



**Tri-County Racing Club
2021 Season
Rules and Specifications**

www.lrspeedway.com

**Mailing Address:
Tri-County Racing Club, Inc.
P.O. Box 42
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2021 Board of Directors:

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Secretary: Vikki Powell

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Member at Large: Patrick Kelly

Member at Large: John Kreckman

Member at Large: Jake Starr

Member at Large: R.J. Kingdollar

Monthly Club Meetings: Last Thursday of each month (January-October)

Annual Club Membership Meeting: First Thursday of December

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Note / from Bylaws: Rule Proposal / Changes for the club and racing season must be submitted by the membership to the Board of Directors no later than the **September** membership meeting. Proposals should be submitted in writing on official “Proposed Rule Change” forms available from club officers.

RULE BOOK DISCLAIMER

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. These rules shall govern the condition of all events, and 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 PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that, in their opinion, does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the race committee. Their decision is final.

These rules provide the framework for the Tri-County Racing Club Inc Board of Directors to implement race procedures. In addition to interpreting and applying the rules, the T.C.R.C Race Committee members are authorized to make such other determinations or take such other actions as they determine to be necessary to promote the best interest of micro sprint racing, including, but not limited to fairness and prompt finality of completion and results.

Because the Tri-County Racing Club, Inc. is an organization made up of persons of good moral character and reputation, genuinely interested in the sport of racing and building micro sprint cars and because the club seeks to promote a wholesome family atmosphere at racing events, un-sportsman like, unsafe, or illegal conduct will not be tolerated.

The specifications provide the framework for Tri-County Racing Club, Inc. officials to inspect racecars. In addition to interpreting and enforcing these specifications, Tri-County Racing Club, Inc. officials are authorized to make such other determinations or take such other actions as they determine to be necessary to promote the best interest of micro sprint racing, including, but not limited to fairness and prompt finality of completion and results. (Tech Inspection)

I: Operational Rules:

1. Ground Rules:

1. The entrant and/or driver signing the entry form for any Tri-County Racing Club / Limerock Speedway event elects to the course at their own risk, and thereby releases and forever discharges Tri-County Racing Club, together with the heirs, assigned officials, representatives, agents, employees, and/or reputation that may be received by said entrant and/or driver and from all claims of said injuries to the parties listed above- growing out of or as construction or condition of the course over which the event is held.
2. By the mere fact of entering a Tri-County Racing Club event, every participant agrees to abide by these rules and supplementary regulations pertaining to that event. Infraction of a rule or rules may result in exclusion or expulsion from that event, or in extreme cases, suspension or expulsion from multiple Tri-County Racing Club events.
3. Guardians will be responsible for the children that are in the pit area.
4. All drivers under 18 years of age must present a notarized letter of permission to race, signed by a legal guardian, to the T.C.R.C. Board of Directors Secretary before the first race of every season. Any driver 18 and under must have a certified copy of their birth certificate given to T.C.R.C. to keep on file.
5. No money will be refunded or returned after pits fees have been paid except to people who volunteer as track personnel at the event.
6. Working volunteers will not buy pit passes, but must be identified with a proper pit pass.
7. Suspected use of intoxicants or illegal drugs by a driver, pit person, or track official on the day of racing events, and throughout the duration of the racing event is strictly prohibited. For the first offense, there will be a suspension for the balance of the night's event. For the second offense, there will be a suspension for the rest of the season and possible expulsion from the club. (Refer to Disqualifications and Suspensions in rule book)
8. If a race is rained out before all heat races are completed, a rain date may be scheduled. In that event, the show will be completely run on the rain date. Rain checks for spectators will be good only at the next regular event.
9. No rain checks will be given if rained out after all heat races. Feature races not completed will be run at the start of the next regular event, schedule permitting. No prize money will be awarded until features are completed.
10. Any rule not specifically covered in the code will be allocated by the Race Committee. Penalties will be decided on by the Race Committee.
11. Only authorized officers and officials, as described in the Race Committee section or persons otherwise designated, will enforce the rules.
12. Any member of the Tri-County Racing Club, competitor, or official at any track event or when representing Limerock Speedway should make it their duty to present a neat appearance and conduct themselves in a professional manner.
13. Anyone entering the track surface or anyone that approaches a pit tower, timing tower, flag tower member in or out of the respective tower, or the Race Director for the purpose of voicing opinion or protest, will be disqualified for the night. If they are a non-competitor, they will be asked to leave. All subject to a \$100 cash penalty.
14. No animals are allowed on the premises except for registered service dogs for the visually impaired or disabled.
15. Any person who addresses another person for confrontational purposes during a Limerock event will be subject to penalty action. (Refer to Disqualifications and Suspensions in the rule book) May include expulsion from the track.

16. No one can post, display, or distribute any T.C.R.C. / Limerock Speedway material without approval from the Board of Directors.
17. Glass containers will not be permitted on the premises.
18. Except for Limerock authorized push-vehicles, no other ATV's are allowed in the pit area on Saturday night during the race season without prior approval by the T.C.R.C. Board of Directors. Bicycles and dirt bikes are not permitted. No underage joyriding will be permitted.
19. A competitor will not be eligible for any awards, cash or otherwise, unless they are a member in good standing and must attend the banquet to receive awards.
20. On track personnel will wear high visibility colored clothing. Safety vests are available for track personnel as needed.

