.
- 6) The owner, driver and the vehicle will be suspended for one year from the date of infraction, if a competitor or car is found in violation of this rule. Reinstatement will require the payment of a fine of \$100.00 and the cost of the lab test. Lab fee must be paid by the driver before being allowed to continue racing. (See suspensions / disqualification rules)
- 7) **THE FOLLOWING ARE APPROVED FUELS:** (for classes not required to run Limerock Speedway Gasoline)

GASOLINE

straight pump gas	ERC Racing Gasoline
Turbo blue	VP Racing Gasoline
Trick I Phillips	CAM2 Racing Gasoline
Space age fuels	LV625
Phillips	Klotz Racing Gasoline
UNOCAL	

ALCOHOL

methanol
ethanol

8) **THE FOLLOWING ARE APPROVED TWO-STROKE MIXING OILS:**

Blendzall racing castor 460	Maxima 927
Castrol R-30, R-40	Maxima Racing Castor
Energy Release	Pruett Racing Oil M2
Klotz Green Formula ("Bean Oil") BC171, BC175	Red Line Synthetic
Klotz Super Techniplate KL100	Yamalube
Yamalube 2R	Burris Hi Rev Castor
ESR Castor Oil	Ams Oil

NOTE: Power Enhancing or octane-boosting oil mixes will not be allowed (i.e. Klotz gold label, etc.)

- 9) Competitors wishing to use fuels or pre-mix oils other than those listed above should seek prior approval from the club. If a competitor wishes to use a fuel or pre-mix oil other than those listed above, it is their responsibility to prove whether the oil contains any power-producing additives. If the information is in doubt, it should be submitted to the Tech Inspector for approval.

5) SOUND SPECIFICATIONS AND PROCEDURES:

**** Applies for all classes of cars at Limerock Speedway ****

- 1) All competitors, members and non members, must **not exceed a 100 decibel** (A-scale) sound level maximum. Testing will be done with sound meter located 50 feet from the center of the straightway at a right angle to the straightway. The tester will be placed in a consistent location for these tests. The Club acknowledges the variations of sound testing levels due to weather conditions and season and will be considered by club officials in their decisions.
- 2) The race officials retain the right to test any cars at any time, if reasonable doubt exists that competitors may be exceeding the 100 dB-A limit, and will be given as many chances as necessary to repack and test before their main event.
Competitor must complete test laps at race speed within 0.5 seconds of lap times this competitor had run earlier in the evening (if officials had time). Competitors will not be given a chance to repack and retest after any main events. Competitors may not request for other competitors to be tested.
- 3) Any car found over the limit or under speed during sound testing will be given one chance to re-test their vehicle to pass the 100 dB-A sound test. Those vehicles not passing after their one chance to re-test are disqualified for the balance of the event. Vehicles passing the re-test will be required to start in the last position of the lowest feature main (B-Main if run, or rear of A-main). If more than one vehicle, they will be lined up by time trial pill position at the end of the lowest main. The heat race may be run from rear position, if wanted, but vehicle will not be scored for qualifying. Those vehicles qualifying from B-main will be allowed a qualifying position at the rear of the A-main with starting position at rear based on B-main finish among other sound offenders.
- 4) Any car tested after racing begins will not be refunded any money.

III: COMPETITION RULES

1) TRACK RULES:

FLAG SIGNALS

(The following flag signals will be obeyed without question)

GREEN	Start of a race. Displayed when the track is clear during a race
YELLOW (waving)	DANGER, slow to a parade speed immediately. No passing, be prepared to stop.
RED (waving)	Immediately come to a safe stop and turn off motor.
BLACK (rolled / pointed)	Official warning to a competitor: warned car may continue in race
BLACK (open / waving)	Consultation Flag: report to infield / infield steward immediately
MEATBALL (Black / Orange Circle)	Car Trouble: report to infield / infield steward immediately
CROSSED FLAGS	Race is half over
BLUE / ORANGE STRIPE	Faster Cars Approaching (Lapping): Hold your line (Flagger's discretion)
TWO FLAGS (horizontal)	Two (2) laps to go to end of race
WHITE (waving)	One lap to go to end of race
CHECKERED	Race complete. Reduce speed before entering the pit area.

