

2017

TZONE
PROMOTIONS

Presents...

LEMOORE
Raceway

OFFICIAL RULES

and

REGULATIONS

SECTION 1: GENERAL RULES AND REGULATIONS

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

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

1.03: No participant, equipment owner, pit crew member, guest or any other affiliated person shall have any claim for injury, damages, expenses or otherwise, against Lemoore Racing Enterprises, Inc. and/or its directors, T-Zone Promotions, LLC, and/or its officials, and/or employees, and/or volunteers by reason of disqualification, damage or injury to either equipment, participant or both. Any person, whether participant, car owner, pit crew member, guest or other affiliated person further agree that the race track is in a safe condition and usable if they take part in the racing activities.

1.04: No person will be allowed in the pit area until a wristband (hereinafter "pit pass") has been secured for the scheduled event. Pit passes must be in plain view at all times and are not transferable. Violation may result in a fine and/or disqualification of the participant and equipment associated with the violator and/or suspension or banishment from the restricted area.

1.05: No person under the age of eighteen (18) will be admitted into the pit area without an accompanying adult and must be signed in on a car's pit crew. All persons under the age of eighteen (18) must have a notarized signature of a parent or guardian. All participants under the age of eighteen (18) must have a registered/certified copy of birth certificate on file with T-Zone Promotions, LLC. No person under the age of eighteen (18), except for a participant, will be admitted to the infield area.

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

Participant:

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

Non-Participant:

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

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

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

1.07: The participant assumes responsibility for the actions of his/her pit crew and/or guests and/or any other person affiliated with his/her vehicle at all scheduled events. In every aspect, the participant shall be the sole representative for his/her car owner and pit crew in all manners pertaining to the race program and events.

1.08: No person shall participate in fights, physical or verbal, or conduct himself/herself in an unsportsmanlike manner, including derogatory hand gestures and/or improper/foul language, at any time in the pit area or on the racing premises. Violators will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these Rules and Regulations.

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

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

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

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

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

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

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

1.12: Participants agree to abide by official decisions. Decisions of race officials pertaining to on-track observations and calls, interpretations of rules, race procedures, start and re-start positions and scoring of positions shall be considered final.

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

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

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

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

1.15: No participant shall take part or participate in any strike, boycott, oratorical campaigning or any other detrimental action or activity against a race official, promoter or sponsoring organizations and their affiliates. Violators may be suspended and/or banished from the premises.

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

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

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

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

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

1.20: No reckless driving will be permitted. No one will be allowed to drive any motorized vehicles in the pits at any time without a valid driver's license (under the age of 16 years as required by the California DMV), (racing equipment exempt). This will be policed, and tickets with fines will be issued.

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

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

1.22: No dogs or other pets are allowed in the pit area during a race program unless they are confined in a vehicle or on a leash.

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

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

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

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

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

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

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

SECTION 2: COMPETITION FORMAT

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

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

2.03: **Rolling Qualifying:** Upon sign-in you will pea pick for the hot lap order. After all cars have completed hot laps, cars will be grouped for qualifying (no less than 4 and no more than 6) per group, and will be grouped according to hot lap times; grouping the faster times with the faster times, slower times with slower times. Each group will enter under idle onto the track and safely spread apart, once the last car in that group enters the track the flagman will turn on the green light. The last car to enter the track will be the car that takes the green flag. Each group will get three complete laps, being shown the white and then the checkered flag. Once the checkered flag is shown to the last car in that group they will then pull to the infield until qualifying is over. The top five will be called off the track first to go to the scales, followed by all remaining cars to exit the track. The fastest lap of your qualifying session will be your qualifying time. Once all cars in each class have completed their laps, the times will be sorted fastest to slowest, and the results will be posted at the pit tower.

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

2.05: **Main Event:** Main event will be lined up starting with transfer cars from their heats and arranged by qualifying order. The remainder of the cars will be filled in by their finishing order from heats, with a maximum of twenty-four (24) cars in a main event. (Promoter and/or Head Referee may choose to allow more than twenty-four (24) cars in some instances.) Main events will be thirty (30) laps, for Super 600 and Non-Wing, Restricted will be twenty five (25) laps, and Junior Sprint will consist of twenty (20) laps. Promoter and/or Head Referee may choose to change the number of laps for various reasons.

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

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

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

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

2.08b: **For Junior Sprints Only:** Junior Sprints will have two (2) heat races (No Qualifying). The total for both heats are added together and the highest score is on the pole for the main event, and down the line. In the case of a tie, the pea pick will determine the order. The best draw will receive the better position in the main event. There will be an inversion with no more than half the field being inverted.

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

FINISH POSITION	POINTS	FINISH POSITION	POINTS
1	50	13	24
2	46	14	22
3	44	15	20
4	42	16	18
5	40	17	16
6	38	18	14
7	36	19	12
8	34	20	10
9	32	21	8
10	30	22	6
11	28	23	4
12	26	24	2

2.10: **Passing Points:** Passing points will be given for the main events only. One (1) point will be awarded for each position advanced during the course of the main event of each class.

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

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

SECTION 3: RACE PROCEDURES

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

3.02: No person may enter the racing arena until he/she has completed and signed all required releases, registration and/or entry forms.

3.03: No person shall be permitted to sign the waiver and release form for anyone other than himself/herself. Violators may be fined and/or disqualified and/or suspended.

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

3.05: Any driver requiring transporting to, and/or treatment at, and/or examination at any hospital emergency room from the track, and/or examination by a doctor, must have a signed release from the examining doctor before further competition.

3.06: The Promoter or Head Referee may eliminate any driver from competition should the driver be deemed physically or emotionally unfit to participate in a racing event.

