

(1) CLASSES:

- Intermediate
- Single cylinder stock - under 14HP
- Single cylinder stock - 14HP and over
- Single cylinder unlimited
- Twin cylinder stock (Opposed Twin & OHV Twin)
- Twin cylinder unlimited, Outlaw
- Ladies
- Seniors

Intermediate:

- Mowers shall be modified to meet safety requirements.
- Youth, Introductory racers or competitive mowers to have a minimum of 4.

Single cylinder stock

- Mowers shall be modified to meet safety requirements.

Single cylinder unlimited:

- Mowers shall be modified to meet safety requirements.
- Performance enhanced mowers.
- SCS mowers may be asked to move to this class to maintain competitive racing.

Twin Cylinder Stock:

- Mowers shall be modified to meet safety requirements.

Twin Cylinder Unlimited, Outlaw:

- Mowers shall be modified to meet safety requirements.
- Performance enhanced mowers
- This class allows for snowmobile and motorcycle engines.

Senior: 55+ or 60+

- Mowers shall be modified to meet safety requirements.

Ladies:

- Mowers shall be modified to meet safety requirements.

Callout Class:

- Mowers shall be modified to meet safety requirements.
- Mowers that have a score to settle may call out a minimum of 2 other mowers and an additional race fee of \$? per mower goes to winner of said race. The purpose of this class is entertainment, as with all other classes.
- Callout Process: End of drivers meeting or half way through the race based on scheduling, this requires discussion.

*Racers may request to move up a class or be asked to move up to have a minimum of 4 mowers per race. No mower shall be allowed to move down a class from the 4 main classes SCS, SCU, TCS, TCU, O. All classes must begin with 4 mowers to run at an event.

(2)MOWER BUILDS RULEBOOK:

NOTE: There may be some specialty races that have special courses designed for the occasion and race classes can vary depending on race directors discretion.

ENGINE & DRIVETRAIN

ENGINES

Engines will be those designed for riding lawn mower usage. Recognized engines include Briggs & Stratton, Tecumseh, Robin, Wisconsin, Kohler, Kawasaki, Honda & Honda Clone. Engines of non-lawnmower origin may only compete in Twin Cylinder Unlimited, Outlaw class

ENGINE MODIFICATIONS

All engines will be "out of box stock". The only internal modifications allowed will be replacing valve spring retainers on overhead valve engines. Engines may be rebuilt, and must not exceed manufacturers stock specifications with stock replacement parts. No performance enhancing parts may be used. Ignition must be stock, however, older points systems may be replaced with stock electronic ignition. Stock timing only. External modifications are limited to removing the muffler and replacing it with a header, disconnecting the governor, (Ungoverned engines may use billet racing flywheels) and replacing or modifying the air cleaner. Crankcase ventilation system may also be modified. Carburetor jets on gravity systems may be repositioned to solve stalling but must not exceed the stock jet size.

STARTERS

Electric or pull start only. No push starting, or external starting units. All electric start mowers must have a hard mounted, protected, operating battery on board, capable of starting the engine. Jump/push starts may be allowed if the unit has been damaged during the race.

GAS TANK & FUEL

Gas tanks must be securely attached and reasonably protected. Pump gas only. No octane boosting fuel additives may be used. Fuel additives such as Sea-Foam may be used as long as they do not affect the octane rating of the fuel. Stock fuel systems only. No auxiliary fuel systems (nitrous oxide, etc.). In-line fuel shut off valve is required. The shut off valve must be easy to reach and clearly visible. Electric fuel pumps are allowed and must have a safety kill switch system approved by the technical inspector. Race fuel acceptable in unlimited classes.

**Note: No fueling a running engine.

THROTTLES

Any type of throttle may be used. Twist grip, thumb throttle, squeeze grip or foot pedal. Must operate freely and have an operating return spring.

SAFETY KILL SWITCH

Must have a breakaway type, grounded kill switch, which will turn off the ignition if the driver leaves the mower. Must be securely attached to the driver while operating the mower. Cord length must not exceed 30". Commercially prepared switches are required.