THE GREEN / YELLOW / RED LIGHTS AROUND THE TRACK ARE CONTROLLED BY THE HEAD FLAG PERSON

- 1) Persons without approved safety equipment in use will not be allowed on the track, or if on the track in competition they will be blacked flagged.
- 2) From the start of the race to the end, the Head Flag Person controls the race. All drivers must watch and obey the flag person's signals.
- 3) Persons failing to obey any flag or light signal will be disqualified.
- 4) A car running at a pace considered to be slower than the average speed of the field will stay to the outside of the track. This includes all cars experiencing difficulty but able to continue running. Failure to do so will result in being black flagged.
- 5) Any driver involved in an accident and in the opinion of the Infield Safety Steward or EMT it is inadvisable for them to continue, that driver may be disqualified for the balance of the race event.
- 6) Any driver who has received the black flag will remember that they may have received it for mechanical defects of which they are unaware of.
- 7) Loss of braking efficiency requires that the driver must go to the infield after reaching a slow, safe speed.
- 8) Loss of normal throttle control requires that driver must go to the infield immediately after reaching a slow, safe speed.
- 9) At the Race Committee's discretion, a car that has not completed one lap in a previous event may be allowed to run in the Feature Race, if the Race Committee feels the driver has tried, in earnest, to run each event.
- 10) If for any reason a driver is forced to stop his car on or near the track during an event, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other drivers, preferably in the infield. Stopping on the track will bring out the yellow flag and a restart. **INTENTIONALLY CREATING A YELLOW WILL CAUSE PENALTY TO THE DRIVER.**

- 12) Any driver whose car stalls on the start of an event must hold his arm vertically above their head as a warning to the others drivers.
- 13) No passengers are allowed to be carried either during practice or during an event.
- 14) No car is to enter the track from the pits after the green flag has been given.
- 15) Any car (required to be self-starting) with a non-functioning self-starter needing to be push-started at the beginning of a race, will be required to start in the rear of the starting lineup for that race.
- 16) No car will stop on the track area and receive aid or adjustment. This includes all periods of warm ups, heat races and feature races.
- 17) Random fuel checks can be done at any time.
- 18) No tools or people on track or infield unless requested by an Official. For kart races allow pit people in infield during races to help new drivers and restart cars. Maximum 8 people (include rookies and younger class pit crews first).
- 19) No fuel allowed in the infield for refueling cars during a race, except for Twin 20 halfway points and during red flags at the race committee's discretion.
- 20) Qualification for Events is decided by the registered driver, NOT the car:
 - If a driver must switch cars prior to an event, they must start in the last starting position for the qualified race.
 - A driver cannot move into or switch cars to assume the qualified position of another car and driver.
 - Drivers cannot be changed once a race is started.
- 21) The only authorized volunteers to be on the track while cars are in motion are those who are clearing a wreck or realigning cars prior to a green flag restart. At all times these said volunteers would remain extremely cautious to the cars that are in motion on the track.
- 22) Board of Directors shall interpret rules when any questions arise on the specific meaning of the rule.

2) COMPETITION RULINGS: Enforced for all types of races

- 1) Spins and tangles occurring in the first lap in any event will call for a new start (Double File). All restarts after the first lap is in will be a single file lineup. From the first push-off to the completion of the race, if any car causes a yellow flag condition or stops for any other reason on the track, it will have to restart from the rear of the field of cars. The only exception is a car stopped by a race official.
- 2) Participants in races are allowed only two unassisted spinouts per race. Upon the third spin the participant will be given the black flag as a safety hazard to other drivers.
- 3) Any car liberating excessive oil, water, smoke, or fuel shall be blacked flagged from the track.
- 4) Any car that upsets, rolls over on its side or is involved in a serious accident must be inspected and pass a technical inspection by those officials in charge before being allowed to continue competition.
- 5) Any car that upsets or rolls over on its side may be allowed to continue at the Infield Safety Steward's decision. Any driver requiring medical attention as a result of an accident must obtain a written release from the attending physician before being allowed to race again. Any self-starters involved in contact that stops must be checked out before re-firing. Failure to do so will result in a last place finishing position.
- 6) Any driver deliberately driving with one or more wheels off the track to pass another car must give position back or will be sent back 2 spots for the first offense, put to the back of the pack for the second offense, and disqualified from that race event for the third offense. The penalty will be assessed at the next caution or if no more cautions occur, in the finish. The only exception would be In order to avoid an accident or emergency.
- 7) If during a race a driver inadvertently drives onto the infield, the driver can re-enter (without gaining a position) but it must be in a safe manner and not interfere with the race. Rule to be enforced only during green flag racing conditions and not under the yellow during lining up.
- 8) Red flags will be at the discretion of the Head Flagger. On a layover or minor accident, The yellow flag will be thrown, then red if needed. The field of running cars will short track around the opposite end of the track than the accident. The officials will release the cars to the full track upon clearing of the accident scene.
- 1a) If the red flag is thrown because of the severity of the accident, ALL cars must stop and turn off engines on the track doing so in a safe and quick manner.
- 9) A driver may be penalized for bumping, chopping, banking, or charging corners (see definitions below). A driver will be sent back 2 spots for the first offense, put to the back of the pack for the second offense, and disqualified from that race event for the third offense. The penalty will be assessed at the next caution or if no more cautions occur, in the finish.

