



www.rattlesnakeraceway.net

2018

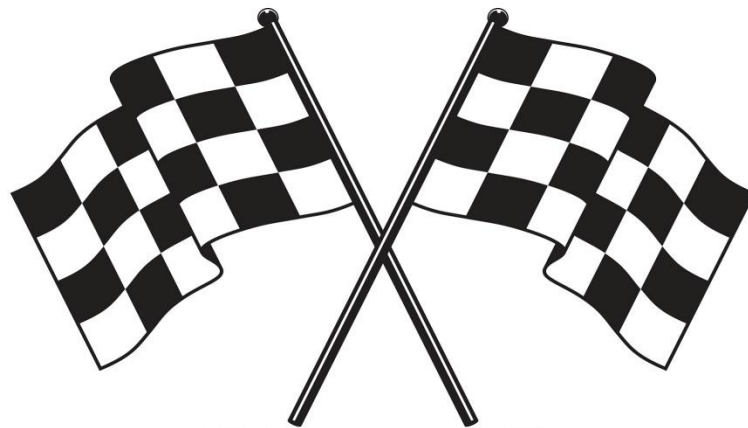
RULES AND PROCEDURES

Rattlesnake Raceway is the oldest continuously operated oval dirt track facility in the State of Nevada. The track is administered by Lahontan Auto Racing Association (LARA), a non-profit organization made up of racers and race enthusiasts whose principle objective is to provide entertaining, fair and competitive oval dirt track racing.

The following pages contain the rules for competition and safety at Rattlesnake Raceway. Rattlesnake Raceway is also a sanctioned IMCA Modified racetrack. Rules for this class can be found at www.imca.com. Other classes are welcome to participate at Rattlesnake Raceway with approval of LARA's Director of Racing.

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2018 GENERAL RULES AND

REGULATIONS

Lahontan Auto Racing Association (LARA) considers it a PRIVILEGE, not a right, for any competitor/participant to compete/participate in any Rattlesnake Raceway Event.

The general rules section applies to each and every competitor, mechanic, and pit personnel. If you have a question, ask an Official. You're expected to know the rules. Ignorance of the rules is no excuse for failure to comply. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. All racing competitors are deemed to have read and comprehend these rules, and will comply with their content. No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules, in no way, are a guarantee against injury or death to participants, spectators, or others.

NO UNSAFE CONDITION WILL EXIST. ANY UNSAFE CONDITION IDENTIFIED BY THE TECHNICAL INSPECTOR, RACE DIRECTOR OR ANY LARA TRACK OFFICIAL WILL BE FIXED IMMEDIATELY OR THE CAR CANNOT COMPETE.

IMPORTANT

Any person involved in an accident or injured while on the racing premises must report to a track official before leaving the premises in order to be eligible for insurance benefits (provided such person is physically able to make such a report).

1. LARA reserves the right to refuse admission to anyone. At the discretion of the track officials, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All disputes must be presented to a track official in writing by the end of the race night. LARA will make every attempt to notify ALL parties involved with of any written protest received as to allow said parties to discuss their case to the LARA Board at the next meeting. LARA's Board of Directors will make a final decision and the party/s will be notified of the Board's decision. The Board's decision is final.
2. Drivers will assume responsibility for the actions of crew/family/friends. (regardless of where persons are located). A minor driver under the age of 18 will be accompanied by a parent/guardian when dealing with track officials. Fighting, interfering with a track official/security or threats of violence may result in automatic disqualification and/or suspension from racing at Rattlesnake Raceway. The use of profanity or profane gestures at anytime towards any person or officials shall not be

permitted. Violators may be removed from the raceway. Repeat offenders may be suspended for the season. Any and all individuals in the pit area shall at all times follow the requests of track officials. Refusal **to comply**, regardless of the individual's opinion, may result in fine, suspension or expulsion.