2. Track Operation Guidelines:

1. The track will open for pit entrance and car registration at 2:00 pm. No car will be allowed to enter the track unless it has been registered and the pit is officially opened. (Exception: Volunteers watering track on race day.)
2. Warm-up will be as demand may dictate. The Race Committee shall determine times. There will be a drivers meeting. All drivers will be responsible for the information given at this meeting.
3. The American National Anthem will be played. No cars will be running their engines during the anthem.
4. The track will be closed immediately after the last feature event. Exceptions will be given by the Race Committee if racing is completed by 10:30pm and will be supervised by the same. See By-Law rule 18.
5. An 11:00 PM curfew on the track will be strictly enforced.
6. The use of the track after the completion of a scheduled event and before 11:00 pm curfew will be allowed. After the completion of all races, cars going to practice will be pushed to the track entrance and on the track before starting. After the car completes the practice session the car must stop on the track at the exit, the engine turned off, and the car pushed back to its pit spot or back to the entrance for more practice.
7. All EMT safety personnel must be registered and have current certification cards with New York State.
8. Welding will not be permitted inside the pit tower.
9. The Board of Directors shall have no official meetings or voting within 48 hours of the end of a racing event or T.C.R.C. racing member function.

3. Car Entry Rules:

1. On arrival at the track signing in should be the first thing done.
2. Any person can sign up and pay the entry fee for any given car as long as the driver of the car signs the waiver and is in the car before their first race.
3. If a car will meet specifications for more than one class, it can run more than one class per night as long as it is registered in all classes intending to run.
4. No car will qualify for an entry fee refund after signing in.
5. All persons entering an event at a regular race date who have never driven this type of race car (meaning a micro sprint car if entered to drive, or a Quarter Midget if entered to drive one, will be considered a rookie and start last for all events on that date, (Heats, and feature will start last) After such trial period said driver will line up in position according to determining factors for a given race. All decisions on this matter will be up to the Race Committee. Rookies will have identification on their car. The rear nerf bar/bumper will have safety orange tape wrapped around it to indicate the driver is a rookie in the class. Upon completion of the 3rd race in a class in one year, the driver will not be eligible for Rookie of the Year in that class the following year. Rookies will not start on the pole until after they have completed 3 races in their class. Eligibility will be determined by the Race Committee.
6. A driver/owner may sign a car in with the sole intention of only hot lapping the car. The driver must pay the car entry fee and does not need to pull a pin. In this instance a driver may be signed in for multiple cars in a class.
7. All race vehicles will be equipped with a properly charged transponder compatible with Limerock's scoring system. (MYLAPS) (Flex, X2, TR2) It is the responsibility of the driver to ensure that the transponder is working properly. Failure to do so may result in the car not being scored correctly. Drivers must provide the transponder number at the registration booth the first time that they use the transponder at Limerock Speedway each season, and alert the registration booth in subsequent weeks if they have changed transponders since their last event. Transponders must be on the car for Hot Laps.

4. PIT RULES:

1. Limerock Speedway is at all times empowered to determine the number of persons per entry that may be permitted access to the pit area and to revoke permissions as may have been granted any individual for entry. Noncompliance with these regulations or disobedience of a race official's order may result in revocation of privileges. Such revocation of privileges may lead to expulsion from an area or ejection from the track.
2. The entrant or driver of a car will be held responsible for the proper behavior of their pit crew. Any driver whose crew violates any of the below regulations or disobeys the instructions of the race officials will be black-flagged to the infield and the driver instructed to tell their pit crew to observe the regulations.
3. At no time during an evening shall any entrant in the pits: driver, car owner, or pit crew member confront track personnel, Officials, Race Committee members, or Board of Director Members in a hostile manner or they will be subject for disqualification.
4. All persons entering the pits shall obtain and wear the proper pit identification for the evening.
5. All persons entering the pits must sign a release of liability at sign-in weekly.
6. At no time shall anyone but authorized personnel be in the pit area. Unauthorized people will be evicted.
7. Persons 17 and under may obtain a pit pass, but must be accompanied by an adult.