TRANSMISSION/TRANS-AXLE

Transmission, transaxle or right angle drive must be of lawnmower origin. Solid axle recommended. Differential maybe locked and may be strengthened or remade from heavier steel. Double locking devices are required on front and rear wheels.

BELTS & CHAINS

Any exposed belts or chains must have a secure guard.

CLUTCH

Will be a fully functional lawnmower type belt clutch. Unlimited classes open to live axle, belt or chain drive custom gear boxes or transaxles. Centrifugal clutches allowed.

Where custom drivetrain may be hazardous to driver protective shields must be installed. If not equipped with a neutral gear all tractors must have a clutch lock out so machine can be pushed by hand. When running a centrifugal clutch, driver must be seated on machine to have it started or rear wheels securely off the ground.

BODY

Mowers will have lawnmower hood and fenders. May be modified to fit the frame.

FRAME

Must have a lawnmower frame. If stock frame is inadequate for racing, it may be reinforced. Custom frames acceptable in unlimited & outlaw class. No aluminum frames, front ends. No suspension (shocks & springs). Overall width front and rear not to exceed 42" wide Ground clearance minimum of 2" to lowest part of frame or front axle. Excludes foot pegs, mower decks, and nerf bars

STEERING/SPINDLES

Mower or Kart spindles may be used. Upgraded direct steering strongly recommended. Steering arms and tie rods must be upgraded and strengthened. Strengthened tie rods must be a minimum 3/8" all thread rod with 1/2" square or round stock cover, or equivalent. Steering stops are required. Steering wheel or handlebars may be used.

SEAT

Any style may be used and must be securely fastened.

TIRES/WHEELS

Double locking devices are required on front and rear wheels. Any type of lawnmower turf or stud tire allowed. Must be in good condition. Reinforcement of stock rims recommended. Aluminum rims acceptable. Front wheel bearings are also recommended.

For safety based on ground conditions the following tires are acceptable in the Twin Cylinder Unlimited/Outlaw class only: Snow hogs, stryker, tiller tires, ATV or tractor lug treads may be used if track officials and conditions decide acceptable for the event

BUMPERS

Front Bumpers: are ONLY mandatory in Twin Cylinder Unlimited/Outlaw and OPTIONAL in all other classes.

The leading edge of the bumper may not extend forward beyond the leading edge of the mower. The leading edge of the mower will be the most forward point. Bumpers must be within the inboard edge of the front tires.

Ends of the bumper must be bent or curved (\ _____ /) and extend rearward far enough to prevent mowers from hooking up.

Rear bumpers: are mandatory

Must not exceed outside tread edge of rear tire. Maximum width 40" based on maximum mower width of 42"

NERF BARS/SAFETY BARS

No vertical front or rear bumper style nerf bars, unless they are commercially made for riding lawn mowers. Mower deck type side safety bars (ATV style nerf bars) or running boards required. Foot pegs alone are not allowed. Side safety bars may not exceed a line between the outside edges of the front and rear tires. Must be securely fastened. Side boards/guards must extend close enough to the rear wheel to prevent rear wheel from driving over foot in the event of a roll over

MOWER DECKS/BLADES

Mower decks are optional, but deck halves are encouraged. NO BLADES. Blades MUST be removed.

BRAKES

Brakes are mandatory. Brakes must be in good condition, easily operated, and operating on at least two wheels. Must function in or out of gear. Brakes may be upgraded and improved in any way.

GLASS/SHARP EDGES

No glass. All sharp edges or projections will be covered or removed before entering the track.

(3) PERSONAL SAFETY GEAR/EQUIPMENT

HELMETS

A DOT approved helmets are required. Attached lower face protectors are allowed as long as they protect the jaw area. Helmet face shields are acceptable.

NECK BRACE

Neck braces designed for racing applications are required (Ex. RCI, Simpson, Crow).