Chopping: When the outside car comes down (chops) into the inside car while the inside car has their rt. front tire to the outside cars driver compartment.

Charging: When a car drives under another car just as they go into the corner, with more speed than can be controlled, without the inside car having his rt. front tire to the driver compartment of the outside car, resulting in banking off the car that has been driven under.

Banking: When a car drives inside another car just as they go into a corner, with more speed than he can control, and slides outward and makes contact with the car he has driven under.

- 10) Penalty for Unsportsmanlike Conduct: - moved back 2 places
 or - moved to the back of the pack
 or - disqualified for that race
 or - disqualified: remainder of event
 or - further disciplinary actions
- Driver will lose all points and purse for any race in which they have been disqualified from for unsportsmanlike conduct / driving.
- 11) If a vehicle is involved in an accident it is subject to be inspected In the Infield before it is able to rejoin the race.
- 12) Cars must be started and running in the infield before entering the track area. The Infield Steward will govern all reentries.
 The race must not be allowed to continue as long as a car is dead on the track. Cars that leave the track and enter the pits will not be allowed to continue the race. When a car enters the track surface, it may not go back to the pits and re-enter again for that race.
- 13) If the yellow or red flags come out during the last lap and before the checkered is thrown, all cars will be lined up and run one lap under the green to finish the race. The only exception being bad weather conditions.
- 14) The end of the event will be official when the lead car receives the Checkered Flag, regardless of how many laps the following cars have completed. If a red or yellow flag is thrown, all cars not involved in the accident who received both the checkered flag and the red or yellow flag will be scored from the previous lap. If the race is checker flagged before all scheduled laps are completed, revert to how the cars would line up if they were starting the next lap.
- 15) A driver whose vehicle is disabled before it reaches the finish line may not push or carry the vehicle across the finish line and be considered as having completed the race.
- 16) On a RESTART, all cars (including lapped cars) shall revert back to their positions in the line-up at the conclusion of the previous green flag lap. Any car that is 2 or more laps down will be lined up to the rear of the pack on any restarts. With 3 or less laps to go, any car that is 1 or more laps down will be lined up to the rear of the pack on any restarts. If any lap requires multiple attempts to be completed, each attempt shall be counted as if it were a complete lap when determining final positions for cars unable to finish the race. For example, if two cars are towed off the track on the initial green, they shall hold the final two positions in the race finishing. If another car is towed off after the restart but before a lap is completed it will hold the third from last position in the finishing regardless of the initial feature lineup.
- 17) To expedite the resumption of racing, any driver(s) that fail to allow a car into position or do not take their position as directed by race officials, after repeated direction by officials, can be penalized by being put to the rear of the pack.
- 18) Any driver can at his/her preference line up at the tail position at the start of or during a race event by telling or indicating to an official.
- 19) For any offense after the first offense in the same race a driver goes to the rear of the pack on the second offense and is disqualified for the third offense.
- 20) The length of a feature race will be predetermined by the Race Committee and made known to the drivers qualified for that race before they leave the starting grid. The race cannot be shortened while in progress. Exceptions: only 1 vehicle is running, inclement weather, other unsafe conditions.
- 21) If a caution is caused by debris on the track and the debris can be identified as coming from a specific car, that car goes tail on the restart if still running.

3) STARTING GRID RULES:

- 1) No lubricants or fuels are permitted on the starting grid.
- 2) Drivers will take a starting grid position assigned by the Head Score Keeper.
- 3) If not ready, the driver coming out late for a race automatically must start to the rear of the field. Late will be defined as when the balance of the starting field is in order prior to the start, except when a driver is racing dual races and has to exit from another car to get into another car (registered for that race).
- 4) The car and driver must take the initial green flag to qualify for finish position.
- 5) The bubble car is defined as the next ready to race according to the B-Main order of finish. If the first qualified car is not able or willing to race, the next in line according to the B-Main is on the bubble.
- 6) The bubble car will sit at the track entrance until he is motioned to go on the track by the track official. Once the green flag is given he shall return to his pit.