8. Pit Parking spots may be assigned / reserved annually for an annual fee. It is the responsibility of a designated club member to organize the parking layout for the racing season.
9. All drivers and crew members will be responsible for keeping their pit area CLEAN!
10. Any entrant disposing of fuels, lubricants, or antifreeze in the pit area or the course area by pouring or spilling such fuels, lubricants, or antifreeze upon the ground may be subject to expulsion from the pit area.
11. Every pit spot used by a Limerock Speedway competitor must have a fully charged ABC fire extinguisher (Five pound minimum)
12. Car testing prior and during events: Up to three cars maximum will be allowed to test cars for running by following the field of cars prior to the start of heats and consolation races only.
 - A. Drivers must report to the race director prior to race event.
 - B. Test cars must be off track when cars double –up for race start.
 - C. The pit area / grounds are NOT to be used for car testing
 - D. Cars cannot use a push vehicle to start cars in the pit area. Hand push offs only in the designated area.
13. If any driver / vehicle is considered to be speeding in the pit area, for the first offense per race season, they will pay a \$20 fine. This may be enforced by any official. There must be at least 2 of these people who agree with the call. The second offense will be addressed by the Race Committee and / or the Board of Directors.
14. All drivers and crew members are not allowed to enter another competitor's pit area for confrontational purposes.
15. No vehicles are allowed in the pit area unless they are hauling a racecar to be raced at that event. Vehicles will be subject to a \$20 fine. (Exceptions per Race Officials)

5. PROTEST RULES:

1. The protest system is designed to treat everyone fairly in the interpretation of our rules. The protest rules are divided into separate categories:
 - A. Scoring / Judging: A driver or owner may protest a decision that has been made during a race event, where they feel they were treated unfairly according to the operation rules.
 - B. Competition: A driver or owner may protest another car or driver in their class that has gained an unfair competitive advantage by not following the rules (i.e.: motor size, fuel, weight, tires, driving technique, etc)
2. This system is not intended to have someone disqualified because of a specific rule that does not give them a competitive advantage. Safety and general specifications are to be enforced by race officials at the time of technical / safety inspections. Protests must fall into one of the above 2 categories or it will not be accepted by the race committee.
3. Protests should be handed, in writing to the Race Director. The Race Director will review the protest with the protester and then pass it on to the Race Committee.
4. Protests will be submitted in written form within 15 minutes of race results postings. Protests must be submitted only in written form, on official forms provided by the Limerock Speedway Race Committee.
5. All protests require a \$50.00 fee to be submitted at the time of the protest with the written form, by the protesting party. All protests, except Quarter Midgets regarding 4-stroke single cyl. engines require an additional \$50.00 fee to be submitted, at the time of protest, by the protesting party. For any protest dealing with the technical specifications on 4-stroke multi-cyl. engines, an additional \$1,000 fee must also be paid, at the time of protest, by the protesting party. If found legal \$800 of the fee goes to the protested party. \$200 goes to the club. If found illegal, the additional fee goes back to the party that filed the protest.

6. All protests will be handled by a Protest Committee consisting of:
 1. Race Director
 2. Head Flag Person
 3. Infield/Safety Steward
 4. Pit Steward
 5. Head Scorer
 6. Tech Inspector(s)

A quorum of 3 is required for Protest Committee to make protest decision
7. In the case of any dispute or protest, the decision of the protest committee shall be final and shall not be questioned at the time of the protest. Appeals may be made to the Board of Directors in writing after 48 hours after the event has passed.
8. **Protest Fee Process:** If the Protested party wins, \$25.00 goes to the protested party, \$25.00 goes to the Limerock driver point fund. If protest is upheld, entire \$50.00 goes back to the Protesting party and the Protested party is fined \$25.00 which goes to the Limerock driver point fund. Protested party found in violation may not participate in any Limerock Speedway functions until fee is paid.

6. DISQUALIFICATION, SUSPENSIONS AND DISCIPLINARY ACTIONS:

1. ANY PERSON OR MEMBER GUILTY OF CORRUPT PRACTICES, AS LISTED BELOW, SHALL BE LIABLE TO DISQUALIFICATION, SUSPENSION, OR DISCIPLINARY ACTION.
2. Expulsion of Members: Any member of the club may be expelled by a majority vote of the Board of Directors for causes sufficient to them under the provisions of the By-laws. An expelled member, after the expiration of one year, may again apply for membership.
3. Suspension of Members: Any member of the club may be suspended from race participation, up to but not to exceed one year, for violation of club rules, regulations and / or the By-laws. This action must be effected by a majority vote of the Board of Directors.
4. Persons using or under the influence of alcohol or suspected of illegal substance abuse, will be expelled from the track and also be subject to disqualification and / or suspension.
5. Refusal to Allow Inspection: Any refusal of inspection will result in loss of all points accumulated to-date and a suspension imposed for 2 weeks from the date of infraction. Re-Inspection upon returning to racing is mandatory.
6. Failure of Technical Inspection: Anyone found illegal after technical inspection (And the violations appear to be obvious and deliberate) will result in loss of all points accumulated to-date and suspension imposed for a period of 2 weeks (from the date of infraction). A fine of \$50.00 will be imposed and re-inspection upon returning to racing will be mandatory.
7. The car and driver caught using any unapproved fuels or oils shall be suspended for a period of 2 weeks.
8. A car driver or car owner caught giving, offering, or promising (directly or indirectly) any bribe, in any form, to any person having official duties in relation to the racing competition or to any drivers or any person in charge of or having access to any racing vehicles shall be suspended for a period of one year.
9. Any person having official duties, in relation to the racing competition, caught accepting or offering to accept any bribe, in any form, by any driver, car owner, official in the racing competition, or by any other person in charge of or having access to any racing vehicles shall be suspended for a period of one year.
10. Any driver driving in a reckless manner, endangering a official or any other person will be disqualified for the night. (Pending further action)
11. All competitors shall have the right to protest technical inspections to the Protest Committee by using and following the Protest rules.
12. Any altercation initiated by a participant where physical contact is made will result in a \$200.00 fine and expulsion from the speedway until paid. This will be independent of any other disciplinary action that is given. All monies collected will be added to the point fund for the class the participant is part of.