CLOTHING

Long pants (no shorts), and long sleeved shirts are required. Gloves are highly recommended.

BODY ARMOUR/ADDITIONAL PADDING

Knee and elbow pads are highly recommended. Body armor, which includes chest, back, and shoulder pad protection are required in all classes. Motocross style chest protectors may fulfill this requirement and is highly recommended.

FOOTWEAR

Heavy shoes that cover the ankles must be worn. NO tennis shoes. Motorcycle racing style boots are highly recommended.

(4) SAFETY RULES / GENERAL INFORMATION

NO ALCOHOL OR DRUG CONSUMPTION BY RACERS OR PIT CREW WILL BE TOLERATED PRIOR TO, OR DURING ANY RACE EVENT. Violation will be cause for immediate disqualification from the race.
CONDUCT

Any unsafe action is cause for immediate disqualification. Intentional ramming will be a disqualification. Any unsportsmanlike conduct by driver or pit crew will be a disqualification.

INSPECTIONS

Every new mower must be checked out by the tech inspector for conformance to the rules prior to entering their first event. All mowers shall be subject to periodic spot checks for safety and conformance.

AGE

Drivers must be at least 16 years old. Insurance requires anyone under 16 to have parental consent form signed by a parent.

LIABILITY WAIVER

All drivers, pit crews, and safety people must sign a liability waiver prior to entering the racing area. Anyone not signed in will not be allowed in the pits or on the track.

RACE TIMES/MEETINGS

All drivers should arrive 1 hour prior to the announced race time. All drivers WILL attend the drivers meeting, usually 30 minutes prior to the first race.

NUMBERS

Numbers must be at least 3" high. Numbers must be displayed on both sides in contrasting colors. Assigned numbers will come from by request. Numbers will remain in effect from year to year.

SAFETY/TECH COMMITTEE/INSPECTIONS

Members with assigned responsibility have final authority on all matters regarding the safety and conduct of all racers, and any matters relating to racing conditions and mowers. Motor tear down is not a requirement for disqualification. Mowers may be inspected at any time for compliance with existing rules and regulations. All mowers must pass the minimum requirement on the "Tech Card" to be eligible to race. Tech cards must be filled out and signed off before the driver can access the pit area.

DISQUALIFICATION

We reserve the right to reject at any time, any mower which in their opinion, represents an attempt to defeat the spirit of these regulations even though it complies with the letter of the rules.

SAFETY EQUIPMENT

Fire extinguishers and first aid kit must be present at every race. This association highly recommends that each racer have a properly rated fire extinguisher in their pit area.

PITS

Must be 16 years of age to enter the pits during a racing event. All pit crews and equipment must be kept in the pit area. No excessive speed, stunt driving, or showboating in the pits will be tolerated.

(5) RACE RULES

FLAGGERS

The head flagger controls the race. They are responsible for the starting and control. Safety crews and corner workers will assist the head flagger by keeping him informed of any problems on the track.

FLAGS

The following flags will be used

Green

Raising of the flag signals the start of the race or timed lap.

Yellow

NO PASSING UNDER YELLOW. If the yellow flag is rolled and is waived by a corner flagger, it is a warning of a minor problem ahead. Slow for that problem then resume your speed. If the yellow flag is open and being waved at a corner and by the head flagger, **CAUTION!** Slow immediately. This means a full course yellow. This allows the riders involved to catch up to the pack for the restart. Racers must close up on the leader in a single line formation for the restart. Yellow flag laps do not count towards the total race lap count.

Red

STOP!! All racers must stop immediately and wait for direction from the flaggers.

Black

If the flag is still rolled up, you are being given a warning for some type of violation. Pay attention. If you receive the full black flag, you are disqualified. Leave the track immediately.

Black/Yellow Stripe

Leave the track. You have a problem with the mower. Fix it and return. This is for safety reasons only.

White

Start of the last lap.

Checkered

End of race, timed lap, or practice.

