



# LONE STAR FLAT TRACK ASSOCIATION

Est. 2024

## ASSOCIATION RULE BOOK

### A. General

1. **Mission Statement:** The Lone Star Flat Track Association (LSFTA), founded by passionate flat track owners, professionals, and amateur riders, is dedicated to fostering the growth and enthusiasm for the sport in Texas and surrounding states. Our mission is to create a vibrant community where both youth and adults can thrive in the flat track racing scene. Through well-organized events, training programs, and outreach initiatives, LSFTA aims to promote camaraderie, skill development, and safety awareness while cultivating a love for flat track racing among enthusiasts of all ages. Together, we're accelerating the momentum of this exhilarating sport while nurturing the next generation of riders.

2. Flat Track races are run on specially prepared flat or banked oval tracks more than 2,250 feet in circumference (measured 18 inches from the pole).

3. A short track course is less than 2,250 feet in circumference. Scratch-type events may be included in a short track meet.

4. A TT is held on an unpaved, prepared course. The course must be less than 2 miles long and include left and right turns. Hills, jumps and natural terrain are permitted. The course must be at least 20 feet wide and include wide turns or escape routes at the end of a fast straightaway.

5. American Flat Track (AFT)Licensed Riders:

- a. Any rider holding an AFT professional racing license must compete in the highest-level class or classes offered.
- b. Riders holding an AFT professional racing license shall not receive Association points and shall not receive year-end Association awards.

### B. Equipment and Approval of Motorcycles/Mini cycles

1. Equipment:

a. The use of knobby or motocross tires are authorized ONLY for the designated KNOBBY class and for KID'S classes sized 65cc and below. ALL other classes require a designated flat track or DOT approved tire (front and rear). No paddle tires are authorized (Dunlop MX14 or similar are authorized).

b. A steering damper may be added for safety. This includes all Production machines.

c. **Number Plates:** Your number must be visible from the front, right and left side of the bike and must contrast in color from the number plate background. Numbers may not be required on the right side for specially designated classes, e.g. Hooligan.

d. **Sharp Protruding Objects:** Motorcycles must be free of sharp items that could harm riders in the event of a fall or contact. If in doubt, ask the referee.

e. **Helmets:** All helmets must be of the full-face design, and must, as a minimum, be DOT approved. MX ¾ face design is authorized with goggles, and must meet the previous requirements, as well.

f. **Other Safety Requirements:**

1. Boots must extend above the ankles.
  2. Leathers are encouraged but not required. Long sleeves, pants, eye protection (goggles or face shield) and gloves are required.
  3. Steel shoe straps must be taped to your boot.
  4. Foot pegs cannot be bare metal; they must be covered with rubber or tape. Serrated MX style pegs are allowed on the right side. (No unprotected blade or tubular style foot pegs).
  5. No exposed handlebar ends.
  6. Handlebar levers must have a ball on the end of them (no sawed-off clutch levers).
  7. It is recommended that all oil plugs and fill caps be safety-wired.
  8. No glycol-based coolants are authorized.
  9. All motorcycles must have a working kill switch mounted on the handlebar near the grip on either the left or right side. (Compression releases are not acceptable as a kill switch).
  10. **\*Pit Bikes:** riders must be a minimum of 10 years of age. Riders under the age of 15 years old must wear a helmet. Max speed is 5mph. Use is to move from point "A" to "B" – NO OPEN RIDING ALLOWED.
  11. **\*Side by Sides:** drivers must be a minimum of 15 years of age. Max speed is 5mph. Use is to move from point "A" to "B" – NO OPEN RIDING ALLOWED.
- \* The Association may amend or suspend Rules 10 or 11 at any time, at any venue, based upon existing safety conditions or circumstances.

2. The race classes for the Association are technically designated as "Modified" per AMA guidelines/rules. Rider equipment should be in keeping with the assigned or entered class, and/or as designated by the motor classification/stamp on the equipment. Competitors may ride a lower CC bike in a higher CC class but WILL NOT ride a higher CC bike in a lower CC class. Classes are outlined in Section "G" of this procedure.

## D. Race Rules

1. Track Inspection: Walking the track before the event is encouraged. It is important and a safe practice to inspect the surface and escape routes before riding the track at speed. Inspection can be on foot, or on a pit bike operating at walking speed.

