



www.rattlesnakeraceway.net

2018

OUTLAW KART
RULES and
PROCEDURES

The following pages contain the building rules for competition in Rattlesnake Raceway's Outlaw KART divisions.

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, like you, whose principle objective is to provide entertaining, fair and competitive oval dirt track racing.

The association's members have a voice in all decisions regarding the operation of the racetrack. Each member has one vote and is eligible to be nominated and run for a seat on the Board of Directors, as an Officer or Board Member, as long as the member has an active membership in good standing. The rules listed herein are designed by racers like you to promote safe, fair, and competitive racing.

TABLE OF CONTENTS

LARA Board of Directors/Officers	3
KARTS Disclaimer	4
General Rules for ALL Classes	5
Safety Rules for ALL Classes	15
Build Rules for ALL Classes	16
Beginner Box Stock	18
Box Stock	19
125/250's	20
500/OPEN	21
Penalties and Disciplinary Actions	22

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KARTS Disclaimer

INTOXICANTS, CONDUCT and ZERO TOLERANCE POLICY

1. **ABSOLUTELY NO** alcohol beverages are to be consumed by anyone in the pit area during and LARA sanctioned event. If consumption of alcoholic beverages becomes an issue, LARA reserves the right to eliminate alcoholic beverages from being allowed in the “Snake Pit” area at any time. Anyone supplying alcohol to a minor or under legal drinking age person/s will be permanently suspended.
2. There will be a **ZERO** tolerance for improper conduct, physical and/or verbal abuse to any individual or group at any time. Any person/s who strikes or causes bodily harm or uses improper language towards any other driver, spectator and/or parent/legal guardian or Track Official will be automatically suspended. The offender may also face assault charges or have legal action brought against them.
3. Suspension and/or fines may be assessed to drivers, pit crews, family members and friends while in the “Snake Pit” area. Objectionable conduct, such as arguing with or shouting at Officials or any other persons will **NOT** be tolerated and may subject the driver to being black flagged, fined and/or the offender to be removed from the premises.

PARENTS: You are responsible for your child’s safety and actions. Make sure you read and understand all disclaimers when you sign and enter the “Snake Pit” and/or Grandstands of Rattlesnake Raceway. Additionally, your conduct as a parent shall be such as to be beyond reproach. Yelling, hitting, berating or your child or any other individual will **NOT BE TOLERATED**.

DRIVERS: Make sure you read and understand the racing rules. Some things have changed and some things are different from other race track procedures. Any display of unsportsmanlike conduct will result in penalty, fines and/or suspension at the discretion of the DOC, flagman and/or LARA. All drivers assume total and full responsibility for **ANY** and **ALL** actions by anyone associated with them or their pit crew towards anyone else and shall be cause for penalty, loss of any awards (points, trophy and/or money), suspension and possible arrest.

UNSPORTSMANLIKE CONDUCT: Fighting on the premises of any host track may result in permanent suspension. In the event of a minor KART driver, **PARENTS** are responsible for the actions of the minor drivers, themselves, spectators and their pit crew. Rough driving at any time will result in loss of position, fines and/or a black flag. Anyone observed verbally or physically abusing drivers, other pit crew members, volunteers and/or Officials may result in loss of accrued points for the associated driver and/or a fine and/or permanent suspension. **NO EXCEPTIONS!**

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 present their case to the LARA Board at the next meeting. LARA's Board of Directors will make a final decision at the next Board meeting 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 an adult/guardian when dealing with track officials. Fighting, interfering with a track official/security or threats of violence may result in automatic disqualification, **the loss of points, the loss of money**, 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 DOR. 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. If a KART driver parent is not in attendance for any event/race, the individual in care of the minor/driver must provide a letter from the parent/guardian designating that said individual/person as guardian. A new letter may be required for each race.
6. 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.
7. 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, drivers must slow to a speed no greater than 5 MPH.

8. 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.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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.
15. Any driver under suspension may not participate in any LARA sanctioned event, until further written notice from the President.
16. 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 must be washed prior to race day. Tech may refuse to inspect car until it has been cleaned.
3. Numbers must be displayed on contrasting background. ALL KARTS must display a 10" number on the right and left sides of the KART and WING; and a 5" number on the NOSE and TAIL. Illegible numbers will not be scored.
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. 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 and 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 KART 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 KART 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 KART 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. Only one pit crew person per KART will be allowed in the hot pit lane area, unless directed by a KART official. NO pit crew, parents or unauthorized personnel on track surface at any time. All other parents and spectators must stay behind the concrete wall of turn 3 of big dirt track. If you have an issue, bring it to the tech pad after the race. Failure to comply with this rule may result in a driver disqualification.
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. Pay attention to the FLAGMAN, he/she starts the race. 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.
12. 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.**
13. Double file starts and restarts will be nose to tail. Flagman will start the race within in the designated area marked in turn 4. There will be two (2) attempts at double file starts/restarts. After those two attempts are made, drivers will go single file and race will be started in single file formation.
14. 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. **All lapped cars/traffic will be lined up at the back of the pack on restarts.**
15. If a KART has a minor issue on the racetrack and an official can "easily" fix the issues, the KART will be allowed to return to their position in the lineup. If the KART is sent