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

3.08: Car and driver must be in the qualifying line when called. If they do not take their assigned time trial position, they will be moved to the end of the qualifying line in their division and will be given only one (1) qualifying lap.

3.09: A car will have one (1) attempt to complete qualifying timed laps. There will be no second attempts allowed unless the time clock malfunctions or there is interference from the previous car. In case the time clock malfunctions or interference is made, the car will be permitted to take the remaining laps needed to complete the timing. In case of transponder problems, if it is found that the transponder was properly installed and is not working the driver will be pulled into the infield and a new transponder will be installed and the driver will get their required laps. If it is found that the transponder is not on the car or is not in a proper location the driver will forfeit their laps with no qualifying time, and will begin the race in the last place position in his/her assigned heat race.

3.10: The fastest timed lap shall be the car's official time. In the case of a tie in a division, the car first to qualify will be awarded the fastest time.

3.11: Any car that does not receive a qualifying time will begin in the last place position in his/her assigned heat race. In the case of multiple cars not receiving a time they will be placed last in pill draw order.

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

3.13: When the last car of one division has completed his/her qualifying laps and the next division has begun its qualifying, that division's time trials are declared complete and no other cars in that division may attempt to obtain a qualifying time.

3.14: A driver may qualify only one (1) car in each division.

3.15: No driver changes shall be made without notifying the Promoter, the Head Referee, or a Pit Steward. Any driver doing so will be disqualified for that race event and forfeit any money or points earned in that race event. All driver changes must be made in the pits only.

3.16: The driver and the car he/she is changing to must be qualified for that race event, for the driver change to be legal.

3.17: Each driver must be ready when his/her event is called. When an event is called, the driver must immediately proceed to the staging area. There will be three (3) notifications of each race, first (1st) call, second (2nd) call and final call.

3.18: Cars that are considered "LATE" to their assigned race WILL be put to the rear of the line-up. When the cars on the track are lined up in race order, the driver or drivers that are LATE will be given two (2) laps to make that race and get their spot. If the driver or drivers are not on the track after two (2) laps, the field will move straight forward. If the LATE driver or drivers make it on the track before the flagman gives the one-to-go sign, the driver or drivers will be placed at the rear of the field.

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

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

3.21: Re-entry onto the race track by a car during green flag condition is only allowed on the back straight away, any re-entry in either corner or front straight away is not allowed, and will result in a black flag. You may re-enter under Yellow

flag conditions, and the re-entry can be made from either the front or backstretch. A car must have all four (4) tires on the racing surface before the start/finish line to be scored for that lap. Cars must be started and running in the infield before entering onto the race track.

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

3.23: All scored cars taking the checkered flag in a main event will be weighed. Any car that does not weigh may result in a disqualification from that event.

3.24: Cars that leave the track during a race event and enter the pit area will not be allowed to continue in that race. When a car enters the racing arena, it may not go back into the pits and re-enter again for that race event.

3.25: Any pit crew member or driver exiting the racing arena during a green flag condition may subject their car to disqualification for that race event.

3.26: Tools and other equipment may not be tossed over the fences or track walls into the racing arena or to persons in the racing arena. Violators may subject their cars to disqualification for the race event.

3.27: During a red flag condition, the Head Referee may allow pit crews into the infield area to assist their driver with repairs or adjustments. All crew members must enter the infield through the backstretch gate only. Violators may subject their car to disqualification for the race event.

3.28: A work area shall be designated by the Head Referee and working on cars will be allowed in this area only.

3.29: No fluid containers of any kind (gas, water, coolant, etc.) will be allowed in the infield without specific permission from a Track Official. Violators may subject their car to disqualification for that race event.

3.30: Refueling will be allowed only by permission of the Head Referee. If the cars are going to be allowed to refuel, the Head Referee will notify the Pit Steward and the Pit Steward will announce a refueling stop. Violators may subject their car to disqualification for that race event.

3.31: All cars that come to a stop on the racing surface under a green or yellow flag condition will be positioned to the rear of the field for the re-start. A car involved in a second incident, in the same race event, which causes the yellow or red flag to be displayed will be black flagged from that race and scoring of the car will be discontinued. The black flagged car will be given a finishing position for that race event based on the number of laps completed.

3.32: Involvement includes spinning, crashing or causing another car to spin or crash, cars that are stalled or come to a stop on the racetrack even under a yellow flag.

3.33: Any car entering the infield area without being directed to do so by a Track Official during a yellow flag condition may re-enter the race but that car will be positioned at the rear of the field or as otherwise directed by Track Officials.

3.34: The Head Referee, assisted by other track officials, reserves the right to determine when a car stopped or was stopped for safety purposes and to reposition the car accordingly.

3.35: Foul driving is not allowed and any driver guilty of foul driving will be penalized at the discretion of the Head Referee. Penalties for foul driving may include any one or more of the following:

Loss position any time during or after completion of the race event, removal from the race, loss of money or points earned for that race event, a fine, suspension, disqualification, probation or removal from the raceway premises.

3.36: Foul driving includes intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging corners or rough driving.

3.37: Any cars which are throwing or leaking fluids, smoking excessively or appear to be mechanically unsafe to continue racing will be given the black flag.

3.38: All cars must begin each race event and finish each race event with all engine parts, such as exhaust, muffler, etc. intact. If during a race event, exhaust parts become loose or are lost off the car and the Track Officials feel there is an issue of safety involved, that car will be given the black flag.

3.39: When a car becomes disabled or is no longer eligible to compete during a race event, the driver shall park his/her car in a safe place in the infield and shall stay with his/her car until completion of that race. The driver shall assist track workers in removing his/her disabled car from the infield. Any driver that abandons his/her car in the infield may be disqualified from that racing event and forfeit any money and points earned for that race. In addition, Track Officials may impound the abandoned car until the race program has been completed.