3. **Pit Admission:** LARA track officials have the right to revoke this authority (Pit Admission) at anytime that it is deemed that a person's presence or conduct is not in the best interests of the sport. Unauthorized presence at Rattlesnake Raceway is considered trespassing and violators are subject to the penalties prescribed by law. All participants, pit crews and spectators are **required** to fill out all appropriate forms and pay all required fees including any possible unpaid fines, **BEFORE** entering the pit area. All person's must sign for themselves. **NO EXCEPTIONS.** All pit area person's shall be required to obtain a valid wristband in order to access the pit area. The wristband shall be placed on the wrist snugly in order to disallow removal of the wristband. All persons not in possession of a valid wristband shall be escorted out of the pits. Minors **17** years and under, must have a parent or guardian prepare/complete and sign a minor's release form. **ANYONE UNDER 14 YEARS OF AGE MUST BE ACCOMPANIED BY AN ADULT AT ALL TIMES IN THE PITS!!!!** All participants, 17 and younger, must have a notarized minors release form on file with LARA. Minimum Driving age is 16 years of age. Drivers under age 16 will be considered by LARA's board members on a case by case basis, as well as driver experience. Any driver failing to fill out all appropriate forms/waivers and pay all required fee's including unpaid fines shall forfeit all points/prize money for that race event. **NO EXCEPTIONS!** Any attempt to circumvent pit registration as listed is subject to expulsion.
4. Once a person has paid entry into the pit area, there shall be **NO PIT REFUNDS MADE.** Any refund exceptions will be decided by the DOC. A check written to LARA and returned by the bank due to insufficient funds needs to be paid in cash or a money order, and include a \$35.00 bank service charge.
5. LARA allows the courteous and careful use of three/four wheelers, and motorized pit bikes within the Pit Area as push vehicles, equipment transportation or personal transportation. No recreational use is allowed. Car number and class must be placed on three/four wheeler for visual identification. (i.e.: HS-6, IMCA 21, etc) No ID = No use. Authorized age limit to operate pit vehicles is 10 years of age and older. Operators under 10 yrs old, must have an adult riding with them. Excessive speed, reckless operation or no identification will result in the loss of authorization to use three/four wheelers. Riding on race cars, tow/push vehicles is not encouraged.
6. The Pit Area is for the preparation of cars for competition. All drivers must operate their vehicles within the Pit Area in a manner that is safe and under control. The Pit Area is not a test area. Drivers/spectators/crew members are responsible to watch for pedestrians and other vehicles and exercise caution. The Pit Steward will control all traffic entering the track. Failure to observe the directions of the Pit Steward, excess speed or reckless driving may result in disciplinary procedures. When entering the pits from the track surface, drivers must slow to a speed no greater than 5 MPH.

7. All drivers will be required to have in their pits, a 2 pound dry chemical fire extinguisher. All crew members must be aware of its location, and knowledgeable in the use of the fire extinguisher.
8. Alcohol is not allowed to be present and visible in the Pit Area before or during a racing event. Alcohol may not be consumed in the Pit Area until after the final checkered flag of the last race of the night. There is no tolerance with the possession and/or use of drugs on the racetrack property at any time. Any person suspected of being under the influence of alcohol and/or drugs will be asked to leave, and could be subject to disciplinary action based upon the discretion of the race officials. **IF** any driver is suspected of being under the influence of alcohol and/or drugs, and has/is operated/ a race car, LARA officials will notify law enforcement for possible legal action. If driver is arrested and convicted, the driver and crew may be subject to a lifetime suspension.
9. Race teams are allowed a tow vehicle and trailer inside the pits. Please be considerate and park your race car in line with your trailer. Non-tow vehicles may park in the pits at the cost of \$5.00 per vehicle. Vehicles will be insured and insurance cards must be presented when inquired for by a track official. Track officials can refuse non-tow vehicle parking in the pits if space is required for more race teams. Refunds will be made to non tow vehicles if they have to be removed for space.
10. A driver is allowed substitute drivers, with the Board's discretion. Substitute drivers must be approved by the board prior to the scheduled event and must be in the original driver's original car. The points will go to the car for those approved races. If a Rookie driver needs a substitute driver it must be another Rookie driver for that class.
11. The car that the driver starts with in the heat race must be used in the main event. If a back-up car is used in the main event, driver will start last for that event.
12. LARA track officials reserve the right to inspect a race car at anytime. LARA officials reserve the right to disqualify any driver and/or race car from competition. It is the responsibility of the driver and crew to disassemble the race car for inspection when requested to do so. Refusal to comply may result in disqualification and forfeiture of prize money and points.
13. Any car under protest taken from premises without first clearing it with the tech official, may subject car and driver to disqualification, forfeiture of prize money and points.
14. Any driver under suspension may not participate in any LARA sanctioned event, until further written notice from the President.
15. All drivers, owners and mechanics assume full responsibility for any and all injuries sustained including death and property damage at any time they are on the premises, in route there to or there from. Owners, drivers and pit crew agree the track is in safe condition if they take part in racing activities. Approval of a race car by the inspector shall mean **ONLY** that it is approved for participation in a competitive event and shall

not be construed in any way to mean that it is guaranteed mechanically sound, safe or completely legal. LARA and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from the same.

FLAGS

1. **GREEN:** Official start of race. A driver does not have to take the initial green flag to enter a race.
2. **YELLOW: CAUTION!! WE DO NOT RACE BACK TO YELLOW!** Slow down and form a single file line. You will not go down a lap under yellow. Any driver causing a yellow flag condition will be sent to the back of the pack on the restart. **Any driver causing a caution prior to a re-start will be sent to the back. In the instance where both drivers were at fault, both drivers will go to the back of the pack for the restart.** Any driver causing two (2) yellow flags in one race will be Black Flagged. A self-invoked spin-out to avoid an accident will not be considered a spin-out. A driver leaving the track under yellow flag will be given two (2) courtesy laps to return to the event. The courtesy laps will start counting when the last car leaves the track. **Any car leaving the track for any reason during a heat race, will not be allowed back on the track.** Any car leaving the track for any reason during the main event, will start at the back of the lineup regardless if the race has started or not. Remain in a single file line while scorekeepers confirm lineup is correct or track officials correct the lineup. The flagger will signal drivers to cross up. **When drivers have received the one-to-go signal for a re-start, any car/s leaving the track will not receive the two courtesy laps.**
3. **RED:** Stop as safely as possible! **SHUT OFF ENGINE! Failure to stop and shut engines off, may result in a penalty.** This lap will not be scored. Do not get out of your car unless it is on fire. Do not re-start your engine or move your car until the yellow flag is displayed. Do not leave the track under a red flag unless directed by a track official, then proceed to the tech pad. You must wait on the tech pad until the track is under yellow. You/your pit crew can access the damage to your vehicle; however no work can be done until the track is under yellow. If repairs are made, you will be disqualified. **NO EXCEPTIONS. VIOLATION OF THIS RULE MAY RESULT IN DISQUALIFICATION!**
4. **WHITE:** One lap before checkered flag. If a leader of a race receives the white flag and a condition causes the track to be placed under yellow, that race will be called. The finish line up will be from the last completed lap.
5. **CHECKERED:** Race is complete. Drivers are allowed one (1) cool down lap and then must exit the track. At the end of your race, take one cool down lap and then leave the track so the next race can start. Anyone taking more than one cool down lap could receive the black flag for that event, except victory lap. Drivers may take a victory lap by picking up the checkered flag from the Pit Steward.