2. Riders' Meeting: Attendance is mandatory for all riders. It is important that all riders understand the procedures of the day, which can change from one event to another. Failure to appear may result in penalties including entry withdrawal at the discretion of the referee.

The number of laps that will be run will be announced at this meeting. The number of laps may be changed later for time limit, impending weather, or track durability reasons at the discretion of the officials. If there is a change in the number of laps after the riders' meeting, riders will be informed before the start of the race.

### 3. Starting Line Area:

- a. A single starting line, at a minimum, is used. If two lines are used per starting row, then, the lines will be spaced 2 feet (24 inches) apart.
- b. If more than one starting row is used, each row shall be 8 yards (24 feet / 7.3 meters) behind the preceding row.
- c. The penalty line shall be 8 yards (24 feet / 7.3 meters) behind the last starting line that is in use.
- d. The number of participants placed on each starting row shall take into account any and all safety concerns.
  - (1) Each full-sized machine shall have no less than 39 inches (one meter) of space on each starting row to minimize starting line or first-corner congestion.
- e. At all meets, the referee shall determine the number of riders allowed to start any event. He shall take into account the width and length of the course, run-off room available, the ability of all riders to negotiate the first corner without incident, and the speed and skill level of the class(es) being run.
- f. A rider must be ready when called to the starting area. If not ready, he/she or their representative is allowed to request two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Alternate riders are not allowed unless a separate entry fee is paid for that rider. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two-minute limit. Riders may substitute a lower CC bike for any class (see section B.2 above) if there is a mechanical failure before the start of a heat race or main event. An equal CC back up bike may be used before the start of a heat race and can be ridden in the subsequent main event, however, there cannot be a direct substitution prior to the start of the main event.

### 4. Starting Position Selection:

- a. The Association will use the following method for race starts (Heat and Mains):
  - 1. **Gate Pick** – (This method will be used for Main Events.)
    - (a) The first racer listed on the posted order for the front row picks any spot on the front row.

- (b) The remaining racers on the front row, in the posted order, each pick any unoccupied spot on that row.
- (c) The first racer listed on the posted order for the second row picks any spot on the second row.
- (d) The remaining racers on the second row each pick any unoccupied spot on that row, in the posted order.
- (e) The process continues for all other starting rows.

**\*\* Note:** Any racer may defer his/her pick on their assigned row and instead take the next available pick on the next row. All following racers move up one pick until all available spots on the earlier rows are filled.

#### 5. Starting Methods:

a. Races will be started using a starting light (green). The Starter, once all riders are set in their starting positions, will step into the designated Starter's circle. The Starter will activate the starting light within 1-3 seconds from the time he/she steps into the Starter's circle. A flag start will be the default method for any mechanical failures with the starting light system. The Starter will start using the same procedure as outlined previously but will utilize the flag in place of the light. The riders may start as soon as the Starter initiates the raising of the green flag.

b. All event starts shall be standing starts with both wheels on the ground, with the exception of time trials, practice, and timed practice.

c. Once all event participants are in their starting positions and the designated official ensures that all participants are ready, the starting procedure that was explained in the racer briefing meeting may begin.

d. Once the starting procedure begins but before the start signal is given, any racer whose front wheel touches the start line shall be penalized. Rolling starts are NOT allowed, regardless of if the front wheel does not touch the starting line before the starting signal is given.

(1) Possible penalties include but are not limited to: relocation to the penalty line, deduction of their finish position, or a black flag disqualification from the event while the event continues.

#### 6. Re-Start rules for Flat Track, Short Track and TT:

a. Any race stopped with two laps or fewer completed will require a complete restart in the original positions.

b. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line. If an event is stopped after at least 60 percent of the total distance has been covered, the race may be considered "complete". Riders will be scored according to their position on

the lap preceding the one during which they were red flagged. At the referee's discretion, if the race must be resumed the riders will be started in a staggered start position in the order they held on the lap before the event was stopped.

**DOUBLE RED FLAG RULE:** In short track events, one quarter (1/4) mile or shorter, a rider causing two red flags in a single race without trying to re-enter the race, can be disqualified at the discretion of the referee.

c. Should a race be stopped but not completed, riders must return their motorcycle to the designated area only to make repairs.