3.40: No driver may stop his/her car on the race track during a race event or after the completion of a race event for any reason other than a safety issue or at the direction of a Track Official. Violators may be disqualified.

3.41: No complaints will be heard by the Promoter, the Head Referee, or Track Officials, until the **FINAL** race program has been completed. Any complaints or discussions of issues shall be directed to the Head Referee by the driver or car owner only, after the **FINAL** race program of the day/evening has been completed. Violators may be disqualified or subject to fines. Being confrontational with the Promoter, the Head Referee, or any Track Official during the race program will be subject to any penalty, or combination of penalties, as set forth in Section 1.06 of these General Rules and Regulations.

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

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

3.44: **Rookies: Eligibility:** A rookie shall be a driver who has not competed in more than (three) 3 Modified Midget race events in the point race season in the prior year in his class, and must declare himself/herself a rookie to the Head Referee, and upon sign-in of the race event. The driver declaring himself/herself a rookie must start the first two races at the back of the pack, and run a rookie flag from the back of the roll cage. The Promoter or Head Referee reserves the right to continue to declare the driver a rookie for an un-numbered amount of races if the Promoter or Head Referee feel the driver is not ready to advance. The rookie having the most points at the end of the race season will be declared the rookie of the year.

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

SECTION 4: FLAGS

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

4.01: Green Flag - Initial Starts

(Start of the Race) The starter will display the Green Flag as the cars come out of turn four (4), if the starter thinks the cars are lined up properly. The cars **MUST** maintain their designated starting positions until the Green Flag is displayed. The pole car sets the pace at a reasonable pace, **NOT A SLOW IDLE OR FULL THROTTLE, BUT A RACING PACE**, and it is the responsibility of the outside pole car to keep pace with the pole car. The initial front row will be given two (2) attempts at a clean start. After the second attempt, **BOTH** cars will be moved back one (1) row.

4.02: Green Flag - Re-Starts

The Green Flag will be displayed at some point coming out of turn four (4) at the flagman's discretion. The flagman controls the re-start, not the first place car. All re-starts will be single file through the cone positioned on the front straightaway. Single file is described as follows, must keep your car within the frame work of the car in front of you. Once the Green Flag is displayed to re-start the race, passing is not allowed until after the cone positioned on the front straightaway.

4.03: Yellow Flag - Signifies Caution

When the yellow flag is displayed, the driver is to slow down immediately and maintain a reasonable speed considering the conditions that exist on the race track. The determination of a reasonable speed is a judgment call that will be made by track officials. Caution flags are not counted at Lemoore Raceway; therefore do not race to the yellow flag. The position of the cars for a re-start will be the same position held by each car of the last lap completed under green flag conditions.

4.04: Blue Flag With Diagonal Yellow Stripe – Signifies Hold Your Position

This flag is displayed to cars being lapped by the leaders of the race. Signaled cars should hold their racing line and not try to block the leaders. The car(s) signaled do NOT have to yield to the leaders(s) as the car(s) signaled may be in a race for position with the car(s) behind it. **THIS IS NOT A MOVE OVER FLAG, YOU ARE TO HOLD YOUR POSITION.**

4.05: Red Flag – Stop Immediately

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

4.06: Black Flag – Report Immediately To The Infield

When the black flag is displayed to a driver, the driver must report to the infield immediately and stop their car. A track official will contact the driver, at the next available moment and give the reason for the black flag. Failure to obey the black flag will result in the scoring of that car to be discontinued until further notice.

4.07: White Flag – Race Leader Has Started His/Her Last Lap

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

4.08: Checkered Flag – Completion Of The Race

When the checkered flag is displayed, it means the race is completed. When the required distance has been completed by the lead car, the race will be declared "official" regardless of any flag being displayed. When the checkered flag has been given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to the most laps traveled in the least time, whether the car is still running or not.

4.09: Red And Yellow Diagonal Flag

The red and yellow diagonal flag will be displayed when there is a spin or tangle on the first lap of the event. The cars will line up in their original order with the car(s) involved starting in the rear.

4.10: Red And Black Diagonal Flag

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

SECTION 5: SAFETY

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

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

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

5.04: Approved shields or unbreakable goggles.

5.05: Driver suit, double layer nomex. Single layer nomex with nomex underwear is acceptable.

5.06: Racing gloves.

5.07: Racing shoes.

5.08: Neck Brace Required. **STRONGLY RECOMMENDED**. A head and neck restraining device such as HANS, Hutchens, Simpson and NeckGen.

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

5.10: Seat must have side head bracket and/or cage net.

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

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

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

5.14: Chassis: Roll cages must be at least:

1 inch .062 wall thickness

1 1/8 inch .065 wall thickness

1¼ inch .065 wall thickness

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

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

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

5.18: **All Classes:** The driver must use a Race Receiver that is in sync with Lemoore Raceway's frequency. If a driver does not use a Race Receiver the car may be disqualified from that event. Absolutely NO crew-to-driver radio communication.

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

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

STRONGLY RECOMMENDED:

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

SECTION 6: MECHANICAL / TECHNICAL INSPECTIONS

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

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

6.03: It shall be the responsibility of the driver or car owner to prepare the car for any inspection requested by track official. Failure to comply shall result in disqualification of the driver and car.

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

6.05: Any car that is not taken immediately to the designated inspection area or is removed from the racing premises without the permission of a track official at any race program which calls for a mandatory inspection of cars (including car weighing) after a race event or at the end of the program, may subject the driver and car to disqualification.

6.06: It is mandatory that a driver stay seated in his or her car until the car is weighed and the weight has been recorded. A car is allowed one (1) re-weigh. Driver must remain seated in car and not leave the scale area.