6. **RED and YELLOW:** Complete restart. Go back to original starting positions, with the exception of the driver who caused the yellow.
7. **ROLLED UP BLACK FLAG:** Warning for rough/aggressive/out of control driving, intentional or unintentional, of vehicle. Next incident may result in full black flag.
8. **BLACK:** A full black flag may be received without a warning. Driver must leave the track immediately and may be disqualified with loss of points and money for that event. Driver must proceed to the tech pad. A track official will inform the driver of the cause. No one is allowed on the tech pad at that time. You may not be allowed to return to that event. If you do not leave the track, a yellow flag will be thrown. You will be directed off the track. If you refuse to leave, a red flag will be thrown and you may be towed off the track. Under either of these conditions, you will be subject to discipline as determined by the LARA board.
9. **BLACK WITH ORANGE DOT:** Mechanical problem with car. Driver must leave the track immediately. Once the problem is fixed, driver may return. Mechanical flag will only be given twice to any driver. If flag is not adhered to, driver will be given the black flag and will not be allowed to return to that event.
10. **BLUE WITH ORANGE STRIPE:** Used to notify drivers that lead cars are approaching. Hold your line. Do not move up or down. If you are not up to track speed, you must drive as close to the wall as possible. This flag will be used at the discretion of the flagman.

If a driver should abuse or continually disrespect these flags when given, corrective action may be applied by LARA's board of directors.

PAINT AND NUMBERS

1. All cars must be neatly painted.
2. Take pride in your car. Cars should be washed prior to race day. Tech may refuse to inspect car until it has been cleaned.
3. Car numbers must be on both doors and roof, at least 18" in height on the doors and 24" in height on the roof and of contrasting color to the color of the car. All numbers and letters on car must be neat. No free hand spray can numbers are allowed. Must be stenciled. Tech will issue a citation and must be fixed by next race.
4. All classes may use two digits and must be in compliance with above rule #3. All numbers must be of a contrasting color from the color of the vehicle. Senior LARA member's have priority for their numbers. If they do not register their number by March 31st, of each race season, those numbers are open to anyone who applies for them. (Except retired numbers). Non-member drivers from out of town with the same number as a LARA member, will be assigned a letter by the tech inspector. If your number cannot be instantly recognized, the car may not be allowed to compete. Track

officials will make the decision with the tech inspector. If numbers cannot be easily read by the scorekeepers, the car may not be scored.

5. Driver's name must be on roof above driver's and passenger's doors.
6. The retired numbers of Rattlesnake Raceway and LARA are as follows:
 - a. The #3 in memory of Dennis and Brad Kirn
 - b. The #4 in memory of Dave Banovich, Sr. and Dave Banovich, Jr.
 - c. The #8 in memory Marilyn and Hank Cornu
 - d. The #44 in memory of Jim and Myrtle Baglin

To run any of these numbers you need to get written permission from the respective families.

NON-SAFETY ISSUES

1. All cars must start, move forward and backward without assistance at time of pre-tech.
2. In no class shall electronic traction control devices be used.
3. Receivers are mandatory in all classes. Drivers must have this device on their KART and working during all events of the evening. If a person is found to be using a scanable raceceiver, they will be disqualified for the entire night. No in-car communication devise can be used at any time.
4. Transponders are mandatory in all classes. Drivers may purchase their own or they may rent one from LARA. All transponders must be securely mounted to the steering post closest to the driver seat. If drivers purchase their own transponder, be sure to inform officials so that they may enter the transponder into their scoring system.
5. Failure to comply with both the receiver and transponder rules may result in not being scored, removal from the track and/or fines/penalties.
6. Packing the track will be done at the discretion of the DOC and Flagman. Drivers must wear appropriate racing attire while packing the track. The procedure for wheel packing will be single file, no spinning tires and top to bottom formation.
7. Hot lapping is optional, and at the discretion of the track officials. Hot laps will be by class. Pit crews are allowed to hot lap vehicles provided they have a pit pass and appropriate racing attire.
8. All drivers must attend the driver's meeting prior to racing in that day's events. Pit crews are also encouraged to attend. Roll call may be taken prior to meeting starting. **NO EXCUSES/EXCEPTIONS. IF YOU ARRIVE LATE AND MISS THE**

MEETING, YOU WILL START YOUR HEAT AT THE BACK OF THE PACK.