(1) Work periods last two minutes at the red flag/light, except in final events where they may be 10 minutes. If the referee deems the red flag situation to be cleared up, and all riders are ready to resume the race, the referee may call for the race to resume immediately.

(2) Riders continuing to have work performed on their motorcycles past the allotted time will be placed at the back of the lineup for the restart. There will be no two-minute allowances given for further work.

d. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who didn't fall. If for any reason a rider doesn't complete the red flagged lap, they too will be placed in the rear of the restart in a position respective of their stoppage. If the race is called "complete" the riders will be scored in the position in which they would have restarted.

e. Staggered Start Procedure:

1. When called to the starting line, the leader will pick their starting position.

(a) For heat races, the leader may only choose the inside or outside positions.

(b) For semis and main events, the leader may choose to start in any position within the designated starting area.

2. The next rider in line will start to the leaders outside, if possible. If that is not possible, that rider will be moved to the inside of the rider who has the first pick. That rider will line up approximately 3 feet over with their front wheel in a horizontal line approximately 1 foot behind the rear wheel of the first rider.

3. This procedure will follow suit until all starting positions are utilized.

4. The Starter, once all riders are lined up, will step into the Starter's circle and point to the leader. The leader has 1-3 seconds to start the race. All other riders can move as soon as the leader initiates the start.

f. Mechanical Difficulties: If a rider is having mechanical difficulty before the start or restart of a race, that rider or a member of the rider's crew can notify the starter. The starter will allow that rider a maximum of two minutes to make repairs before the race starts. At this time other riders may ride slowly around the track to prevent engine overheating.

If a rider at the starting line has a problem such as a stalled engine, the rider must raise a hand and waive to the starter. If the starter sees this action, the start of the race will be delayed. If the starter misses the wave, starts the race, and another official sees that the rider did wave before the start of the race, the red flag will be displayed, and the race will be restarted.

The stalling of the engine at the start of the race due to rider error with no wave to the starter before the start of the race will not result in a restart (\*\*Exception: Kid's classes will allow for one restart per rider that stalls at the start for heat races with no penalty. Main races will allow for the same, minus the restart will be from the penalty line).

## F. On Track Regulations

1. All Flat Track (Dirt Track and Short Track) meets shall run in a counterclockwise direction. TT meets may run in either direction.

2. Any rider passing on the inside is responsible for any foul that results.

a. If passing on the outside, a rider shall not move to the inside unless there is adequate space to complete the pass without interfering with the passed rider.

b. The penalty for interfering with another rider during a pass may be disqualification.

3. **Slower Riders**: In the event that a rider is being lapped he/she should maintain their racing line and allow the faster rider to pass in a safe manner. It is up to faster rider's to safely pass you, hold your racing line and do not abruptly try to swerve out of the way.

4. **Flagging**: Flags are used by track officials to relay important information to the riders. They include track conditions, the remaining duration of the race, and other critical factors. Riders are required to know what every flag indicates.

Flags have the following meanings:

- a. Green: This flag indicates the start of the race. The track is clear at least until the next flag station to the best knowledge of the person holding the flag.
- b. White: This is a courtesy flag used to identify that the leader is on the last lap before the race is completed.
- c. Green and white flags furred and crossed: This indicates that half of the laps have been completed. It may or may not be displayed during a race.
- d. Yellow displayed open: Caution! There is something on the track that requires the rider's attention to avoid it. When a yellow flag is displayed, riders must ride cautiously with no passing of other competitors until they have passed the

incident that caused the flag. It is not required to slow down. Lap counting continues.

- e. Yellow, waved in earnest: There is a serious situation that may require the rider to slow down for avoidance or possibly even stop. No passing is allowed until after the incident has been passed. Lap counting continues.
- f. Blue or blue with yellow stripes: You are being lapped. There is at least one faster rider approaching you from behind. Hold your line and do not impede their progress.
- g. Black and white checkered: This signifies the end of the race. Slow down in a safe manner taking into consideration the riders behind you.
- h. Red: When this flag is displayed the race is being stopped for an emergency situation. Safely move off the racing line and come to a stop at designated hot box for each track discussed during riders meeting. Do not race back to the line. Scoring has been suspended at the completion of the previous lap. You will have the option to work on your bike during a red flag situation. Motorcycles cannot be taken to the pits for repair.