13. Any driver initiating physical contact during a race event (Event defined as gates open until gates closed for that event), will lose all points and monies for that event. If payout has been made then the driver will be suspended until monies are returned. This will not affect any other disciplinary actions.

7. RACE OFFICIALS:

7a. CONDUCT OF OFFICIALS AND VOLUNTEERS:

1. An official will make certain they conduct themselves, at all times, in such a manner in performance of their duties and that they will command the respect of all drivers, car owners, and other officials of the racing public. It is a foregone conclusion that a good official will command the respect of all concerned. In the heat of competition, tempers and judgments may get out of control. It is imperative that good officials keep this uppermost in their minds and that they do not allow their conduct to get out of control, at any time. When the heat of competition cools down, pleasant personalities quickly return. Those participants that do return to being good sports usually warrant very little, if any further consideration.
2. An official will show no partiality in the interpretation of the rules and regulations.
3. An official will be honest, fair, and forthright in performance of all duties. This is an absolute prerequisite of being a good official.
4. An official will, under no circumstances, abuse the authority vested to them.
5. An official will keep currently informed on all policies, rules, and regulations.
6. An official will present themselves properly by being neat, courteous, considerate, and well-mannered to all.
7. An official will be polite but firm in performance of their duties. Being firm precludes any dictatorial traits or attitudes.
8. Only race officials (Head Flag Person, Race Director, Tech Inspector, Infield/Safety Steward, Pit Steward, Head Scorer, Push Car Driver, Asst. Flag Person, Pit Entrance and Exit personnel) shall attend the Officials meeting. Anyone in attendance that is not listed above shall be asked to leave.
9. Track entrance and exit personnel are not to make calls during the race such as berm riding or any other rule infractions, but the flag person and / or race director may ask for their opinion.
10. No individual official shall have the authority to disqualify a racer. If it is determined that a racer is not acting accordingly to the Limerock Competition rules, it should be the agreement of at least 2 officials for penalizing the racer according to the infraction. Tech Inspector has the sole ability to disqualify.

7b. RACE DIRECTOR: HEAD OFFICIAL ON RACE NIGHT

They shall penalize (Through signals of the starter) any driver who, in their opinion and that of their observers, is in violation of the rules or whose car is or has become unsafe to operate. They are responsible for the Pit Steward, Head Flag Person, Head Score Keeper, Infield / Safety Steward, Technical Inspector, Asst. Flag Person, Asst. Race Director, combine to form the Race Committee. They are a member of the Protest Committee made up of the Pit Steward, Head Flag Person, Infield / Safety Steward, Head Scorer and Tech Inspector(s).

- A. The Race Director needs to be in constant communication with other race officials and should acknowledge, should a problem occur on the race track, input from the other race officials. In other words, they should not ignore officials' comments if they feel an infraction by a driver is occurring. Though they should have final determination, they should then direct their attention to that offender while other race officials watch the rest of the track and competitors.
2. Previous to the opening of the race, the Race Director will conduct an Officials meeting. They will make certain that all officials are dressed properly. They will make certain all officials and assistants thoroughly understand their respective duties and responsibilities.
3. The Race Director has the power to penalize any driver for infractions of T.C.R.C. Limerock Speedway rules. They must carry out their authority against the violating party before leaving the race site.
4. Any ruling as to track conditions (rain delay) shall be decided by the Race Director and the Infield / Safety Steward.
5. Any decision rendered by the Race Director in regard to anything prior to or during the running of any event will pertain to racing only.
6. The Race Director has the authority to decide the capability of any driver and assign them, for safety reasons, a position in the rear of an event regardless of qualifying time. The Race Director will also assign apprentice drivers to the rear of events until such time as that driver's skill allows them a qualified time.
7. The Race Director shall conduct a meeting for all drivers, prior to the start of events, to explain the flags, their use, and the race rules.
8. The Race Director will not allow any cars on the track surface without Emergency Medical Technicians (EMTs) being present.