9. Drivers must be aware of the race line up. When called to stage, all cars must do so **IMMEDIATELY**. If you are late to the line-up, you will start at the rear of the field. Arguing with the Pit Stewart will not be tolerated and could be subject to disqualification for that event.
10. Upon entering the racing surface, you will remain lined up in the order of the start of the race. The pole position car will maintain a parade lap speed, not fast, but not slow. If the track has just been watered, the flagger may motion the drivers to speed up and work it in. Do not do so unless motioned to.
11. Any driver who delays the start or restart of any event may be sent to the back of the pack. No stopping on the track will be allowed. Do not stop on the track to protest a call or ask questions to a track official. Stopping may result in being disqualified, **with the exception of informing a track official of a track safety hazard/condition.**
12. OUTLAW restarts are used at this track. An outlaw re-start is when the first position goes out by itself, second position goes to the inside behind the leader and third position will move to the outside behind the leader and so forth all the way back through the field. The leader can pick a high or low line. You cannot pull along side or pass the leader until after the green flag has waved. All lapped cars/traffic will be lined up at the back of the pack on restarts.
13. Pay attention to the track lights in turns 1, 2, 3, and 4. When all lights are out, be prepared for the start/re-start of the race. Traffic light relates to track flag condition. i.e.: Green Light = Green Flag.
14. If a driver jumps a start, the track will go green and then back to yellow. The driver will be charged with a caution and will be sent to the back of the pack for the next re-start.
15. All drivers starting a race must exit turn two for a race to be considered an official start. However, the DOC or flagger may call for a re-start at any time during the first lap. Once a race has been declared an official start, or the event has used its two complete re-starts, the next start will utilize an outlaw re-start formation.
16. If caught in a wreck, stay in your vehicle, unless it's on fire. If you are not injured, lower your window net to show officials that you are OK. The track will go red for any driver that hits the wall, roll over or a multi-car wreck. All drivers must be aware that track officials will be coming to your aid. Do not drive away in a manner that will endanger rescue crews. Do not leave the track without your car unless you are instructed to go with the safety crew. Leaving your car is an automatic disqualification from that event.
17. Heat race line ups are by pill draw. Main event line ups (except IMCA Modified) are at the discretion of the DOC with the 1st and 2nd in points and the winner of the last

main event in the back. If you win a main event and miss a race, when you race again you will start in the back.

18. Rookie drivers must identify their cars. All rookie drivers will display a red ribbon mounted securely on the rear down tube of the roll cage. The tail of the ribbon must exit the rear window. This must be displayed for the entire first season. You may petition for its removal to track officials based on driving skills.
19. A driver whose car is destroyed may race another car, with the same number, and keep all previous points. If a car is bought or sold to another driver the points for the car will be reset to zero.

PRE and POST TECH INSPECTIONS

1. Tech inspector and DOC have the right to change classification of any vehicle at any time.
2. Drivers are required to pass their car through safety/tech for each event prior to driving on the racetrack. Safety/tech pads are located at the top west corner of the pits just as you leave the track exit. Safety/tech officials will normally begin inspections two hours prior to first race time.
3. A Tech Inspection Sheet will be used. If your car does not meet technical rules, you may be issued a repair citation. You may be allowed a grace race that night. If the safety equipment fails, you will not be allowed to race until repaired/replaced. All citations must be cleared prior to next tech inspection. It's driver's responsibility to clear citations.
4. If a car has been cleared for race day, any driver may drive that car as long as he starts the race in that car. If you change drivers for the main event of the racing night, the car will start last. A driver may drive in more than one (1) class. You must pay for both cars/classes when signing in at the pit gate.
5. **POST MAIN EVENT INSPECTIONS:** All classes are required to have the top four (4) cars go **DIRECTLY** to the tech area at completion of each event. Failure to go directly to tech area may be disqualified. Only driver and car are allowed in tech area. One crew member can be standing by for tech assist if required. **Crew members and/or spectators must NEVER approach and/or touch a racecar that is in post tech until OK'd by Tech Inspector.**
6. If track officials determine after the main event, that a vehicle does not meet applicable specifications, officials have the right to impose a penalty which may result in disqualification. If a disqualification occurs, driver may lose any/all points and money for that event.