Once a motorcycle leaves the racetrack or hot box area it is not allowed to reenter the race. The bike must be ready to go when the race restarts. If you are not ready you will be asked to leave the racing surface and you will not be eligible to restart that race. The red flag will be displayed for a downed rider that is not capable of getting off the track without assistance. If a rider is capable of getting off the track, he/she is expected to remove their motorcycle safely from the racing surface. If a race official determines that you deliberately laid on the track (i.e. Playing possum) to bring out the red flag, you will not be allowed to restart the race. Violation of this rule could result in possible probation or suspension for the remainder of the season.

- i. Black, furred: When pointed at a competitor that competitor is being watched closely by race officials. It is a warning that the rider is doing something of which the officials do not approve, and those actions must end immediately.
- j. Black, displayed open: The rider to whom the flag was displayed must pull off the track in a safe manner to an area near the officials. Lap counting for that rider has ended. The rider will soon have a polite discussion with the referee regarding the rule infraction. The location must be such that it does not interfere with the ability of the officials to run the race. Their primary responsibility is to the riders who are still on the track. The black flag can be shown to a rider if it is in the judgment of the race official that the rider is endangering others.

**G. Association Classes:** The Association will race the below designated classes but may designate and/or determine that alternate or specialty classes be included as determined for an individual event or events. Classes highlighted in green on the table below are paid classes.

PRO CLASS	SPECIALTY \$ CLASS	AMATEUR CLASS	KID CLASS	SPECIALTY CLASS	AGE CLASS
OPEN PRO	PRO AM	450CC AM (MAX 451CC)	50CC BEGINNER	HOOLIGAN	30-59 YEARS
PRO SINGLES	MAD DAWG	250CC AM (MAX 251CC)	50CC ADVANCED	VINTAGE	60+ YEARS
PRO TWINS	OPEN PIT BIKE	OPEN AM	65 CC	250/360 2-STROKE (ASTRO CLASS)	
		WOMEN'S	85 CC	KNOBBY	
		OPEN NOVICE	MAD PUP		

Certain designated classes have specific instructions for that class. Those instructions are as follows:

1. **MAD DAWG** -MAX 176CC 4-STROKE A/C- \*Mods allowed not to exceed 176cc, no turbo or supercharger.
2. **OPEN PIT BIKE** - MAX 249CC 4-STROKE A/C \*Mods allowed not to exceed 249cc, no turbo or supercharger.
3. **450CC AM** – MAX 451CC
4. **250CC AM** – MAX 251CC
5. **WOMEN'S** – MIN 85CC 2-STROKE. Min 14 y/o
6. **OPEN NOVICE** - MIN 85CC 2-STROKE – Min 12 y/o \*This class is for new, beginner, or progressing riders\*2-year max in class and Class Champion must progress
7. **MAD PUP** - MAX 176CC 4-STROKE A/C, 85CC 2-STROKE – 14 y/o and younger \*Mods allowed not to exceed 176cc, normally aspirated, no turbo or supercharger
8. **HOOLIGAN** - \*Must have been a street legal bike, glass lights must be taped, and must have legible number plate
9. **VINTAGE** - 1985 or older, Twins and Singles
10. **250/360 2-STROKE (ASTRO CLASS)** - \*No bikes manufactured after 1983



**H. Scoring:** A points system is used to determine the season championship. Points will be awarded to the Association racers according to their finishing positions relative to the other Association racers in that class. Rider(s) must complete a minimum of THREE race events in an individual class to be considered for Association series championship awards. Points are awarded per the below table:

POSITION FINISH	POINTS AWARDED	POSITION FINISH	POINTS AWARDED
1	30	9	13
2	27	10	11
3	25	11	9
4	23	12	7
5	21	13	5
6	19	14	3
7	17	15	1
8	15		

Points are awarded only for main events. Points are not awarded for heat races. “DNS” (did not start) or “DNF” (did not finish) for the main event results in a position of last place and scores the points associated with that position for that race.