TIME-IN

A double lap time in system will be used. The rider will pull onto the track on a warm up lap. The flagger will give a green flag to start the first timed lap. The flagger will display white flag at the end of the timed lap, which also signifies the start of the second warm-up lap. At the end of the second warm-up lap, the green flag will be displayed starting the second timed lap. At the end of the second timed lap, the checkered flag will be displayed ending the time-in session. The best time of the two laps will be the riders official lap time.

RACE SET UP

All racers will have ample time to report to the track for the start of each race. If a mower has a problem, the head flagger **MAY** allow additional time or adjust the field for the start. If the late racer arrives after the field has been adjusted, he/she must start at the end of the field. If the field has already started the warm-up lap, they must wait for the field to pass and join in the rear.

STARTS/RESTARTS

Rolling starts, racers will line up two abreast. Racers will proceed around the track until the starter determines the lineup to be in order and close enough for a good start. Any driver jumping the start must restart at the rear. A second jump start is grounds for disqualification. LeMans starts, tractors are lined up along the edge of the track, drivers line up on the opposing side. When the green flag is dropped the drivers must run to tractors, start and go. Caution must be taken when entering track.

STALLS/OFF-TRACK

If a rider stalls on the track, his first responsibility is to move the mower to a safe position. He may then restart and re-join the field. When you depart the track, you may rejoin the track at the first available SAFE spot. You MUST yield to oncoming traffic, and you may NOT advance your position. Drivers that go off the track intentionally to gain position will be disqualified.

PASSING

Responsibility for a safe pass rests with the overtaking driver.

COOL DOWN LAP

Each driver is required to take 1 lap at dead slow before entering the pit area after the race. When leaving track driver must raise left arm as a signal to other drivers of their intent.

RACE FORMAT

FIRST HEAT RACE (8 LAPS)

There may be several "sets" of races (1A, 1B, 1C, etc.) within each heat race group. Placement will be determined by time-in standings. Last two finishers in each set of heat races moves back one set in the second heat race, and the first two winners of each set move up.

SECOND HEAT RACE (8 LAPS)

Determined by the results from the first heat race.

TROPHY DASH (1 LAP PER RACER)

Line up determined by the finish order of the second set of heat races. Drivers will be inverted for the start, slowest in the front, fastest at the rear. Start may be single file or two abreast, to be determined by the racers at each event. Trophy dash results do not affect the mains.

C-MAIN (10 LAPS)

Number of transfer positions to B-Main determined by the number of racers in the C-Main. Finishing positions will determine the lineup of the B-Main.

B-MAIN (12 LAPS)

Number of transfer positions to A-Main determined by the number of racers at the event.

A-MAIN (15 LAPS)

Total number in the A-Main determined by the number of racers in the event. Not to exceed 14 racers,

LAST CHANCE (10 LAPS, IF REQUIRED)

If a large number of racers are present, a last chance race may be held for advancement to the C-Main.

MISCELLANEOUS RACES

Additional races may be held for amusement only, such as barrel races, backwards races, etc. These races will not be used for placement in ANY regulation race. These are for entertainment only.

TROPHIES/RIBBONS

Trophy Dash First place only, each race. C-Main First & Second place only B-Main First, Second & Third only A-Main First, Second, Third, & Fourth

Optional trophies may include hard luck, best wreck, longest haul, best looking mower, and/or any other act requiring recognition.

RACE DAY PROCEDURE

REPORT IN

All drivers must be on site 1 hour before the scheduled event start time.

CHECK IN/WAIVER/FEEES

It is the driver's responsibility to find the sign in station and obtain a "Tech Card", fill in the information and have the tech inspector review the mower and safety gear. Once the tech inspector has signed off you bring your card to the treasurer to pay your fees, and sign the waiver. No Drivers will be allowed to access the track and pit area until this is completed.

TRACK SET UP/CLEAN UP/EQUIPMENT

All members are required to assist in the track set up, clean up and transportation of gear to and from the race site.