to pit/work area, and returns to the race surface, the KART will be lined up at the back of the pack. If your KART dies on the track, you will be put to the back of the pack.

16. If caught in a wreck, stay in your vehicle, unless it's on fire. Do not loosen any personal safety equipment or exit the KART until directed to do so by the safety personnel or a track official. Failure to observe this rule will result in loss of points and/or other appropriate penalties per track official's discretion. The track will go red for any driver that hits the wall, roll over or a multi-car wreck.
17. Heat race line ups are by pill draw. Main event line ups 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. 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. ALL KARTS are subject to inspection at any time. It is the responsibility of the driver/parent/guardian to have their KART in safe racing conditions. ALL safety equipment must be in the KART at the time of tech inspection.
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.
7. KARTS will be tech'd using the following check lists. Primary infractions must be fixed immediately or KART will not be allowed to race and may result in suspension of KART. Secondary infractions must be fixed prior to next race event.

PRIMARY

ALL safety equipment

Brakes

Door/Side bars, frame, nerf bars, bumpers, roll cage

Steering link, lock nuts, cotter keys, steering wheel, chain guard

Any protruding objects

Fuel line and tank location

Wing mounted safely

Spindles - Cotter keyed

Roll over valve, kill switch

SECONDARY

Wheel condition

Rear axel keepers

Floor Pan condition

Hood/tail mounts, tail piece protector

Numbers/letters locations/sizes

Box Stock muffler - Less Spark Arrestor

Fire Extinguishers

ALL fines for safety violations must be paid before KART can return to competition. Failure to fix infractions by the third race, may result in suspension of KART. Any official has the authority to disqualify a KART for safety violations.

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 Beginner Class driver may not protest a Box Stock driver, 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. Any car under protest taken from premises without first clearing it with the tech official, will subject car and driver to disqualification and forfeiture of prize money and points.

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 LARA member driver must throw out their worst race BUT it may not be a DQ or BF event.**

SAFETY EQUIPMENT FOR ALL CLASSES

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. Helmets **MUST** be full-faced and fit drivers head.

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. **NO** driver will be allowed to race with street shoes.

SEATS & BELTS

1. Aluminum high back seats are **MANDATORY** and must be fastened to the roll cage **ONLY** at shoulder height. 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. The top of the seat should be at the middle of the drivers' head

2. Seat covers and padding must be fire retardant. Cover must be in good condition. No rips or holes.
3. Arm restraints are MANDATORY and must be used as instructed by manufacturer.
4. All KARTS must be equipped with SFI 16.1 approved restraint system seat belts and shoulder harnesses, minimum. Belts must not be older than 3 years of manufacture date. Shoulder harnesses must be mounted in a way to restrict forward body motion independently of seat. Lap belts should be mounted on seat, securely fastened to the frame. ALL belts must be mounted per manufacturer recommendation. Cut or frayed belts will not be allowed.

BUILD RULES FOR ALL CLASSES

FRAMES and ROLL CAGES

1. All KARTS must be of KART configuration. KART will not exceed 90" in length. NO EXCEPTIONS.
2. Roll cage tubing thickness shall be 3/4" .083 chromoly, 1" .065 chromoly or 1" .083 steel; no exotic steel. Roll cage must be securely fastened with grade 5 or better bolts, in at least four locations. Roll cage height minimum of 2" clearance above driver's head, 4" height clearance is highly recommended.
3. Halo bars are mandatory. Drivers' body must be completely inside the roll cage area.
4. KART bodies can be constructed of any material except wood. No suicide bars; side bar must open from the rear and must be hinged at the front. Left side protection is highly recommended. NO bars, other than regular nerf bars, may extend past outer edge of tire on either side of KART. NO sharp edges or protruding parts.
5. NO front-end cowcatchers. This is open wheeled racing.
6. NO mirrors of any kind.