If there is a tie in the season points, the higher position will go to the rider who has the most wins in that class. If that number is equal, it will go to the rider with the most second-place finishes. This procedure will be followed down through the order until a difference is found. If a tie remains, then, the finishing order of the tied riders in the last completed main event of the season will be the tie breaker.

- I. Payouts:** Payouts through the Association, per the above table, are for Pro and Specialty \$ Classes only (**\*\*NOTE:** other classes, if sponsored outside of the Association, may be paid out, in accordance with the guidelines established by that sponsor). Pro classes will be paid 100% of the total entry fee collected for each of the pro classes. The Specialty \$ Classes will be paid out at 75% of the total entry fee collected. The top three (3) positions will be paid out (50%/30%/20%), unless otherwise determined or advertised by the Association. Races with less than three (3) total riders will be paid as follows: 60%/40% for two riders. No payment will be made if only one (1) rider registers for a paid class and that class cannot be combined with another paid class. The rider will receive points only in this situation. Riders will receive points for their registered class when classes are combined. However, combined classes will be considered as one class and will be paid accordingly as one class. Payouts will be in accordance with the higher paid class guidelines when classes are combined. Additional payouts may be collected from sponsors, donations, etc. and added to the Association payout amount. The total payout amount will be distributed per the guidelines above.
- J. Rain Out Policy:** If all heat races are completed, then the race becomes official and scored according to finishing order from those heats. If the event is rained out prior to the first round of heats being completed and the race cannot be resumed that same day, refunds and credits will be given for entries only. Gate fees will not be refunded. Races scheduled for the next day will

be determined the morning of that day's race. All cancelled races will be re-scheduled by the Association at the next available date.

**K. Unsportsmanlike Conduct and Disciplinary Actions:** Unsportsmanlike conduct, is any action or threat, jeopardizing the safety of another rider or other person at the event. Flat track racing is a non-contact sport. Offenses include but are not limited to:

1. Intentionally or recklessly hitting another rider on the track.
2. Intentionally or recklessly running another rider off the track.
3. Causing bodily harm to another rider or anyone else while off the track, such as in the pits.
4. Intentionally or recklessly damaging the property of another.
5. Threatening any other rider with any of the above-listed actions.

The initiation of disciplinary actions is at the discretion of the event referee, must be approved by a majority vote of the Association Board members present, are not subject to protest, and do not grant the offender any rights to monetary refund. The severity of the penalty will be based on actions required to protect the safety of others and to prevent such actions from reoccurring. Typical penalties for riders include:

- a. **Fighting:** Fighting at any point or in any area of the event (race or pits) will result in IMMEDIATE ejection from the venue and a ban from any LSFTA events for the rest of the season.
- b. **Minor infraction, first offense of season:** The rider is given a warning and is placed on probation.
- c. **Minor infraction, second offense of season:** The entry will be scratched. No points will be earned that day. There will be no refund of entry, track, or other fees. The rider is placed on probation for the rest of the season.
- d. **Major infraction, first offense of season:** The entry will be scratched. No points will be earned that day. There will be no refund of entry, track, or other fees. The rider is placed on probation for the rest of the season.
- e. **Major infraction, second offense of season:** The entry will be scratched. No points will be earned that day. There will be no refund of entry, track or other fees. The rider is forbidden from entering the next LSFTA race and will be on probation for the remainder of the season.
- f. **Repeated offenses:** Riders may be suspended for the rest of the season and, in extreme cases, for life or until it is in the judgment of the Board that this rider is no longer a threat to others.

**L. Protests:** In the event of a protest the rider presenting the protest must put the specific protest in writing and hand it to a designated Association official within 30 minutes of the end of the heat race or main event that the protest is being filed in. If the rider or motorcycle being protested is deemed illegal the rider will be disqualified from that class and points and awards from that race will not be earned. Only a rider participating in the class that the protest is being filed in may file a protest. The designated Association official (referee) for that day will be the

one that makes the final decision on the protest. If the accused is found legal, the Protester must pay the accused \$200.00 as a cash payment.