4) TIME TRIALS:

- 1) One class per night on regular race nights (time permitting and according to race type).
- 2) Pull pin for time trial position
- 3) Championship races require the class to time trial for qualifying.
- 4) At regular racing events during the race season, one class will be time trialed weekly for sound testing purposes.
 The number of time trials for each class will approximately be: Total # of regular season races divided by the total # of racing classes.

- 5) Qualifying time determines heat position.
- 6) Qualifying time determines dash for cash position
- 7) Car and driver must be on qualifying line when called. A car will have only one attempt to complete two consecutively timed laps. There will be no second attempts allowed unless the time clock malfunctions. In case of time clock malfunction the timing car will be required to pull into an impound area in the infield. There can be no changes made to car or driver while in this area. When timing is resumed, the impound car will be permitted to take the remaining laps needed to complete the timing
- 8) The fastest timed lap shall be the car's official time. In case of a tie in a class, the car first to qualify will be awarded the fastest time. The driver who qualifies a car must drive it in the first event it is qualified for.
- 9) A driver may qualify only one car in each class. A car may be signed into only one class at any given event.
- 10) There will be no working on cars on the track surface during time trials.
- 11) All cars will weigh after all heats, time trials, and B-Mains. Only the top five will weigh after features subject to change by the race committee. If you are towed off the track on the 4-wheeler hook, you are not required to weigh the car. If you do not finish a race event, you do not have to scale.
- 12) All cars must shut off their engines before weighing on the scales. Cars must be pushed on and off scales subject to the driver being fined \$20.00.

5) STARTS:

- 1) All starts will be rolling starts unless specified otherwise.
- 2) All racing shall consist of one parade lap and a maximum of five pace laps. The pole car will be the pace car and will bring the field to the starting area in Turn #3 in double or single file at a speed slower than maximum but not slower than half maximum. If any driver jumps the start or breaks line or position see below. Cars must stay in assigned position with no passing allowed until the pole car begins the race. Starts or restarts under the caution will constitute the application of all conditions of this rule. It is the driver's responsibility to see the flags and obey them.

For drivers jumping the start / breaking line or position: The race continues

First Offense: You will be moved back two positions (from that starting position) at the next restart of that race. If no restart follows, you will be moved back at the end of the race, two positions from restart position or finish position whichever is worse.

Second Offense: You will be moved to the back of the pack.

- 3) The starting area will be an area between two fixed points in Turn #3. In the starting or restarting of a race, the pole car will start the race in the starting area after being signaled by the head flagger to do so (white flag). The pole car will start the race between these two fixed points on Turn #3. After the pole car begins the race, passing will be permitted at any place on the track.
- 4) In the event of an accident or spin out on the first lap, at the starter's discretion, the yellow flag will be displayed and a restart will be held. All restarts will be single file after the first lap is completed.
- 5) After the initial start and two complete restarts all restarts will be single file.
- 6) It is the responsibility of the pole car driver, after having made his parade lap, to remain to the Inside of the track and hold up a hand displaying one finger to indicate his possession of the pole position so that the field may form.
- 7) All cars pacing the track will stay to the inside of the track until the track entrance is closed at which time the flag man will signal for line up.
- 8) Establish starting position while in the pit area. Pace laps are made single file until a crossed signal is displayed by the starter. At this time, cars will double up. Last lap will be in double file.
- 9) If a car is having trouble starting, the push vehicle will push the car around the track one time, stop at the pit entrance or exit and decide, along with the Referee, whether to pit or go to the infield. If the car can be fixed in the infield, then the car will go to the back of the pack. If the car goes to the pits, it will not be allowed on the track for that race. Pole car must keep a slow pace or be sent to the back of the pack. Starter will display the two lap single until all cars are in position in order to insure one complete pace lap in double file.
- 10) The car on the pole shall set a pace as determined by the flag person's signals. All other cars must adhere to the pole car pace. There will be no unnecessary passing of the pole car on the track before the start of the race. In the event of restarts, the leader will be the pole car and will be started first
- 11) In the event of a line-up change, for a double file start or restart, in which atleast 1 car drops out or is sent to the back, the row in which the car dropped out of will move straight forward.

6) HEAT RACES:

- 1) Maximum 10 cars in a heat.
- 2) All heat races shall have a time limit of 15 minutes. This time limit can be implemented at the referee's discretion to keep events on schedule. The race shall be timed from first green flag to checkered flag.
- 3) Non-qualifying cars from time trial will start from scratch positions divided equally among the heats as determined by sign-in numbers (pin).