PROTESTS

1. A procedural protest must be in writing and filed with a track official by the end of the race night. The protest must be specific in alleged violation to determine whether protest is allowed or rejected. One item per protest, per event only. All protests will be filed individually and must be accompanied with a \$40 cash deposit, \$10 of the deposit will be retained by the track for administration. If item being protested is found legal, the entire deposit will be forfeited. If found illegal, \$30 of the deposit will be refunded to the protester.
2. Technical/mechanical protests must be presented in writing to the Director of Competition, (DOC) along with a \$200 protest fee (cash only), no later than 30 minutes after the conclusion of the Main Event in which the protested car is competing. Only drivers competing in their class may protest cars within that class (i.e. a driver is Pro Stock may not protest a Hobby Stock, etc.). The protest document will describe specifically and fully what is being protested. The DOC may defer the tear down to minimize the damage done from dirt at the racetrack. However, steps will be taken to ensure that the evidence is not destroyed or altered. In all cases the inspection will take place before the protested car is allowed to compete again. Protested cars found to be within the prescribed limits will result in the presentation of the protest fee to the owner of the car being protested. If the car being protested is found to be illegal, the car and driver will be disqualified for that night's events and suffer the loss of all points and money earned. Any disqualified driver may be assessed an additional fine, additional loss of drivers' points and possible race suspensions as decided by the LARA board members. All illegal items must be corrected in accordance with LARA class rules prior to racing. If fines are assessed, the car will not be allowed into the pit until all fines are paid. A driver may not protest more than one car per event, and may not protest the same driver more than once per race season. Drivers may not join forces to file a protest against another driver. The party against whom the protest is made has a right to know the charge and have a written copy thereof so that they may adequately defend themselves against any action.

MEMBERSHIP and CHAMPIONSHIP

You must be a member of LARA to receive Rattlesnake Raceway points and qualify for the point's championship at the end of the year. Membership dues must be paid before or on the first (1st) night of racing for the current season to earn competition points towards the championship. An award will be given to the drivers of all classes finishing the season in the top 10 positions or discretion of the LARA Board of Directors.

POINT STRUCTURE

A. Trophy/Cash dash- No points will be awarded for the dash.

B. Heat Race:

1st Place - 10 points

2nd Place - 9 points

3rd Place - 8 points ETC... all positions -1 point on down

C. Main Event:

1st Place - 40 points

2nd Place - 39 points

3rd Place - 38 points ETC... all positions -1 point on down

If there is a tie in the points of any class, the tie breaker will go to the driver that has won the most mains, then heats. If that does not break the tie, then the drivers will race off during the Dirt Track Championship event. Each competing member driver of LARA must throw out their worse race of the season BUT may not be a DQ or BF event.

SAFETY RULES FOR ALL CLASSES

ROLL CAGES

1. The roll cage shall be constructed using 1.50 or 1.75 inch outside diameter steel tubing or greater with a minimum wall thickness .095 inches. No tubing on the car can be greater than 2 inches in diameter. Six point cage consisting of four-point center section and “kicker bars”. Kickers may be “X” braced. Center section of cage must consist of main hoop with “X” bracing and halo that clears the driver’s head when he/she is strapped in with his/her helmet on. The four points of the cage center section must be securely welded to the car’s frame rails or mounted on a steel 4x4 pads welded to uni-bodies. Windshield bar required. A minimum of three driver’s side door bars are required to be plated with at least 18 gauge steel metal plating. Passenger side “Z” bracing required-minimum. Driver and passenger doors may be gutted as necessary to fit the cage. Doors must be securely fastened, if running two (2) seats; passenger side needs to be the same requirements as driver’s side door.
2. Front cage hoop permitted. Inner fender wells may be removed.
3. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in driver’s compartment must be fire retardant.

4. Nerf bar may extend up to 2” beyond factory body and must terminate inward and contain no sharp edges.

FUEL CELL

1. Fuel cell is mandatory. Must be located in trunk mounted securely. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails. Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material. If fuel cell is dropped below car must be surrounded by at least 18 gauge covering bottom of fuel cell. No more than three (3) foot of rubber hose on fuel system may be hooked to stock fuel line. Must have ground strap. Steel fuel filters only. Each fuel cell must be fuel tight and have a functional roll over valve.
2. Fuel cell must be mounted by at least 2- 2X1/4” steel strap completely surrounding the cell. If fuel cell is plastic, it must have 18 gauge steel covering the lower half.
3. Fuel transfer must not be the lowest point of the vehicle. Fuel line must not touch the ground at anytime. Fuel cells must have a ground clearance of at least 10”.

HELMETS

1. Drivers must have Snell 2005 or better rated helmet. The strap and clasp must be in good functional condition. Helmet must not have any cracks. Helmet must be worn at all times while vehicle is on the track and must accompany vehicle at time of inspection.

DRIVING GEAR

1. Driving suit, gloves, racing shoes, and neck roll are mandatory and must be SFI-approved fire retardant. SFI approved head-socks and Hans/Hutchins devices are highly recommended. Driver’s using a Hans/Hutchins device are exempt from using a neck roll. All safety gear must be in good condition. No rips or frayed edges in driving suits.

WINDOW NETS

1. Window net will be mounted so it can be accessible by the driver and Safety Crew. Webbed net only, minimum size of 16”X20”. Window nets must be SFI approved.

SEATS & BELTS

1. All vehicles must have an aluminum seat fastened to the roll cage ONLY. Do not attach to car body. Seat must be mounted with 4-3/8” bolts, in at least four (4) points. Side bolsters and side impact head supports are recommended.

2. Seat covers and padding must be fire retardant. Cover must be in good condition. No rips or holes.
3. Five (5) point type harnesses required with three (3) inch waist and shoulder straps. Belts may be no more than three (3) years old. All belts must be roll bar type or securely mounted to roll cage. NO worn or sun rotted belts. Tattered fibers, nonfunctional clasps and insufficient mounting points will be cause for vehicle to fail tech.