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

SECTION 7: FUEL & OIL SPECIFICATIONS, PENALTIES & PROTESTS

7.01: Approved fuel is VP 110 gasoline or methanol only. No additives. **Normally aspirated only.** Any transmission oil used must not contain performance enhancing agents. Lemoore Raceway Tech Officials can pull fuel and or oil samples from a car or container at anytime it is on Lemoore Raceway premises including pre race, post race, or in the trailer. **No one other than tech officials are allowed to be present during fuel testing done at the track. If unwilling to comply; penalties are as follows in 7:02 below.**

7.02: Penalties for Illegal Fuel:

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

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

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

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

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

7.03: Protests

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

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

SECTION 8: CAR SPECIFICATIONS

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

8.01: Only foot-operated throttles are permitted. After inspection by an official a hand throttle may be used only if the driver cannot operate a foot throttle.

8.02: All cars must have complete bodies. Tail sections must be in place during time trials and all races. Perforated tail sections may be used as long as they are formed in an attractive manner and shape. Engines must be completely enclosed. Exhaust stacks are the only part of the engine to extend through the tail section regardless of body style. Covers are not required on side mount motors. Carburetors, air cleaners and exhaust stacks are accessories and need not be covered.

8.03: All cars must have legible numbers on both sides of the wing and on the nose. The color of the numbers should be contrasting with the background color of the car. Non-Wing cars must have a number on the nose of the hood, on the tail cone, and on the right side of the car. The numbers should be as large as the space will allow.

8.04: Cars with duplicate numbers shall be asked to temporarily change their number or add a letter to their number the same size as their original number to facilitate scoring.

8.05: Any material used for the purpose of adding to a car's total weight must be firmly attached as a part of the car's structure.

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

8.07: Shut off valves are optional.

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

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

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

8.11: Cars must be equipped with a roll cage. The roll cage must be sufficient strength to support the weight of the car and driver. Roll cage must be a minimum of three (3) inches and maximum of six (6) inches above driver's helmet.

8.12: All cars must be equipped with nerfing bars. Nerfing bars must extend to inside the edge of the tire but not beyond the outside of the tire with a four (4) inch tolerance.

8.13: Brakes must be in working order.

8.14: Mud guards are legal only if constructed of aluminum or fiberglass.

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

8.16: Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Shift levers may be mounted outside the driver's compartment only if it is on the opposite side of the car from the chain drive.

SECTION 9: ENGINE PROTESTS AND PENALTIES

9:01: Engine protests must be signed and include the protest fee. Protest must be made to the Promoter within fifteen (15) minutes after the end of the race program. Only the top three positions may be protested by a driver or owner of the same class finishing in the top five in that night's program.

9:02: Protesting Fees:

Jr. Sprint: Protest Fee: \$1200.00.

Stock and Restricted: Protest Fee will be \$2500.00.

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

If the engine is found to be legal Junior Sprints will receive \$500.00 back to go toward re-assembly of the engine.

If the engine is found to be legal Stock and Restricted will receive \$1000.00 back to go toward re-assembly of the motor.

T-Zone Promotions Presents Lemoore Raceway Official 2017 Rules www.t-zonepromotionslr.com

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

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

9:03: The Promoter will not be responsible for any costs incurred for a protest. All fees must be paid by cash or money order before the motor is returned, and before the contestant can return to the racing facility. Fees must be paid within 30 days from the date the motor is deemed illegal, if fees are not paid within 30 days the motor becomes the property of the promoter.

9:04 OPEN MOTOR 600 PROTEST FEE

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

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

9:05: PENALTIES FOR ILLEGAL ENGINE:

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

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

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

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

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

JUNIOR SPRINT RULES AND REGULATIONS

SPECIFIC RULES

Age: Drivers ages five (5) through twelve (12) (a driver whose thirteenth (13th) birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday) may compete in the Junior Sprint Class.

Roll Cage: Roll cages shall be at least one (1) inch .083 wall thickness mild steel, or one (1) inch .065 wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least three (3) inch radius. No square or pointed corners allowed. Roll cage must be a minimum of three (3) inches above the drivers helmet the top of the cage at any point above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness at a point not lower than one and a half (1½) inches below or above the top of the drivers shoulders.

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

Safety: Seat belts must be securely attached to the car and used at all times. Metal to metal latches only. Five (5) point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three (3) years old. (Example: Oct 2011 may be used in 2012, 2013 and 2014.) Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage. Helmets must be full head coverage competition type and one (1) of the three (3) latest SNELL approvals. Nomex head socks recommended. All drivers will wear a name brand flame-retardant uniform. Neck braces and/or cage nets with a SFI 3.2-1 rating or higher or Total Head containment seats are mandatory. SFI gloves are mandatory for safety.

Cockpit Controls: On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be functional. Absolutely NO crew-to-driver radio communication. Cockpit controls: carb adjusters, kill switch, starter button and engine monitor. No wing sliders or pan hard adjuster's driver operated in cockpits.

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

Fuel: VP 110 Gas ONLY. Normally aspirated only.

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

Suspension: Aluminum or steel body shocks are legal. Coil or torsion bar is legal.

Wheelbase: Maximum fifty-two (52) inches. Minimum fifty (50) inches, center of front axle to center of rear axle. Rear axle to be steel or splined aluminum 1¼ inches minimum diameter.

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

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

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

Tires And Wheels: Wheels to be eight (8) inches diameter steel or aluminum non-bead lock only. Spec right rear tire must be Hoosier "JS". Hoosier tires must be run on all four corners of the car. Tire grooving is allowed on all 4 corners.