- 4) With **22 cars or less** registered, all go to A Main from 2 heats.
- 5) With **23 - 24 cars registered**, the top 7 cars from **each of 2** heats qualify for the feature. Non-qualifiers go to B Main with the start position determined from heat race finish position. First heat inside rows; 2nd heat outside rows, straight up starts. Top 8 finishers go to A Main positions 15 through 22.
- 6) With **25 - 30 cars registered**, top 5 in three heats go to A Main. Non-qualifiers go to B Main with start position determined from heat finish position. 1st heat to pole, 2nd heat to outside pole, 3rd heat to inside 2nd row, etc. Top 7 cars in B Main advance to positions 16 - 22 in A Main.
- 7) Heat race line-up positions will be determined as follows from time trials or pin pulls for that class:
A list of cars will be created for an event from time trial times or from a pin pull conducted during sign-in that event (fastest to slowest or low pin # to high pin #).
Fastest car or lowest pin # will start on pole for heat #1, second fastest car / next lowest pin at pole for heat #2, etc.: Example: 20 cars signed in (1-20)

Line-Up	Heat #1	Line-Up	Heat #2
1	3	1	4
5	7	6	8
9	11	10	12
13	15	14	16
17	19	18	20

- 8) In all racing events Yellow FLAGS Laps do not count.
- 9) All cars will scale after each heat, unless towed off the track on the 4-wheeler hook.

7) **B-MAIN:**

- 1) Line up B Main by heat finish straight up.
- 2) With 6-12 cars race will be 10 laps, with 13 cars and up race will be 15 laps.

8) **A-MAIN:**

Note: All cars are required to weigh-in after all feature events. If you are towed off the track on the 4-wheeler hook, you are not required to weigh the car. are towed off the track on the 4-wheeler hook, you are not required to weigh the car.

1) **For all weeks of racing:**

- a) Start position determined from heat finish position or B, C, D main finishing position.
- b) Top 8 qualifiers will pull pill for even number heat races, for start positions 1-8 in feature event.
* if 16 or less cars, then 50% of field will pull pill for feature line-up.
- c) Top 9 drivers will pull pill for odd number heat races for positions 1-9 in feature event.
- d) Drivers will pull pill at start of intermission.
- e) Referee will pull pill for drivers failing to report.
- f) Pole qualifier pulls first, then 2nd qualifier, next etc.
- g) With 5 or more heat races, race committee will determine number of pill positions.
- h) In all racing events Yellow FLAG Laps do not count

9) **RACING POINT SYSTEM:** Point system used for all classes of racing at Limerock Speedway

Note: All point awards not final until final posting by club officials and related protests are resolved.

- 1) Finish positions will be determined in the order by which the cars complete the scheduled distance of the race.

9A) **Weekly Point Awards:**

- 1) Weekly Points will be awarded for heat race finishes and for the finish in A and lesser main events only.

2) Race Types for points:

a) **Heat races:**

Points scored at the standard heat race point award

b) **Regular / Weekly main features** (15 to 30 laps):

Points scored at the standard feature point award

c) **Special Race / Championship Race / Memorial Race Events** (30+ laps micros, 15+ laps karts):

All points scored at the standard point award (no double points). Time trials will determine the heat lineup. If time trials cannot be done, use points standing. Finish of heat determines feature line-up (straight up start). Does NOT include Twin 20 races.

d) **Twin 20 (Micros) / Twin 15 (Karts) races:**

Points scored at the standard heat race and standard feature point award. Points given for finish of lap 40 (Karts lap 30). Championship registration fee and payout for micros, regular registration fee and payout for karts. Heat and Feature starts will lineup according to a normal weekly race. Feature leader after Lap 20 (Karts lap 15) will pull a pill for the number of cars to invert. Only cars on the lead lap will be inverted. Example: 12 cars on lead lap, pill 3 through 12 will be used. Lapped cars will line up for double file restart of lap 21 (Karts lap 16) in the order of their finishing position of lap 20 (Karts lap 15). There will be a 10 minute break between lap 20 and lap 21 (Karts lap 15 and lap 16). Any car that exits the race track will not be allowed back on at any time during the race (including the 10 minute break). Two crew members per car will be allowed on the infield to work on the car. Anything can be changed on the car, **IF YOU CHANGE A TIRE**, the car will lose its starting position and must start tail. If the car and driver are not ready at the end of the 10 minute break, that car will lost its starting position and must start tail.