DRIVER'S COMPARTMENT

1. Battery must be securely mounted in a box within the driver's compartment, marine type or better. One battery only per car. NO BATTERY IN TRUNK OF VEHICLE. A battery kill switch is mandatory and must be in the reach of the driver and Safety Crew.
2. Driver's compartment must be sealed from engine and fuel cell by at least an 18 gauge steel sheet. Driver must do everything possible to keep the driver's compartment completely sealed off from the engine and trunk area. No loose objects in the cab. NO mirrors allowed.
3. Any fluid transferred through cab must be double walled steel and securely fastened and to be shielded from the driver. Subject to tech approval.
4. All glass and trim must be removed. No additional gutting or removal of sheet metal is allowed. Except for hood. Replacement body parts must be steel only.
5. Brakes must function on all four wheels. No adjustable brake proportioning valves of any kind or shut off devices. Emergency brake cable must be cut or removed. Any non functional brake may result in disqualification. Subject to tech approval. All brake components including pedal, calipers, rotors, spindles, drums and related sub-components must be in stock location. Aftermarket master cylinder allowed.

HOBBY STOCK RULES

CAR SPECIFICATIONS

1. Any American made rear wheel drive car. Any full size half-ton truck, manufactured by Ford, General Motors, or Chrysler. No vans, 4WD's or sport utilities.
2. Wheel base minimum shall be 107.5 inches.
3. Car and/or truck bodies must have the appearance of a stock car and be all steel. No other type of metal allowed. Plastic nose caps or valances permitted.

ENGINE and DRIVE-TRAIN SPECIFICATIONS

1. Engine and related components must remain stock as manufactured. No angle plug heads, bow tie blocks or heads. No vortex heads. Blocks, heads, intake and exhaust manifolds must be OEM cast iron. No rollerized valve train components. No grinding, polishing, or porting of any kind to the intake exhaust runners or manifolds. Engine must be mounted in stock position. Solid motor mounts allowed.
2. No stroker engines. 602 crate motors are optional; seals must remain intact, rev limiter 6200 chip max, OEM soft touch rev control allowed.
3. No roller cams, flat tappet cams only. Screw in rocker arm studs, OK. No stud girdles allowed.
4. Radiators must be mounted in stock position. Electric cooling fans are permitted. Radiator spray bar, pump and reservoir are permitted. Maximum reservoir capacity is five (5) gallons. System must be operational. Reservoir and system components must be securely mounted. Reservoir can only be mounted in driver's compartment.
5. Exhaust must exit beyond the body. No exhaust components in driver compartment.
6. Distributors must be OEM or OEM direct replacement, no magneto's.
7. Spec carburetor - Unmodified Holley 4412 only, not to exceed 500 cfm, with use of restrictor plate from RSR/RFR. Tampering with restrictor plate will carry penalties and fines. A \$250 fine and loss of all points prior to the incident will be assessed.
 - a. No after-market metering blocks.
 - b. Changing of squirters, jets, and power valves is OK.
 - c. Removal of choke plate mandatory.
 - d. All 4412's are subject to passing a no-go gauge.
 - e. One (1) adapter no more than one (1) inch in height, no tampering allowed.
8. Gasoline/110 race fuel OK, no methanol.
9. Electrical fuel pumps OK with an oil pressure switch or inertia switch mandatory.
10. OEM and factory transmissions mandatory. Working stock torque converter with fluid required. Stock clutch mandatory. Manual transmissions must have a minimum ¼ inch flat strap or some sort of protective shield on the bell housing. Steel Fly wheels only.
11. Locked rear ends optional. No traction control device allowed. Nine inch Ford allowed. 1 inch inspection hole in rear end center section required. Full floater rear

axle allowed. Drive shaft must be painted white with car number on it. Drive shaft hoop mandatory.

FRAME, SUSPENSION, WHEELS & TIRES

1. Uni-body car may create frame to tie front and rear suspension together must go from rear of front sub to front of rear sub only and no under-slung rear suspension. Shocks must mount in stock location using stock mounts. Frame strengthening allowed.
2. Suspension mounting points, trailing arms and sway bars must remain stock factory unmodified. No weight jacking devices, spring spacers, adjustable spring shackles, sliders, or lowering blocks. Suspension components must match year, make and model of the car. 1 inch wheel spacers are allowed. Spindle savers are optional.
3. IMCA stamped non-adjustable upper control arms are allowed. Steel shaft, non-adjustable, stock length replacement tubular upper control arms for Camaros allowed.
4. One (1) inch lug nuts mandatory.
5. No recaps, heavy lug, mud terrain or studded snow tires. DOT rated street legal tires or G60-15 tires allowed. Tires must not be any wider than 9 inch tread max. IMCA branded G60-15 tires are optional.
6. No additional weight or ballast of any kind may be added anywhere on the car.
7. Steering system must be stock or OEM replacement for make and model used. Steering shaft may be changed but it must be a collapsible type shaft. After market power steering pumps are allowed.
8. No steering quickeners allowed.
9. Front and rear bumpers are required and must be chained securely to the frame, rounded inward, or attached to fenders. No excessive reinforcement of the bumper (at discretion of track officials).