FUEL TANK and FUEL

1. Non-metal outboard fuel tanks must have metal protection, especially around the petcock area.

2. Fuel line may not be any closer than 2" to any exhaust system at any time and shall not be above the exhaust. If closer than 2", line must be insulated. Fuel line must have ample slack for cage movement and must be petroleum grade fuel line.
3. Fuel must pass the A. Visual, B. Smell, C. Gravity Test. KARTS may be tested for fuel requirements. Fines may be assessed for failure to meet any one of the above requirements. 1st offense may result in loss of points for that event and/or removed from competing for that event. 2nd offense may result in 1 race suspension. Fuel types are listed in individual class rules.
4. Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Fuel samples will be take for inspection and analyzed at any time. Failure to provide fuel sample may result in disqualification.

WINGS, HOODS and TAIL PIECES

1. All KARTS must start each event/race with all body parts safely installed, NO PLASTIC.
2. Sides must stay within 3" from outer most edge of KART. NO sharp edges or excessive length bolts. Overall length 48" maximum.
3. Tail section must be securely attached to the frame. If the top of the tail section protrudes above the seat, it must be padded, i.e. plumbing foam.
4. Uppermost part of the KART and WING must not exceed 72". For Beginners and Box Stock classes the minimum WING size is 26" wide by 28" long, with 10" minimum sideboards.

TIRES, BRAKES and AXLES

1. MUST be KART type tires only, not to exceed 6" in diameter. Right rear tire must durometer 50 or higher. This may be tech'd at any time. Driver will be given on minute after race to re-check tire if it fails first durometer.
2. Brakes must be in good working condition at all times.
3. No axle protrusion beyond the wheel rim. NO carbon fiber or exotic metal axles allowed.

WEIGHT and MEASUREMENTS

1. All KARTS must weigh and meet the minimum weight designated in their perspective class. Scales will be available and open to scale KARTS prior to heat races. The top 4 KARTS will be weighed after all main events. If a KART does not meet minimum weight requirement for his/her class it may result is loss of their finish, disqualification and no points for the event.

2. Additional bolt-on weight will be permitted, but must be mounted and fastened to the chassis in a secure manner. All additional bolt-on weight must be painted white with driver name and KART number painted on weight.

MUFFLER, CHAIN GUARD and KILL SWITCH

1. All mufflers must be securely mounted. Mufflers may not be mounted with pop rivets and/or sheet metal screws. NO muffler changes allowed after KART has been thru tech with the exception of physical damage from a crash or other incident.
2. Mufflers must remain attached to the header at all times. All muffler and header components must remain intact and operating. If the muffler becomes disconnected from the header and/or fails to operate, the KART must leave the track immediately. Failure to comply may result in disqualification.
3. Chain guards are mandatory and must be appropriate design to prevent injury to arm.
4. Kill switches are mandatory and must be located outside the driver compartment and accessible to the driver in case of emergencies. If a kill switch REMOTE is used, it must be given to a track official.

MISC MOTOR

ALL motors in Beginner, Box and 125/250cc classes are subject to inspection at any time. Refusal to surrender motor for inspection upon request may result in disqualification, possible suspension from track and the motor is subject to banishment of racing permanently.

Beginner and Box stock sealed motors are subject to tech inspection at any time. Broken seals must be reported to tech immediately. Owner/drivers are responsible for non seal issues. Any tech'd motor may be held up to five days for inspection.

BEGINNER BOX STOCK

DRIVER AGE LIMITS

1. Any person aged 5-9 years old (driver must be 5 at the beginning of the race season, exceptions may be approved by LARA Board and KART DOC). Any 8-9 year old may race in this class if they are designated as a ROOKIE.
2. Drivers 8-9 years old who have at least one year of racing experience may be promoted to Box Stock class at the discretion of the KART DOC and LARA DOC. The drivers experience, learning and driving abilities will be considered prior to moving up to next class.

FUEL

1. Pump gas only, maximum 91 Octane; NO alcohol additives or oxygenates allowed.

WEIGHT

1. KART and driver minimum weight will be 185 lbs.

MOTOR REQUIREMENTS

1. NO traction control or electronic devices that alter timing or RPM's in any way.
2. NO turbo, superchargers or after-market injection systems.
3. Stock predator (Harbor Freight) 6.5 HP is the only motor permitted in this class. Straight out of the box, NO MODIFICATIONS; 5500 RPM maximum.
4. No on board starting systems; pull rope only.
5. DRUM type clutch ONLY
6. Must have stock timing, no key or keyway modifications.
7. Contact KART DOC and/or LARA DOC if you have questions RE these specifications.
8. All fuel filters must have one inlet and one outlet. Any and all breathers must be bypassed by a Tee back to the fuel tank.
9. You may use any spark plug you want and you may change spark plug boot
10. Modifying any physical part of the motor or alter air box is not allowed
11. Removing, altering or leaving air filter off motor, including filter foam is not allowed
12. Jets may not be drilled out or altered
13. Headers may not be modified or altered, you may not install EGT sensor into header
14. Mufflers may not be altered in any way.
15. Factory spec valve springs ONLY (may be subject to tech). Altering of valve springs in any way or valve spring shims is/are not permitted.
16. NO flywheel timing; no altering of stock flywheel.
17. NO carburetor or restrictor air leak.