7c. HEAD SCORE KEEPER:

1. The Head Score Keeper is the person having the responsibility of the Score Keeping and the points tabulation for all classes. They will work closely with the Head Flag Person and Race Director to establish the number of races, number of cars, number of laps, and the number of laps each car has completed.
2. Accurately score and record race events.
3. Keep the Head Flag Person informed of positions, laps run, and other pertinent race information.
4. Open, set up, and close the timing / scoring tower for race events.
5. The Head Score Keeper is in charge of the assistant score keepers and will determine the number of assistants to accurately score all events. The T.C.R.C. will provide the timing system, the proper forms and score sheets.
6. After completion of each event, the Head Score Keeper will collect and check all score sheets if manually completed, and will staple them together with theirs on top. When using the MYLAPS timing system, the Head Score Keeper will print off the results from the system. The Head Score Keeper will see that the announcer knows the official positions of each car finishing each race.
7. The Head Score Keeper will familiarize themselves completely with the rules and regulations in this book.
8. How to properly score a race: (Manual scoring – not using MYLAPS System)
 - A. Score each lap in it's given lap space on the appropriate sheet (total of ten laps per sheet)

- B. Be sure each lap is complete by only counting it as a lap if all cars have crossed the finish line. Once the caution flag comes out, stop writing the cars down. (Do not complete scoring the lap)
 - C. If a car(s) is running last for several laps and does not show up in the next scored lap, it may have been lapped by the leaders. The lapped car's number should then be circled on the score sheet to show it has been lapped at this point.
 - D. When a car goes to the infield or pits, write the car number at the bottom of the same lap it went out so you will know exactly what lap it went out on.
 - E. Time each race according to the time guidelines predetermined by the race committee, to determine if a refuel stop should be offered.
9. The Head Score Keeper should obtain, weekly after the races, the current membership list to assist in the tracking and keeping class points lists up to date.
 10. Prior to the drivers meeting, The Head Score Keeper will obtain a copy of the completed sign in sheet. They will assign starting positions according to the sign in.
 11. The Head Score Keeper will line up the races and provide the lineups to the Pit Steward to be posted on the pit board as soon as possible.
 12. The Head Score Keeper is a member of the Race Committee.

7d. HEAD FLAG PERSON: STARTER

1. The person that starts and stops all races in a proper manner.
2. They will be the official having complete charge of the cars on the track surface during the race.
3. They have control of the race from Green to Checkered flag. They will follow pre-race instructions from the Race Director. Their flag signals are to be obeyed without question. They will work closely with the Head Score Keeper and Race Director to establish the number of races, number of laps, and the car lineup.
4. They will make certain all cars are in position and in close formation before they start the race.
5. They must know the rules to the letter and enforce them.
6. They will instruct / restrict the infield / corner flag persons to the use of the red and yellow flags only. They shall honor yellow flag displayed by infield / corner flag persons.
7. They should always have an assistant to hand them the particular flag called for, so that it is not necessary for them to take their eyes off the track.
8. They will not enter into any disputes concerning the flagging of a completed race unless at the Race Director's request, at which time they will advise the Race Director only as a party to the dispute.
9. They will govern their duties at all times in strict accordance with the T.C.R.C. Rules and Regulations.
10. They are a member of the Race Committee and Protest Committee.

7e. INFIELD / SAFETY STEWARD:

1. The Infield / Safety Steward duties primarily consist of making certain, beyond any reasonable doubt, that all cars, drivers and track conditions are safe for competition. They will make certain that all regulations are met to the letter, in accordance with the rules and regulations.
2. During the running of hot laps, and races, the Infield / Safety Steward will require adequate personnel and equipment in the infield before and during the race program:
 - A. Flag Persons: Track Entrance and Track Exit (to assist during yellow and red flags only)
 - B. Fire Persons: One infield and one track entrance, to handle fire extinguishers, help clear tangles, and assist EMTs. A third may be placed at the track exit.
3. In case of track tangles, the Infield / Safety Steward or assistant will inspect the cars before allowing them to continue further competition. If a car is found unsafe, it will not be allowed further

competition until repaired and released by the Infield / Safety Steward or the assistant. At their discretion they may request help clearing and cleaning up wrecks from people in the pits.

4. They should be in close contact with the Head Flag Person, Pit Steward and other officials at all times.
5. They may work alone or in close association with the Inspection Stewards. All cars must be checked against the safety regulations in the rule book.
6. They should attend the Officials and Drivers meetings.
7. They will make certain that the track surface is safe to race on.
8. They, or their assistant, will observe cars on the track at all times for safety issues. If either of them notice a potential hazard, they will ask the Race Director to take appropriate action.
9. They may suggest disqualification of a car anytime they feel it is unsafe for track operation.
10. They will enforce all safety rules and regulations to their best judgement and, if necessary, will call upon the Race Director to assist in the enforcement.
11. They are a member of the Race Committee and Protest Committee.

7f. TECHNICAL / SAFETY INSPECTION STEWARD:

1. The Inspection Steward is responsible for checking all cars to be sure they are within legal specifications as outlined in this rulebook. If a tech rule is not specifically covered in the book it is not assumed to be legal and needs to be approved by the tech inspector(s).
2. They may work together with the Infield / Safety Steward in checking the cars or they may appoint assistants as necessary to inspect cars.
3. If they find a car illegal, they will inform the Race Director and the car will not be allowed to enter any races until the necessary modifications are made and the car is inspected again and determined legal.
4. In case of protest, they will not enter any disputes but will advise the Race Director of the findings in the inspection of the car being protested.
5. They are a member of the Race Committee.