MINI STOCK RULES

CAR SPECIFICATIONS

An economy sedan, coupe or light truck originally available with in-line four (4) cylinders carbureted, throttle body or multi-port fuel injected engine. NO mid-engine or rear engine allowed.

1. Cars are subject to inspecting at ANYTIME and may require the removal of some components.
2. No update, backdate, option etc... The vehicle must appear both mechanically and cosmetically as it did out of the factory.
3. The vehicle will be approved only if it meets the general requirements listed in these rules including but not limited to: front wheel drive or rear wheel drive and OEM four (4) cylinder engines. Approvals for different makes and/or models must be cleared by the LARA Board of Directors.

ENGINE and DRIVE-TRAIN SPECIFICATIONS

1. All engines must be OEM in-line four (4) cylinders. The engine is to remain bone stock in all aspects. Interpretation of the term stock will be strictly applied, and is subject to Board's final judgment.
2. Engines may be carbureted or fuel injected. Carburetors and fuel injections must be original OEM systems that were stock with the specific automobile from the factory. Carburetors and fuel injection cannot be altered in any way.
3. Stock modules and computers, if equipped, must be retained as a functioning part of the engine system and kept un-modified. In order to help achieve this, the stock wiring harness must be retained. Additionally, the stock dash and instruments may also be retained.
4. Engine must produce a smooth idle at factory specified engine speed or 800 RPM if factory specifications are not known. It is subject to the tech official's discretion.
5. Fuel system can remain stock provided the original fuel tank is located within the cars wheelbase. If the fuel tank stock location is behind the rear wheels, it must be replaced with a fuel cell in the trunk area with a metal barrier placed between it and the driver's compartment. No more than an eight (8) gallon fuel cell.
6. Drive train must match year and application.
7. Single cam, 2600cc max. Dual cam motors 2.4 or smaller allowed. No rotaries. The only after-market parts allowed must be exact replicas of OEM parts.
8. Exhaust may be changed. Emission system may be removed. No exhaust components can be in driver's compartment.
9. No lightened flywheels.
10. Automatic transmissions must have functional torque converters.
11. Pump Gas Only.

12. Must have working brakes on all four (4) wheels. Emergency brake must be removed.
13. The following systems are NOT allowed regardless of they came with the model as an option: **Turbo Chargers and Super Chargers.**

FRAME and SUSPENSION

1. Vehicle must appear stock OEM, must have metal bodies only.
2. Doors may be gutted or skinned to allow room for the roll cage.
3. Body, including bumpers, must be OEM type. Stock bumpers are required to be chained securely to the frame, rounded inward or attached to fenders.
4. Stock suspension may be reinforced but must remain in original mounting position.
5. Stock frame or uni-body may be reinforced between front and rear suspension.
6. Alignments may be changed as long as components are not modified.
7. All springs and shocks must be OEM MANDATORY.
8. Must be open differentials, Rear wheel or Front wheel drive cars.
9. Spring rubbers and lowering blocks are OK.
10. Ballast allowed.

TIRES & WHEELS

1. Tires must be P rated D.O.T. radial with rating visible from the outside. Rating must be greater than 250. No grooving, sipping, grinding, sanding or studding.
2. Tread limit to seven (7) inches as measured across the top of tire sip to sip level with the wear bars. No mud, snow, re-tread or stud-able tire.
3. Tires must not be visible outside body when viewed from above.

DRIVE SHAFTS

1. Drive shaft loop required on rear wheel drive cars only. Drive shaft must be painted white and kept clean and have car number on it.

MODIFIED MINI'S RULES

CAR SPECIFICATIONS

1. Any American or foreign production economy sedan, coupe, station wagon or pickup originally equipped with a four cylinder engine. No all-wheel drive, rear or mid-engine cars. Maximum wheelbase is 100.5". Exceptions to the wheelbase rule may be made on some stock mini-trucks that may exceed the 100.5" limit.
2. Vehicles must be completely stripped. No factory interior, no chrome, absolutely no glass anywhere, no lights, etc.

ENGINE, CARBURETOR, IGNITION

1. Water cooled in-line four cylinder production engines only.
2. Vehicle must weigh at least one (1) pound per cc of engine being used including driver after race. For example, 2300cc engine vehicle must weigh 2300 lbs at post tech inspection. No adding weight or fluid after race. All vehicles will be bubble checked prior to the 2018 season, subject to tech inspection any time during the season or at tech officials' discretion. Engine cc and weight must be written in clear view on the vehicle.
3. OEM heads and blocks only. Crossbreeding of head, block and internal parts is allowed if they can be bolted together without alteration.
4. Two valves per cylinder only.
5. Cylinder heads may ported and/or polished.
6. Roller Rockers or roller Cams not permitted. Adjustable Cam devices OK.
7. Valve Springs, Retainers and valve size open.
8. No Titanium Permitted anywhere in valve train.
9. No purpose Built race engines, i.e. Cosworth, Indy, etc.
10. Header will be allowed. Cockpit Exhaust OK if shielded from driver. No exhaust may invade driver's side of cockpit.
11. Stock or aftermarket pistons may be used.
12. Connecting Rods must be ferrous.
13. No Dry Sump oiling. No external pump oiling. Stock, homemade or aftermarket wet sump pans allowed.
14. Must use a single Two Barrel downdraft Carburetor that flows less than 501 CFM. A stock, modified or aftermarket intake manifold is OK.