Bodies: All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of twenty-four (24) gauge steel or .060-inch aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. All mechanically operated devices must be mounted below the driver's shoulders for safety. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

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

Wings: Right side board, maximum 42 inches x 20 inches. Left side board, maximum 42 inches x 20 inches. Minimum size is six (6) square feet. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than three (3) inches beyond center section and sides must cover center section. All wings must have 1/16-inch radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Lower front corner of the wings sides cannot be more than four (4) inches below top of roll cage. Nose wings cannot exceed 24 inches x 18 inches, and must carry car number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available.

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

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

Hubs: Front hubs: Go kart type with 5/8 inch bearings and 5/16-inch wheel stud's minimum. Rear hubs: Douglas 5 x 130 Go kart type or equivalent.

Engine Rules: Briggs & Stratton World Formula engines as defined by the KSUSA engine and FIA Homologation specs. Engine may or may not be sealed but both versions must pass Tech as defined by the previously mentioned rules upon request of a Track Official. The Briggs World Formula will use a RLV 5442S header or stock pipe and RLV 4100 silencer as defined in the KSUSA Briggs World Formula rules. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters, and volume as the original stock pipe.

KSUSA/Lemoore Raceway Briggs World Formula Rules 2017

Please read these rules carefully as some rules vary slightly from the KSUSA rules.

Briggs & Stratton World Formula Engine Rules

All parts must be B&S factory production parts unless otherwise noted in these rules. No machining, polishing or alteration of any parts is permitted unless specifically noted in these rules. All parts are subject to comparison with a known stock part.

Shrouds and Covers: All shrouds and covers must be run as supplied. Cylinder shield may be bent slightly or drilled around spark plug hole to allow fitting cylinder head temperature lead and clearance for coil ground lead. Flywheel cover, top cover and plate are non tech items. They are replaced by part number 555699.

Header and Silencer: Factory header or RLV part number 5442S. Any exhaust gasket or no exhaust gasket allowed. Sealer allowed on header. Header nuts are not required to be safety wired. Bottom bracing must be bolted to head. Factory header may be cut and turned to fit car as long as the overall length and tube size remains the same as the stock factory header: OAL 20.5" OD .9375" x .065 wall (ID .807 +/- .005) Coating the pipe is allowed.

Exhaust gas temp sensor is optional.

RLV silencer part number 4100 required. If inside baffles on muffler are loose and rattle or have been altered or removed, the muffler will be deemed illegal. Coating is allowed.

Springs attaching silencer to header must be safety wired.

Electric Starter: Starter motor must be operational and capable of starting engine. Battery must be minimum of eight (8) AH rating and capable of starting warm engine. Recoil starter and flywheel starter cone optional. Starter support bracket part number 557119 is optional.

Air Filter: Air filter must be Green brand 40 X 75 filter attached directly to carburetor. No extensions or adapters. Pace chassis may run an approved elbow for clearance purposes only.

Spark Plug: Any commercially available, ten (10) mm thread, spark plug allowed. Spark plug must be stock. Indexing washers allowed. Removal of factory sealing washer is not allowed unless using head temp sensor ring.

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

Clutch: Clutch may be engine and/or jackshaft mounted. May use number 219 or number 35 sprockets.

Rev Limiter: Rev limit is 7100 rpm +/- 50 rpm. Rev limiter may be checked at any point in the race program. Rev limit will be checked with a suitable memory capable tachometer attached to the plug lead and the motor accelerated until the rev limiter begins to function. All rev limiters must function within 100 rpm when checked with the same instrument. Each competitor is allowed one courtesy check of the rev limiter with the instrument to be used at the event.

Fuel: VP 110 Gas ONLY

Oil: Any crankcase oil is allowed (no **performance enhancing agents**). Must pass the burn test and/or the sniffer test.

Carburetor: Stock Walbro PZ carburetor only. No alterations allowed; choke excluded. Carb mount boot B&S part number 557130 is required.

Slide must remain unaltered. Unaltered stock needle marked CDB is required.

Choke Assembly: Choke assembly is optional and may be removed and shaft holes plugged with silicon. If choke is retained, choke lever may be fastened open with spring, rubber band or tie wrap.

Pilot Jets: 36, 38, 40 are allowed. No drilling of jets allowed.

Main Jets: 90, 93, 96, 98, 100, 102 are allowed. No drilling of jets allowed.

Venturi measurement

717.10.6.1: Vertical .9902" max

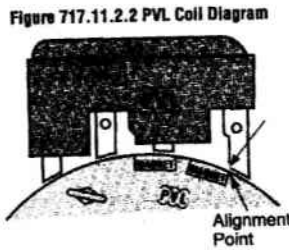
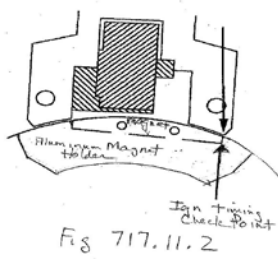
717.10.6.2: Horizontal .7382" max

Camshaft: No alteration of the camshaft by machining, polishing, or altering is allowed. Must compare to stock B&S part. First camshaft check will be taken at the valve spring retainers. With the lash set at zero (0), the movement of the valve spring retainer may not exceed .3085".

Any camshaft with a measurement at the push rod of less than .306 should be removed and measured on the grind and checked for alteration. Camshaft must be as supplied with Stock Profile and compression relief.

Install degree wheel, using positive stop method.

Check Ignition Timing: With the right edge of the magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil as in Fig. 717.11.2. Check the PVL ignition as illustrated in 117.11.2.2. The degree wheel should indicate between twenty-three (23) and twenty-nine (29) degrees BTDC for either ignition.



Tech Camshaft at Pushrods: Push gently down on dial indicator stem to ensure that there is no lash when pushrods are going down.