7g. PIT STEWARD:

1. The Pit Steward will be in charge of the pit area. They shall keep all unauthorized personnel out of the pit area, assign the pits, and report any irregularities or violations to the Race Director.
2. They shall monitor car speeds and race participant's behavior in the pits and correct as may be required.
3. They shall monitor through the track entrance flag person, use of proper driver safety equipment.
4. They are the official who properly directs the pit area operation. They will dispatch cars to the track and supervise lineups for all races.
5. They will be in attendance at the track pit area during registration. After the cars have been registered, they will assign them to a pit space and make certain they are inspected by the Infield / Safety and Inspection Stewards.
6. They will be responsible for making certain that all officials and personnel in the pit area and track are wearing pit passes in plain sight at all times.
7. They will post the lineups from the Head Score Keeper on the Pit Board. When one lineup is sent on the track, they will immediately line up cars and the drivers for the next event.
8. They will use the Pit side Public Address to call for line ups of the next class of cars to line up. They will line up the cars by physically directing them in the lineup chute and NOT by one-way radios while any races are taking place on the track surface. Cars will line up according to the assigned starting position and will maintain that position until they take the green flag.
9. They are a member of the Race Committee and Protest Committee.

II: COMPETITION VEHICLE RULES:

1. MICRO-SPRINT CLASS SPECIFICATIONS:

Limerock Speedway has 5 Micro Sprint Classes that compete weekly. The 5 classes are: 125/250 Winged, 270 Winged, 600 Restricted, 600 Winged, 600 Wingless

1a. 125/250 WINGED CLASS Specifications:

1. Season points will be awarded to the driver
2. Driver shall be at least 10 years old with prior racing experience or 13 years old if no prior racing experience. No maximum age limit.
3. Minimum weight with car and driver will be 600 lbs, up to 12 sq. ft. wing maximum.
4. Engines:
 - A. All motors must be single cylinder engines only. Maximum displacement listed – 2-stroke: up to 135cc (8.238cu. in.), 4-stroke: up to 250cc (15.255cu. in.)
 - B. 2-stroke 125cc and 4-stroke 250cc motors can be any year. Only dirt bike or ATV motors allowed. (no shifter kart motors, boat motors, or road race motors) A motor must consist of lower cases, cylinder, head, and components.
 - C. Motor modifications are allowed but must meet Limerock Speedway engine tech. specifications.
 - D. No stroker engines
 - E. No aftermarket heads: ie ESR adjustable combustion chamber head. OEM head only.
 - F. No Power Commanders for 2-stroke, 4-stroke only.

5. Fuel:
 - A. Alcohol is the sole fuel allowed in both 125cc and 250cc.
 - B. All motors must use alcohol. At the time of a fuel sample check, competitors must be within allowable limits determined by race officials. A competitor found deviating from allowable limits will be disqualified according to club rules.
6. Chassis: See General Tech and Safety Rules
 - A. Maximum rim diameter can be 8 or 10 inches
 - B. Race tires are permitted on all cars. Maximum height may not exceed 22 ½ inches.

1b. 270 WINGED CLASS SPECIFICATIONS:

1. Season Points will be awarded to the driver.
2. Driver shall be at least 13 years old, or 12 years old with at least 2 years of prior racing experience in Micro Sprints at any track (Will be evaluated by the 270 Class drivers). No Maximum age limits.
3. Minimum weight with car and driver will be 600 lbs, with 270 cc 2-stroke single cylinder based engine.
4. Engines:
 - A. All motors must be single cylinder engines only: Maximum displacement listed – 2-stroke: Up to 270cc (cu.in. or 4-stroke up to 450cc) 450cc 4-stroke will be allowed 8% increase in displacement.
 - B. No engine age restrictions
 - C. Modifications are allowed. Must meet Limerock Speedway engine tech. specifications.
5. Fuel:
 - A. Any approved fuel (Alcohol, and approved oil, Refer to fuel specifications – Page 29 in this rulebook)
6. Chassis: See General Technical and Safety Rules

600cc Micro Sprint Classes:

Tri-County Racing Club Inc. Limerock Speedway is a Member of the U6SA organization, in addition to the Specifications and exceptions below, all 600cc cars must follow the U6SA rules.

All 600cc Classes:

1. Fuel:
 - B. Only Methanol alcohol and water (and oils for lubricating purposes) are legal fuels.
 - C. Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.
2. Wings: Up to a 12 sq. ft (1728 sq.in.) this will include all flat or tapered areas viewable from the top. Not to exceed 12 sq.ft.

2021-2023 (2021) 600cc U6SA Engine Rules

1) Terms and conditions

- a) If a change or modification to the stock engine or its parts is not included in these rules then the modification is considered legal.
- b) The word "stock" means un-modified factory original parts or components.
- c) No mixing engine parts from other motorcycle manufacturers. For example: Only Yamaha parts can be used in a Yamaha engine.
The case determines the model year and that is what determines the stock bore & stroke for that engine.