3) **Standard Point Award Structure:** Points awarded to finish position in a race

a) **Heat Races:** 10 cars maximum per heat race

Finish	Points
1	12
2	11
3	10
4	9

Finish	Points
5	8
6	7
7	6

Finish	Points
8	5
9	4
10	3

b) **Feature Races:** 22 cars maximum per feature race

Finish	A-Main	B-Main
1	70	26
2	66	24
3	64	22
4	62	20
5	60	18
6	58	17
7	56	16
8	54	15
9	52	14
10	50	13
11	48	12

Finish	A-Main	B-Main
12	46	11
13	44	10
14	42	9
15	40	8
16	38	7
17	36	6
18	34	5
19	32	4
20	30	3
21	28	2
22	26	1

c) A driver / car moving up from a qualifying position in a lesser main race to the next higher main will forfeit the finish points from that lesser main and be awarded the points earned from the higher main finish position.

d)) In the event car count does not allow for a race or races to be held, drivers registered that night in said class will receive a maximum of 68 points for races not run on that night. If heats are run heat points will be assigned as usual. If a feature is not run due to car count 60 points will be assigned per registered driver, plus earned heat points. Classes with 3 or less drivers may elect to not run and receive 72 points each.

9B) SEASON POINT CHAMPIONSHIP:

1) All your races with the exception of your 3 lowest scores count towards your season championship points. In the event of a tie, the better position will be given to the driver who has the highest points total without any drops. In the event of a disciplinary suspension, that night will not be allowed to be a drop.

2) **Car Class Point System:**

- a) All points in all classes are awarded to the driver
- b) Member Driver **MUST** drive at least half of the races to qualify the Driver for Year-end point fund.

3) The first place person in season points in all classes will have privilege of using his final point position as his number The following year.

IV: Kage Kart Class Specifications:

1. **Kart General Rules:** The kart class at Limerock Speedway is a class for 8 through 15 year olds. You must be 15 as of the first scheduled race of the season. The Kage Kart Class will be divided into two groups at the end of the season for season point championship purposes only. The first group will be the 8-10 year olds. The second group will be the 11-15 year olds. Both groups will race together in both heats and features. The racing conducted the same as always. At season end, each class will crown its own champion, Etc. (reason: drivers in age group with smaller number of drivers will always have a higher point average, they will never start on the pole for the feature). The feature will be the first race after intermission and will be treated like the other features. The kage karts have a rollcage and are powered by the Briggs & Stratton 5 HP engine. Minimum weight with the driver is 325 lbs. The following rules are the guidelines that govern the class.
2. **Operation and Competition Rules:** Refer to Tri-County Racing Club Rules and Specifications. Season Points: Multiple drivers may be used for one kage kart. Season points will be awarded to the car number in the case of multiple drivers.
3. **Safety/ Tech Inspection:** No kart will be allowed on the track until it has passed inspection. If a kart is found on the track without being inspected, that kart may be disqualified for the night.
4. **Karting Safety Equipment:**
 - A. Helmets must be of an approved competition type. Helmets must be full head coverage type protection and must meet Snell 95 or better helmet safety standards.
 - B. Only unbreakable goggles or approved shields may be used and must be worn in proper position anytime a kart is in motion on the track.
 - C. All drivers will wear a name brand flame-retarding suit.
 - D. Arm restraints are required.
 - E. All drivers will wear full-hand coverage gloves (leather and/or fire-retarding).
 - F. All drivers will wear a competition type neck-brace.
 - G. Seatbelts; 5-point seat belt system
5. **Frame:** The minimum following requirements must be met.
 - A. Frame must be constructed of 1" O.D. x .062" wall steel tubing minimum (E.R.W. tubing)
 - B. All bends must be a minimum of 3" diameter radius.
 - C. Wheelbase; 40" minimum to 45" maximum centerline to centerline.
 - D. Width; 40" minimum to 52" maximum outside to outside.
 - E. Length; maximum of 95".
 - F. No suspension allowed.
 - G. Rim size; standard 5" and 6" diameter only.
 - H. Beadlock rims are not allowed.
 - I. Quick-release steering wheel hub mandatory.
 - J. Wings are not allowed.
6. **Kage:** The minimum requirements must be met.
 - A. Cage must be constructed of no less than 1" O.D. x .062" wall steel tubing (E.R.W. tubing)
 - B. 3" bend radius minimum for all bends.
 - C. Uprights; minimum of 4 points welded or bolted to the frame.
 - D. Rear uprights must be connected by a lateral, horizontal tube at a height suitable for attaching shoulder restraint hardware, or at a height no higher than the driver's shoulders when driver is seated normally.
 - E. It is mandatory that side protection bars extend longitudinally on both sides of the rollcage from the front upright to the rear upright, located at a height approximately between the drivers elbow and shoulder when the driver is seated in a normal position. Sidebars must be welded to one end, however a slip joint connection may be used on the opposite end.
7. **Bumpers and Sidebars:** All karts will be equipped with a front bumper, rear bumper and side bars.
 - A. Front bumper will be double tube design to extend beyond feet, encircling nose area with a minimum height of 7.75".
 - B. Rear bumper must have rounded edges and not extend beyond outside of rear wheels. Maximum height of 7.75". Bumper may be sprint car design or conventional kart.
 - C. Sidebars must be double row, speedway style that extend from the rear of the front wheel to the front of the rear wheel for a minimum length of 24" long.