Exhaust Lobe	Lift	Intake Lobe
75-71 BBDC	.020	34-30 BTDC
57-53 BBDC	.050	18-14 BTDC
39-35 BBDC	.100	2BTDC-2ATDC
25-21 BBDC	.150	13-17 ATDC
9-5 BBDC	.200	29-33 ATDC
12-16 ABDC	.250	49-53 ATDC
25-29 ABDC	.275	63-67 ATDC
.3085 MAX	.3085	
70-66 BTDC	.275	31-28 BBDC

57-53 BTDC	.250	18-14 BBDC
37-33 BTDC	.200	2-6 ABDC
21-17 BTDC	.150	18-22 ABDC
6-2 BTDC	.100	33-37 ABDC
11-15 ATDC	.050	49-53 ABDC
29-33 ATDC	.020	66-70 ABDC

Deck/Piston Clearance: Machining of deck surface is permitted. There will be no knife edge finishes allowed, smooth finish only. Piston pop up cannot exceed .035" above block surface in the center of the piston. When measuring piston pop up, use the backside of the Sox pushrod gauge or set flat bar stock across piston parallel to wrist pin. Use dial indicator to check pop up on center of this bar. Carbon may be removed from the top of the piston prior to measuring. Top of piston may be filed to relieve protrusions left by number stamp on top of piston.

Bore: Maximum bore 2.725". Factory oversize pistons allowed.

Stroke: Maximum stroke is 2.204". Push piston down to take up rod play.

Head Gasket: Any commercial available head gasket may be used but must maintain same configuration of shape of standard Briggs World Formula gasket. Minimum thickness is .040 measured with a micrometer from inside of cylinder hole of gasket at 4 points between the head bolts. Fire Ring B&S gasket is legal. Current engines using .010 and thicker will be legal to 07/15/2017. This will allow those engines that are fresh to be used until that date then rebuilt to .040 spec.

Head: Head may not be altered in any way from factory specifications. No porting of any shape or way. Heat sink part number 555690 is allowed.

Rocker Arms: Must be as produced. Length must be 2.845 inches minimum.

Rocker Ball: Must be stock. Diameter to be .590" - .610".

Cylinder Head Gasket: Cylinder head gasket surface may be machined. Depth from gasket surface to head surface between valves must be a minimum of .319". Measure by using a depth micrometer. There will be no knife edge finishes allowed, smooth finish only. No angle milling of the head.

Intake Port: No media blasting of any type allowed on intake port in/on the head or manifold. Must be as cast. Maximum diagonal measurement is 1.101". Maximum vertical measurement is 1.044".

Exhaust Port: No media blasting of any type allowed on exhaust port. Must be as cast. Maximum I.D. of shoulder in bottom of exhaust port is .854"

Valve Seats: One 45° angle only

Intake valve seat diameter is .966" - .972".

Exhaust valve seat diameter is .844" - .850".

Valves:

Intake valve head diameter is 1.055" - 1.065".

Exhaust valve head diameter is .935" - .945".

Valve stem diameter is .232" - .238".

Valve face must have one 45° sealing surface only.

Valve Springs: Dual valve springs as supplied by factory are required.

Inner spring wire diameter is .066" - .068".

Outer spring wire diameter is .112" - .114".

Valve Guides: Replacement of valve guides with B&S factory part number 555645 is allowed.

Ignition: Unaltered B&S stock coil part number 557040 with external limiter or part number 557125 with internal rpm. Limiter is mandatory. Attachment bolts or bolt holes may not be altered.

Spark plug connector must be stock factory type.

Rubber plug boot is allowed.

There must be resistance from plug wire to ground on coil part number 557040. Resistance must be between 3000 ohms, minimum, to 6000 ohms, maximum. Coil resistance may be rechecked after a minimum of ten (10) minutes if correct reading is not attained upon first check. No spec available on part number 557125.

Coil air gap is non tech.

Flywheel: Only stock cast iron or cast aluminum Briggs part number 557126 flywheel is permitted. Starter ring gear and all cooling fins must be in place. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed. Minimum flywheel weight with starter ring, cooling fins, and attachment bolts is four (4) pounds three (3) ounces.

Chipped fins due to poor casting are legal. Completely broken off fins are not allowed.

Stock flywheel key with B&S logo is required and will determine aluminum flywheel ignition timing. The flywheel key may be aluminum or steel. NO offset keys permitted.

One or two stock crankcase gaskets are required.

Valve Lifters: Must be stock. No polishing allowed.

Lifter Heads: Lifter head diameter must be .969" - .972".

Connecting Rod: Stock B&S part numbers 557005 or 557117 rod only. Rod may not be altered or polished. Rod may be clearance providing that it is in stock configuration and finish, with no dimpling or media blasting. Rod ends must be concentric with crank journal and wrist pin with no chamfer or breaking of edges.

Rod length, measured from bottom of wrist pin hole to top of crank journal hole, is 2.419" minimum to 2.429" maximum.

Oil Hole Opening: Oil hole opening is .185" no-go. Crank end of oil hole is chamfered.

Wrist Pin:

Maximum I.D. is .414".

O.D. is .624"-626".

Minimum length is 1.901".

Piston Rings: Three rings mandatory. Top compression ring must have chamfer or O toward top of piston. Second scraper ring must be installed with inside chamfer down and O toward top of piston. Oil ring must be installed as from factory. No alteration of rings allowed except end gapping and lapping. Maximum ring gap of rings is .050. Rings must be self supported in the cylinder bore of the engine being inspected. Rings must remain flat. Rings must be in one piece when removed from block. Aftermarket rings are allowed if they meet the Specifications listed below:

Minimum width of top two rings is .095”.