1. **Engine Protests:** The following procedure shall be followed for all protests of a specific engine size (see Appendix A, Engine Displacement Verification Form:
  - a. Secure the motorcycle upright in a stand or wheel chock.
  - b. Ensure the engine is completely cool before testing.
  - c. Remove the spark plug and clean around the opening.
  - d. Install a dial indicator with a spark-plug adapter.
  - e. Rotate the engine slowly by hand to find precise TDC and BDC.
  - f. Record the dial indicator readings and mark the two positions.
  - g. Remove the dial indicator and attach a small fill tube.
  - h. At TDC, fill the combustion chamber using a graduated burette or syringe until fluid reaches the bottom of the spark plug threads. Record the volume.
  - i. Repeat the measurement at BDC and record the total fluid volume.
  - j. Calculate displacement:  $\text{Displacement (cc)} = \text{BDC Volume} - \text{TDC Volume}$ .
  - k. Perform at least two tests to confirm accuracy within  $\pm 2$  ml.
  - l. Submit results to race tech officials and attach the inspection form.

## Diagrams

Piston at Top Dead Center (TDC):

Piston at TDC



Piston at Bottom Dead Center (BDC):

Piston at BDC



**M. Additional Policies:** The Association will adopt the AMA guidance outlined in Chapter 6 of the AMA Rulebook for the following policies: Substance Abuse, Concussions, Severe Weather, and Alternative Ambulance Requirements. Furthermore, any situations that may occur at any race event that is not specifically covered in this Association Rule Book shall be reviewed and a decision rendered by the designated Association referee or official at that event. Protests against any decisions rendered will be in accordance with section L above.

**N. Appendices:**1. Appendix A – *Engine Displacement Verification Form***O. Revision:**

Section	Date	Description of Revision
D.3.a, page 3	5/22/2024	Specified use of a single starting line at a minimum.
D.6.f, page 6	5/22/2024	Stalling procedures for kid's classes.
H, page 8	5/22/2024	Added "DNF", Did not Finish
I, page 9	5/22/2024	Added payout percentages
D.4.a.1	6/11/2024	Removed Ordered Pick Start method
G	7/17/2024	Updated class requirements with Mad Pup and changes to Mad Dawg
G	8/14/2024	Updated table to identify paid classes
I	8/14/2024	Updated rules for paid classes.
G	9/12/2024	Updated age requirements for Mad Dawg and Mad Pup Classes
B	10/10/2024	Removed section B.3 and amended section B.2 to reference the Class Matrix in section G.
G	10/10/2024	Established date/age requirement for Vintage Classes.
G	02/01/2025	Updated classes per new changes, and added Open Novice class
B.1.f.10	03/04/2025	Added pit bike requirements
B.1.f.11	03/04/2025	Added side by side requirements
G	07/24/2025	Updated Md Dog and Mad Pup max cc
B.1, G	08/01/2025	Updated no knobby rear tire for Mad Dawg or Mad Pup classes.
B.1.a	11/23/2025	Use of knobby tires updated – only Knobby and Kid's classes (65cc and below)
D.5.d	11/23/2025	Addressed rolling starts – rolling starts not authorized
D.3.f	11/23/2025	Use of alternate riders specified
G	11/23/2025	Updated classes and added section G.1. special instructions
D.6.e	11/23/2025	Added section 4, Starter actions during staggered re-start
D.5.a	11/23/2025	Flag start – specified when riders can start
I	11/23/2025	Adjusted payouts according to class adjustments
L	11/23/2025	Added section 1, process for conducting engine size verification
Appendix A	11/23/2025	Added Motorcycle Engine Displacement Verification Form

**P. Review:**

Date	Review Type	Reviewed By
01/02/2025	Annual	Kennth B. Loewrigkeit
11/23/2025	Annual	Kenneth B. Loewrigkeit

## Motorcycle Engine Displacement Verification Inspection Form

Inspector Name: \_\_\_\_\_

Date: \_\_\_\_\_ Location: \_\_\_\_\_

Motorcycle Make/Model: \_\_\_\_\_

Engine Type: \_\_\_\_\_ 2-Stroke \_\_\_\_\_ 4-Stroke

Spark Plug Removed: YES / NO

Dial Indicator Installed: YES / NO

TDC Located Accurately: YES / NO

BDC Located Accurately: YES / NO

Measured Volume at TDC (ml): \_\_\_\_\_

Measured Volume at BDC (ml): \_\_\_\_\_

Calculated Displacement (cc): \_\_\_\_\_

Inspector Signature: \_\_\_\_\_