8. Chassis specifications:

- A. Each kart will have identifying numbers on it, one on the front, one on the rear, and one on each side for a total of 4. It is recommended that you use white number panels with 6" black numbers. Numbers are not to be smaller than 5" high.
- B. Brakes on all karts must stop both rear wheels equally. No splicing of brake line. Brake pedal must stand in the neutral position without falling.
- C. Wheels/rims are to incorporate bearings of ground ball or roller type only (split race not acceptable). Wheels/rims must be free/void of defects.
- D. Axles/spindles must have all nuts associated cotter pinned or safety wired, or snap ringed or bolted on the ends.
- E. Added weight will be painted white with the kart number on it. Weights must be bolted to the frame. Minimum 2 - 5/16" bolts up to 10 lbs, 2 - 3/8" bolts over 10 lbs. No carrying of weight on the body. No zip ties.
- F. All karts are to have a floor pan, below the driver, large enough to not permit any part of the driver's body to pass through the frame tubes. Front porch maximum length is 24" from wheel center.
- G. Steering is direct and suitable design for maximum safety. All steering bolts and nuts (including spindle bolts) must be cottered keyed and/or safety wired. All bolts must be minimum of 1/4" diameter Grade 5 bolt with a tensile strength no less than 14000 lbs. All rod ends must have universal-type swivel joints. Jam nuts are recommended on tie rod ends. Steering assembly cannot pass over center and hang-up even when reasonable force is exerted.
- H. Steering wheels must be full circle or butterfly type. Butterfly type must not have sharp edges that could cause injury.
- I. Throttle must have self-returning springs, which close the throttle when released. Throttle pedal must stand up in the neutral position without falling down.
- J. Chain guards are required to start at the front of the motor and extend 12 inches back.
- K. Gear boxes are not allowed.
- L. Clutches may be any centrifugal type. No axle clutches are allowed.
- M. Drivers compartment shall be equipped with a wrap-around driver seat or equivalent to support the driver.
- N. All bolts are to be safety wired, cotter pinned, or have a nylon or a mechanical locknut for safety.

4 Cycle Engine Specs:***Briggs and Stratton Stock 5 HP***

1. **World Karting Association (WKA) engine rules will govern.** Tech inspection and teardown of motors will be done by WKA rules and procedures only.
2. Restrictor Plate is mandatory: .575" hole, Gold Hortsman Plate. This plate must be installed between the engine block and the carburetor with the flange into the intake port. One (1) intake gasket on each side of the plate is required. Carburetor bolts must be safety wired to prevent them from becoming loose.
3. Silencers (mufflers) are mandatory. RVL used on stock Briggs classes. 100-decibel (dB-A Scale) maximum sound level must be met.

Quarter Midgets:

1. Will run with Junior Champ Karts.
2. **Driver age:** 8 through 15 years old
3. **Safety Equipment:**
 - A. Refer to Tri-County Racing Club rules and specifications.
 - B. Lap belt, shoulder harness, and sub belt
 - C. Arm restraints
 - D. Helmets
 - E. Neck braces
 - F. Gloves
 - G. Shoes
 - H. Flame-retardant uniform
4. **Axle:** Hubs, axle, or axle nuts may not extend beyond wheel rim.
5. **Belly pan:** Pan must extend from front axle to front firewall or rear of seat. Pan to be made of aluminum (min. .040") or sheet steel (min. .024") and fastened securely to the chassis.
6. **Firewall:** There must be metal between driver and engine compartment.
 - A. Specifications: Sheet steel (min. .024") or aluminum (min. .063")
7. **Body and Tail section:** All cars must have complete sprint car design bodies only. A 1/4 midget body and/or tail section will not have any sharp edges; no sharp or square corners, so as not to cut. There will be no fenders, spoilers, or air deflectors on the roll cage, body or tail section.
8. **Engine housing:**
 - A. If the engine is mounted behind the driver, it will be covered by the tail section.
 - B. If the engine is mounted on the side, it does not have to be covered.
9. **Break:** One (1) wheel break required, located on rear axle sufficient to lock rear wheel.
10. **Bumpers:** 1/4 midget racecars must have double front tube bumper. The bumper tubes should be mounted over each other and should have at least two (2) inches radius bend on the ends, and mounted to the frame of the car in order to prevent hooking or lifting. The tubes should not be any closer than two (2) inches apart. Rear bumpers to be double tube and braced.
11. **Drive:** Drive may be direct or clutched.
 - A. Clutch
 - 1.) Any centrifugal force type clutch is allowed.
 - 2.) No axle clutches are allowed.
12. **Chain guards:** Will be installed where chains are exposed to the driver and/or other participants. The chain guard, using aluminum (min. .090") material or equipment will run on top of the chain from front of front sprocket to the vertical center line of the rear sprocket. The guard must be installed in such a manner that the driver cannot touch the chain and/or sprockets when sitting in the cockpit.
13. **Exhaust system:** Must extend to outside of engine compartment. Silencers (mufflers) are mandatory. RVL used on stock Briggs classes. Unaltered state, no modifications, 100-decibel (dB-A Scale) maximum sound level must be met.
14. **Frame:** Must be all metal and double rail.
15. **Radius rods, Steering rods, Panhard rods:** Must be made of tubular aluminum.
16. **Steering:** Front wheels must be connected by tubular tie rods; must be direct with no cables.
 - A. Steering arm and/or shaft must have stop so that the steering arm does not go past center in either direction.