Thickness of top two rings is .059” - .064”.

Minimum width of oil ring is .065”. Ring groove must be present. Expander must be installed.

Thickness of oil ring is .098” - .102”.

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

Minimum from top of piston to top of wrist pin on circlip side is .658”.

Minimum piston length is 1.768”.

Factory oversize World Formula pistons are allowed.

Crankshaft: Stock B&S crankshaft casting part numbers 772 and 052 only allowed, all finishes being as factory supplied, with stock timing gear installed in stock location only. No alteration or polishing in any manner allowed. Offset crankshafts not permitted. Stock bearings required.

Shim(s) if used, must be installed as from factory.

Crankshaft journal diameter is 1.094” - 1.100”.

Block: Must be stock with no alterations, except blocks may be repaired from broken rod damage, providing that repair does not constitute a functional modification of original block. No welding is permitted from the cooling fins upward.

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

All Tolerances +/- .001 measured with dial indicators, micrometers or calipers due to calibration variance.

Cam Profile

Cam ID	Description	Max valve lift (inches) Int / Exh	Exhaust Profile ID	Exhaust Centerline (Crank Deg)	Exhaust Opens (BBDC)	Exhaust Closes (°BTDC)	Exhaust Duration (Crank Deg)	Intake Profile ID	Intake Centerline (Crank Deg)	Intake Opens (BTDC)	Intake Closes (ABDC)	Intake Duration (Crk Deg)	Centerline Spread (Crank Deg)	Valve Overlap	Comments
Formula 215754 cam Spec	308 with ramps	.308 / .308		249	59	-17	256		467	21	55	256	218	38	Valve data at 1.0 mm (.0394 inches)
Formula 215754 cam Spec	308 with ramps	.308 / .308		249	55	-13	248		467	17	51	248	218	30	Valve data at 0.050 inch (1.27 mm)
The above specifications are with zero lash.															

STOCK ENGINE SUPER 600 RULES

Age Requirements: Minimum age is thirteen (13) years old, or twelve (12) years old with at least two (2) years of prior racing experience in the micro/mini sprints. Age requirements may be changed at any time by the Promoter.

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

Engine Specifications: Four (4) cylinders, four (4) cycle 600cc stock engines only. This means NO modifications whatsoever to the engine. Engine must be run as it came from the factory, with the internal charging unit in place and in working condition. Non titanium after market valve shims are allowed. Valve jobs are allowed provided they are within manufacturer's tolerances. Stock valves must be retained. No engine work, ported heads, lightened cranks, cam degreasing or lightened pistons. Maximum amount allowed for head re-surfacing from stock is 10/1000, ten one thousandths of an inch, (.010"). Stock pistons only, no cylinder clean up allowed. Rods, pistons, cams, etc., must be stock parts as used in the original engine from the factory. No transmission work allowed, all gears must be intact and function. Cam gears that are re-drilled, slotted or altered are illegal. Cam bolts must be stock as they came from the factory. All cars must have cockpit operated electric starter, lever manual clutch in car and on-board battery capable of starting the engine and must remain chain-driven off of the original countershaft. Any engine sprocket, 520 or 530, is allowed.

Penalty For Non-Stock Engine By Technical Inspection: If a car is found to be in violation of the engine rules, the driver will have the following fines and penalties assessed; in addition to having the engine pass Tech inspection before it is allowed to run in either the Restrictor or Stock Classes.

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

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

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

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

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

Allowed Modifications: Any air cleaner allowed. Any exhaust system will be allowed. Black box MUST be the same as it came from the FACTORY. You may run manufacturer's race team black box, e.g., Honda HRC black box. Stock "APPEARING" black boxes only. Trimble oil pans are legal, as are modified/billet oil pans for Honda 600rr. The drain plug and filler tube may be moved for easier access and to prevent damage. Timing triggers are allowed. An oxygen sensor eliminator may be installed.

Carburetors: Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car's requirements. Carburetors must be stock, no non O.E.M. carburetors allowed. Motors that use carburetors may run after-market boot. You may run carburetors on the newer style motors that came from the factory with fuel injection. There will be a 2 1/8 inch maximum from the bottom of the billet adapter to the top of the rubber boot. Honda, Yamaha, Kawasaki, Suzuki motors that run stock fuel injection must use the stock boot that came with the fuel injection system, as it came from the factory.

Manufacturers' engine equipped with factory fuel injection may run a prior year's carburetors and black box, e.g., F4i run F4, R6 run R6, etc.

Fuel Injection: May be run on engines that came with fuel injection from the factory (Honda, Yamaha, Suzuki, etc). Injectors may be changed but must be installed in the stock location. If the engine came with four (4) you may run four (4) if it came with eight (8) then you may run eight (8) A power commander may be run for fuel mapping in conjunction with the factory stock appearing black box. No MOTECH type systems allowed.

All cars in this class must have a cockpit operated electric starter, lever manual clutch in the car and onboard battery capable of starting the engine and also must remain chain-driven off the original counter shaft.

Fuels: See section 7 for approved fuels.

Wings: Cars must run a ten (10) square foot fixed wing or bigger, and may run a front nose wing.

Adjustable Devices: In cab operational devices will be allowed.

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

Right Rear Tire: Right rear tire must meet a minimum forty-eight (48) durometer reading in five (5) separate locations across the tire with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty-eight (48) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier D28. The tire compound is the racer's choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an Unforeseen tire softener may alter the durometer reading.

RESTRICTED 600 RULES

Age & Driver Requirements: The driver must be a minimum of ten (10) years of age. Once a driver moves up to a different class for more than two (2) races, the driver cannot move back down to the restricted class unless approved by the Promoter or the Head Referee. Age requirements may be changed at any time by the Promoter.