2) Overall Engine

- a) No limited production race motors allowed. Must be a production motorcycle engine, 4 cylinders 4 stroke.
- b) No titanium anywhere in or on the engine, unless it comes stock form manufacturer of engine on the production bike or used as bolts in aftermarket rods.
- c) Must have engine, clutch, and transmission all in one unit.
- d) Must be Chain Drive.

3) Bore and stroke

- a) 600cc Maximum displacement for an engine model that was new in 2007 or newer. Older engines maximum displacement is 637cc. Engine model is defined as a manufacturer redesign of overall engine. See Specification list.
- b) No strokers or de-stroked engines.

4) Head and cams

- a) NO PORTING or deporting of intake or exhaust runners.
 - i) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
 - ii) Valve seat inserts may be reworked or replaced with any seat of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Valve seats can be ground with multiple angles. Blending of the valve seat into the head is permitted but cannot extend more than 1/4" into the aluminum head measured from where the seat meets the head.
- b) OEM Head only.
- c) Valves cannot be larger in diameter than factory stock valves.

5) Bottom End

- a) No machining to remove weight from the crank (balancing of crank is ok) (no after-market cranks) (no lightweight cranks) No polishing or coatings of any kind.
- b) No aluminum connecting rods.
- c) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment.

6) Clutch/Transmission

- a) No removal of clutch.
- b) Clutch must remain operational.
- c) No modification to the stock transmission gears, no close-ratio gears or nonstandard gear-ratios. All gears must remain in transmission, no removing any gears. No polishing or coatings of any kind.

7) Ignition

- a) No aftermarket ECU's, stock appearing ECU only. ECU must be a production ECU that was originally supplied by the same manufacturer as the engine. Racing ECU's may be used, as long as they were originally supplied by the same manufacturer as the engine. Ex: Honda motorcycle engines must run ECU's that

were supplied by Honda on their motorcycle engines. Re-flashing of ECU and factory race ECU's are allowed. Rev limit for all 600cc (nothing larger than 600cc) engines is 16,100 rpms. Rev limit for all 636cc engines is 14, 800 rpms. U6SA specified Rev Limit must remain intact at all times (no switched or gear specific limiters). If a computer is hooked up to check the ECU it must be set to U6SA specified rpm's, no tolerance. See specifications list for RPM limits.

- b) All cars must have the PA standard connector for the track to check engine rpm rev limit. These are available from the chassis manufactures and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU.
- c) No aftermarket coils.
- d) No gear position sensor may be used. The sensor may be in place on the engine, but cannot have any wires connected to it. Gear position wire from ECU may not be switchable.
- e) No traction control device.
- f) No more than one ECU box present in or on car.
- g) A 50 rpm over rev tolerance for the purpose of tech inspection is acceptable. (Note: this does not mean you can turn up the rpms in any ECU by any amount).
- h) Switchable wires for changing ignition maps, fuel maps, or rev limits must be contained and secured in the wiring harness. (the wires must be taped up, not visible, and unable to be switched in any way).

8) Air Induction system

- a) No mechanically forced induction (turbo charging, supercharging).
- b) Any carburetors may be used on any engine, regardless of year of engine.
- i) Note: Switching to carburetors on engines that came with fuel injection usually increases the rev limiter due to the removal of the injectors as the ECU cuts fuel to limit rpm's before it cuts the ignition. A reflash of the ECU will be required if using carburetors in order to comply with the rev limit rule 7. a)
 - c) If the engine did not come from the factory with fuel injection, fuel injection may not be used.

9) Exhaust

- a) A muffler must be used with the exhaust system that will keep noise levels within individual track limits.

10) Charging system

- a) No removing the charging system, it must remain in complete working order, no factory racing charging systems.

11) Self-Starting

- a) The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

12) Fuel

- a) No fuels other than alcohol, and/or top lube. Non-flammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.
- b) Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.

13) Minimum weight

- a) Minimum weight at all times is 800 pounds for winged classes and 775 pounds for wingless classes, car and driver. If weight is added it must be firmly bolted in place.

14) Transponder Location

- a) Transponder location is 21" from center of front axle towards rear axle and 6" from the bottom frame rail.

600cc Mandatory U6SA Wing Rule

1. Top Wing

- a) Center air foil cannot exceed 12 sq. ft. (1728 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- b) Top Wing must not extend beyond outside of rear tires or behind the rear bumper.
- c) Center foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.
- d) Center foil must be one piece. No split or bi-wings permitted.
- e) Maximum dimension of each side panel is 54-1/4" x 24-1/4". Only two side panels allowed. No kick-out allowed. Panels must be parallel. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

2. Nose Wing

- a) A nose wing is optional.
- b) Center air foil cannot exceed 4 sq. ft. (576 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- c) Nose wing must not extend beyond the outside of the front tires., or beyond the front bumper.
- f) Center foil must be one piece. No split or bi-wings permitted.
- d) Maximum dimensions of each side panel is 10-1/4" x 24-1/4". Only two side panels allowed. Panels must be parallel. No kick-out allowed. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

1c. 600 Restricted Class:



2020 Rules

1) Terms and conditions

- a) If a change or modification to the stock engine or its parts is not included in these rules then the modification is considered legal.
- b) The word "Stock" means unmodified factory original parts or components.