- 17. Nerf bars:** All cars must be equipped with side nerf bars. Side nerf bars must extend to the outside edge of the tire but not beyond the outside edge of rear tire.
- 18. Roll cages:** The roll cage must be of sufficient strength to support the weight of the car and driver in case of upset. At the top of the rollcage, cross members must be secured by more than one welded support (gussets).
- A. The front section of the roll cage must be no further back than the steering wheel.
 - B. The rollcage must have sufficient fore and aft bracing (support bars).
 - C. Bends must have at least a 3" radius.
 - D. Side or sissy bars must be installed on both sides to keep cars out in case of mishap.
 - E. The rollcage shall be at least (as of April 1, 1999):
 - 1 inch .062" wall thickness
 - 1 1/8 inch .062" wall thickness
 - 1 1/4 inch .062" wall thickness
 - F. Support or side and sissy bars are to be at least 3/4" and of the same wall thickness as the rollcage.
 - G. The rollcage shall be made of 4130 condition N (Chromoly Steel) or material equivalent in strength with a 1/8" inspection hole drilled in same for the measurement of the material used.
- 19. Ignition switch:** On and off switches must be on the dash, on top of the cowl or on the steering wheel. The switch must be connected and functional. **On** and **Off** position must be clearly marked.
- 20. Tire size:** Front maximum 11" diameter; rear maximum 12 1/2" diameter
- 21. Weight:** Minimum weight with driver (after the race) is 325 lbs.
- 22. Wheelbase:** 42" minimum; 56" maximum
- 23. Wheel tread:** 28" minimum; 38" maximum, center of tire to center of tire
- 24. Suspension:** Must have full suspension, front and rear
- 25. Length:** 76" minimum; 88" maximum, front bumper to rear bumper
- 26. Fuel:**
- A. ****Fuel must be purchased from Limerock Speedway only.****
 - B. All motors must use Limerock Speedway specification gasoline only. All competitors regardless of motor size or design will be required to run identical gasoline fuel. Fuel will be dispensed to competitors from a common tank. The fuel will be **high**-octane unleaded gasoline. No other additives other than approved lubricants may be added to the gasoline. At the time of a fuel sample check, competitors must match a tank sample within allowable limits determined by race officials. A competitor found deviating from the sample out of those limits will be disqualified according to club rules.
- 27. Engine:** Honda GX120 4HP, Honda GX160 5.5HP
- A. Engines to be stock.
 - B. Govenor may be removed.
 - C. Motor must be sealed by a person specified by the Limerock Board of Directors.
 - D. Can also use Briggs and Stratton Stock 5HP, engine specs will be the same as the kage karts.
 - E. Can also be a legal Honda Junior Heavy motor to the BIMP (Batavia International Motorsports Park) tech rules on our track gas. This motor spec is equivalent to our sealed motors using the stock RLV B-91 muffler.
- 28. Quarter midgets** that meet the Quarter Midgets of America tech. car specs. and Limerock motor specs. will be able to run (with the expectation of the rollcage).
- A. A side bar or sissy bar must be added to the QMA legal car to race at Limerock Speedway.
 - B. This bar can be fastened to the rollcage with the use of split collars or split clamping devices and bolted to the cage with at least 5/16 grade #5 bolts and locking nuts.