BOX STOCK CLASS

DRIVER AGE LIMITS

1. Drivers must be 8 years of age or older; driver must have at least 1 year of race experience (exceptions must be approved by KART DOC and LARA DOC).
2. Driver may promote up depending on their experience, driving ability and at the discretion of the KART DOC and LARA DOC.

FUEL

1. Pump gas only, maximum 91 Octane; NO alcohol additives or oxygenates allowed. NO METHANOL

WEIGHT

1. KART and driver minimum weight will be 277 lbs.

MOTOR REQUIREMENTS

1. NO traction control or electronic devices that alter timing or RPM's in any way.
2. NO turbo, superchargers or after-market injection systems.
3. BRIGGS Animal, P/N 124332-1802-01 or Subaru EX 27 Sealed. Straight out of the box, NO modifications, NO other motors allowed. The only exception is that a half dollar sized hole must be drilled into the side cover to be able to be tech'd, this is MANDATORY.
4. Seals must be on and numbered, if you have questions, ask KART DOC
5. NO on board starting systems; pull rope or hand held starts only
6. EXCEPTIONS are air cleaner and exhaust
7. You may use any spark plug or boot that you want.
8. You may run any valve lash that you want
9. Factory spec valve springs ONLY (may be subject to tech). Altering of valve springs in any way or valve spring shims is/are not permitted.
10. Carburetor bore must be 1.029 maximum (will be checked with no-go gauge, gauge can't touch sides)
11. NO altering or modifying of motor parts; valve cover, header (EGT is not allowed)
12. Muffler must maintain DBA level
13. NO flywheel timing; no altering of stock flywheel
14. NO altering of intake manifold, manifold extensions are permitted; extension may not protrude more than 1/4 inch into manifold; NO manifold or extension air leaks.

125/250cc INTERMEDIATE CLASS

DRIVER AGE LIMITS

1. Drivers must be 10-17 years of age (exceptions must be approved by KART DOC and LARA DOC).
2. Drivers 10 years of age may promote up to 250cc class with one season of racing experience depending on their experience, driving ability and at the discretion of the KART DOC and LARA DOC.

FUEL

1. Race gas; NO NITROMETHANE

WEIGHT

1. KART and driver minimum weight will be 380 lbs.

CLUTCH

1. Must have complete and working clutch; NO slipper clutches.

MOTOR REQUIREMENTS

1. NO traction control or electronic devices that alter timing or RPM's in any way.
2. NO turbo, superchargers or after-market injection systems.
3. 125 = 125cc 2 stroke
4. 250 = 250cc, 250 4 stroke - 250F must be OEM stock bore and stroke. NO Porting angle changes, NO welding of ports
5. All motors subject to CC inspection; must be from a production dirt bike

500cc/OPEN CLASS

DRIVER AGE LIMITS

1. Drivers must be 14 years of age or older (exceptions must be approved by KART DOC and LARA DOC).
2. Drivers 15 years of age may promote up to 500cc class with one season of racing experience depending on their experience, driving ability and at the discretion of the KART DOC and LARA DOC.

FUEL

1. Race gas; NO NITROMETHANE

WEIGHT

1. KART and driver minimum weight will be 430 lbs. Adjustment for average KART weight may occur after first points race.

CLUTCH

1. Must have complete and working clutch

MOTOR REQUIREMENTS

1. NO traction control or electronic devices that alter timing or RPM's in any way.
2. NO turbo, superchargers or after-market injection systems.
3. Dirt bike style, single cylinder and single carburetor; 550cc max 2 stroke with motor; OEM cast cylinder ONLY; 575cc max 4 stroke with motor

PENALTIES and DISCIPLINARY ACTIONS

1. Air box (beginner box only) = penalty

2. Air filter (beginner box only) = penalty
3. Broken seal (air box) = penalty
4. Air leak = penalty
5. Muffler (beginner box only) = penalty
6. Header violation = penalty
7. Flywheel timing = DQ
8. Valve spring = DQ
9. Carb Jet (beginner box only) = DQ
10. Carburetor violation = DQ
11. Manifold violation = DQ

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.