15. There shall be at least two throttle springs on the carburetor. Each of them shall be able to close the throttle without the other one.
16. Fuel injection, turbo charging or supercharging shall not be allowed. Vehicles originally equipped with fuel injection must be adapted to run a carburetor.
17. Ignition will be stock or aftermarket. No magnetos. Distributors may be locked out for advance system. Any type distributor may be used. Crank shaft trigger system allowed, maximum 2 coils.

DRIVE TRAIN & BRAKES

1. Single Disk, Stock Appearing Clutch only. - No Ram couplers etc. - No direct drive. Automatic Transmissions must have a functional OEM torque converter.
2. Stock, lightened or aftermarket flywheel OK, Aluminum flywheels permitted. Must be stock diameter for block used.
3. A180 degree Scatter shield must be installed underneath or over the floorboard using a minimum 1/8 inch steel plating to protect the driver's legs.
4. Drive shaft loop required on rear wheel drive cars only. Drive shaft must be painted white and kept clean and have car number on it. No aluminum Driveshaft's.
5. Rear-end shall be stock type only. Make and model of rear end may be changed.
6. No aftermarket or quick-change rear ends allowed.
7. Open, Limited Slip, Welded or otherwise locked rear ends shall be allowed.
8. Must have working brakes on at least three wheels. Locking the rear-end does not constitute as one brake.
9. Adjustable brake proportioning valves OK. Pedals open.
10. In-cockpit steering may be modified to suit driver's taste, but must be kept on the left side of the cockpit. No center steering.
11. Engine set back OK. Number 1 spark plug must be no farther back than 4 inches behind the strut line or ball joint, unless in factory stock location.

ROLL CAGE CONSTRUCTION

1. Main Cage must be constructed of 1-1/2" diameter tube with .095" wall minimum. Black iron or galvanized pipe not allowed.
2. Must completely enclose the driver.

3. Roll Cage must secure to the frame or floor pan on uni-bodies cars by welding solidly around each upright bar or by welding each upright bar solidly to a 6" X 6" by 1/4" plate then welding or bolting this plate solidly to the floor.
4. Gusseting on all bar junctions recommended.

BODY, FRAME and SUSPENSION

1. Stock Frame and uni-bodies may be reinforced with steel tubing front to rear subject to tech approval. Tube chassis OK.
2. Any control arms are allowed. Weight Jacking devices are allowed. No cockpit adjustable weight jacking devices allowed.
3. Any shocks may be used including coil overs. May be relocated to a better location. A fifth shock will be allowed on pull bar, pull bar configuration open.
4. Stock or aftermarket bodies OK. Minimum 22 gauge steel or aluminum body, hood and roof panels. No fiberglass bodies. Fiberglass roof OK. Body must be firmly attached to secure mounting points. Aftermarket nose-piece of plastic, fiberglass or rubberized materials OK. Open front wheels permitted.
5. No aerodynamic air dams, wings etc. Subject to tech approval.
6. Spoilers OK. Limited to 6" in height as measured off the top of deck lid.
7. Nerf Bars OK provided that they are no farther than 2" from body of the vehicle. Ends must be bent in to prevent catching.
8. Drivers compartment must be safely sealed from the engine bay, fuel cell and exhaust. Right side of driver's compartment may be boxed off to allow the exhaust system in this area.
9. Radiators must be in engine compartment.

TIRES & WHEELS

1. Any type steel wheel with a maximum of 8.5". Any offset allowed.
2. One bead lock per car.
3. Any tire type is allowed, but must be medium compound or harder and tire rating must be available or visible for tech inspection.
4. No spiked or studded snow tires. No heavy lug snow tires allowed.
5. Grooving and sipping permitted.
6. Tread as measured across the tire cannot exceed 9".
7. Wheels spacers must not exceed 1" thick.

8. Any chemical substance which alters the tire(s) factory traction characteristics (e.g. tire softener) is not allowed.

FUEL

1. Regular pump or 110 octane race gas only. No Methanol or nitro methane.
2. Racing Fuel cell required.
3. Racing Fuel Cell may extend below the trunk floor but must be contained in a fully enclosed box made of minimum 20 gauge steel. Maximum 16 gallons.
4. Any fluid transfer through the cab must be shielded from the driver.
5. Vehicles running and electric fuel pump must have a functioning inertia switch.
6. Fuel Cell protection bars recommended. Fuel cell will be located within body and centered near the original gas tank.
7. A positive locking filler cap must be used. Breather vents must be designed so that fuel will not escape if vehicle is upside down.

THE GOLDEN RULE

**IF IT DOES NOT SAY YOU CAN, IT
CANNOT BE DONE!!!**

The rules and/or regulation/s set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for safe events. These rules shall govern the conditions of all events. By participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are no way a guarantee against injury or death to a participant, spectator or official.

LARA's Board of Directors shall be empowered to permit minor deviations from any specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretations or deviations of these rules are left to the discretion of the Officials. LARA Board of Directors decisions are final.