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

Engine Specifications: Four (4) cylinders, four (4) cycle 600cc stock engines only. This means NO modifications whatsoever to the engine. Engine must be run as it came from the factory, with the internal charging unit in place and in working condition. Non titanium after market valve shims are allowed. Valve jobs are allowed provided they are within manufacturer's tolerances. Stock valves must be retained. **Valve spring shims are allowed.** No engine work, ported heads, lightened cranks, cam degreasing or lightened pistons. Maximum amount allowed for head re-surfacing from stock is 10/1000, ten one thousandths of an inch, (.010"). **No angle decking allowed.** Stock pistons only, **(maximum of .002" negative deck height, all models)**, no cylinder clean up is allowed. Rods, pistons, cams, etc., must be stock parts used in the original engine from the factory. No transmission work allowed, all gears must be intact and function. Cam gears that are re-drilled, slotted or altered are illegal. Cam bolts must be stock as they came from the factory. All cars must have cockpit operated electric starter, lever manual clutch in car and on-board battery capable of starting the engine and must remain chain-driven off of the original countershaft. Any engine sprocket, 520 or 530 is allowed. Motors that may be used are Honda, Yamaha R6, and Suzuki.

Penalty For Non-Stock Restricted Engine By Technical Inspection If a car is found to be in violation of the engine rules, the driver will have the following fines and penalties assessed; in addition to having the engine pass Tech inspection before it is allowed to run in either the Restrictor or Stock Classes.

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

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

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

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

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

Allowed Modifications: Any air cleaner allowed. Any exhaust system will be allowed. Black box MUST be the same as it came from the FACTORY. You may run manufacturer's race team black box, e.g., Honda HRC black box. Stock "APPEARING" black boxes only. Trimble oil pans are legal, as are modified/billet oil pans for Honda 600rr. The drain plug and filler tube may be moved for easier access and to prevent damage. Timing triggers are allowed. An oxygen sensor eliminator may be installed.

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

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

Carburetors only. No fuel injection allowed.

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

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

Fuels: See section 7 for approved fuels.

Wings: Cars must run a ten (10) square foot fixed wing or bigger, and may run a front nose wing. No mechanical, electrical or hydraulic adjustments are allowed in the cockpit area, for the wing or any other part of the car.

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

Right Rear Tire: Right rear tire must meet a minimum forty-eight (48) durometer reading in five (5) separate locations across the tire with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty-eight (48) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier D28. The tire compound is the racers choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an unforeseen tire softener may alter the durometer reading.

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

OPEN ENGINE SUPER 600 RULES

Age Requirements: Minimum age is thirteen (13) years old, or twelve (12) years old with at least two (2) years of prior racing experience in the micro/mini sprints. Age requirements may be changed at any time by the Promoter.

Fuels: See section 7 for approved fuels.

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

Right Rear Tire: Right rear tire must meet a minimum forty-eight (48) durometer reading in five (5) separate locations across the tire with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty-eight (48) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier D28. The tire compound is the racers choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an unforeseen tire softener may alter the durometer reading.

1. **Minimum Weight: 780 lbs.**
2. Any 600-636cc motor (any year)
3. Head clearance no restriction
4. Crank no restriction
5. Cams no restriction
6. Cam gears no restriction
7. Rods no restriction
8. Pistons no restriction
9. Valves and springs no restriction
10. Parts same year as motor no restriction
11. Stock appearing black box no restriction
12. Rotor (trigger) no restriction
13. Clutch plates no restriction
14. All gears working no restriction
15. Charging system working no restriction
16. Cockpit adjustments allowed
17. RR tire minimum durometer 48
18. Alcohol only (no additives)
19. Claimer none
20. Tech inspection can be preformed for verifying bore, stroke etc. at any time by the promoter.

600 "OPEN NON WING" CLASS

Age Requirements: Minimum age is thirteen (13) years old, or twelve (12) years old with at least two (2) years of prior racing experience in the micro/mini sprints. Age requirements may be changed at any time by the Promoter.

Fuels: See section 7 for approved fuels and additives.

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

Right Rear Tire: Right rear tire must meet a minimum forty-eight (48) durometer reading in five (5) separate locations across the tire with the Lemoore Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty-eight (48) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier D28. The tire compound is the racers choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an unforeseen tire softener may alter the durometer reading.

Wings: 600 Open NW Cars will run **NO WING**. **NO** additional paneling shall be installed on cars in order to create an air foil effect. No material will be allowed to extend below the upper shock mount toward the axle and bottom frame rail. Mud guards may not extend to the upper top frame rail (above the drivers head). All wing mounting hardware must be removed from car prior to start of any race. No body part may extend beyond the rear down rail. No air foil devices or additional panels will be allowed on hood, tail, and right side nerf bar. Aluminum panels on left side to protect motor are allowed. **STRONGLY RECOMMENDED:** Top of roll cage Halo positioned to allow driver to safely exit the car.

1. **Minimum Weight: 750 lbs.**
2. Bore & stroke stock 1mm over 2mm over/636cc
3. Any 600-636 cc motor (any year)
4. Head clearance no restriction
5. Crank no restriction
6. Cams no restriction
7. Cam gears no restriction
8. Rods no restriction
9. Pistons no restriction
10. Valves and springs no restriction
11. Parts same year as motor no restriction
12. Stock appearing black box no restriction
13. Rotor (trigger) no restriction
14. Clutch plates no restriction
15. All gears working no restriction
16. Charging system working no restriction
17. Cockpit adjustments allowed
18. RR tire minimum durometer 48
19. Alcohol only (no additives)
20. Claimer none
21. Tech inspection can be preformed for verifying bore, stroke etc. at any time by the promoter.

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