2) Overall Engine

- a) No limited production race motors allowed. Must be a production motorcycle engine, 4 cylinders, 4 stroke
- b) No titanium anywhere in or on the engine, unless it comes stock form manufacturer of engine on the production bike or used as bolts in aftermarket rods.
- c) Must have engine, clutch, and transmission all in one unit
- d) Must be Chain Drive

3) Bore and stroke

- a) 600cc Maximum displacement for an engine model that was new in 2007 or newer. Older engines maximum displacement is 637cc. Engine model is defined as a manufacturer redesign of overall engine. See Specification list.
- b) No strokers or de-stroked engines

4) Head and cams

- a) NO PORTING or deporting of intake or exhaust runners.
 - i) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
 - ii) Valve seat inserts may be reworked or replaced with any seat of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Valve seats can be ground with multiple angles. Blending of the valve seat into the head is permitted but cannot extend more than ¼" into the aluminum head measured from where the seat meets the head.
- b) OEM Head only.
- c) Valves cannot be larger in diameter than factory stock valves.

5) Bottom End

- a) No machining to remove weight from the crank (balancing of crank is ok) (no after-market cranks) (no lightweight cranks) No polishing or coatings of any kind
- b) No aluminum connecting rods.
- c) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment.

6) Clutch/Transmission

- a) No removal of clutch.
- b) Clutch must remain operational
- c) No modification to the stock transmission gears, no close-ratio gears or nonstandard gear-ratios. All gears must remain in transmission, no removing any gears. No polishing or coatings of any kind

7) Ignition

No aftermarket ECU's, stock appearing ECU only. ECU must be a production ECU that was originally supplied by the same manufacturer as the engine. Racing ECU's may be used, as long as they were originally supplied by the same manufacturer as the engine. Ex: Honda motorcycle engines must run ECU's that were supplied by Honda on their motorcycle engines. Reflashing of ECU and factory race ECU's are allowed. Rev limit for all 600cc (nothing larger than 600cc) engines is 16,100 rpms. Rev limit for all 636cc engines is 14,800 rpms. U6SA specified Rev Limit must remain intact at all times (no switched or gear specific limiters). If a computer is hooked up to check the ECU it must be set to U6SA specified rpm's, no tolerance. See specifications list for RPM limits.

- a) All cars must have the PA standard connector for the track to check engine rpm rev limit. These are available from the chassis manufactures and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU.
- b) No aftermarket coils
- c) No gear position sensor may be used. The sensor may be in place on the engine, but cannot have any wires connected to it. Gear position wire from ECU may not be switchable.
- d) No traction control device.
- e) No more than one ECU box present in or on car.
- f) A 50 rpm over rev tolerance for the purpose of tech inspection is acceptable. (Note: this does not mean you can turn up the rpms in any ECU by any amount)
- g) Switchable wires for changing ignition maps, fuel maps, or rev limits must be contained and secured in the wiring harness. (the wires must be taped up, not visible, and unable to be switched in any way)

8) Air Induction system

- a) No mechanically forced induction (turbo charging, supercharging)
- b) Any carburetors may be used on any engine, regardless of year of engine.
 - i) Note: Switching to carburetors on engines that came with fuel injection usually increases the rev limiter due to the removal of the injectors as the ECU cuts fuel to limit rpm's before it cuts the ignition. A reflash of the ECU will be required if using carburetors in order to comply with the rev limit rule 7. a)
- c) If the engine did not come from the factory with fuel injection, fuel injection may not be used.

9) Exhaust

- a) A muffler must be used with the exhaust system that will keep noise levels within individual track limits.

10) Charging system

- a) No removing the charging system, it must remain in complete working order, no factory racing charging systems.

11) Self Starting

- a) The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

12) Fuel

- a) No fuels other than alcohol, and/or top lube. Non-flammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.
- b) Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.

13) Minimum weight

- a) Minimum weight at all times is 700 pounds for the PA600R class (car and driver). If weight is added it must be firmly bolted in place.

14) Transponder Location

- a) Transponder location is 21" from center of front axle towards rear axle and 6" from the bottom frame rail.

15) Restrictor plates are mandatory on all engines must have a .750 hole.

16) Fuel Injection

- a) Stock throttle bodies only, no aftermarket throttle bodies.

17) Top and Nose wing

- a) Center air foil cannot exceed 12 sq. ft. (1728 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- b) Top Wing must not extend beyond outside of rear tires or behind the rear bumper.
- c) Center foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.
- d) Center foil must be one piece. No split or bi-wings permitted.
- e) Maximum dimension of each side panel is 54-1/4" x 24-1/4". Only two side panels allowed. No kick-out allowed. Panels must be parallel. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).
- f) A nose wing is optional.
- g) Center air foil cannot exceed 4 sq. ft. (576 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- h) Nose wing must not extend beyond the outside of the front tires, or beyond the front bumper.
- f) Center foil must be one piece. No split or bi-wings permitted.

i) Maximum dimensions of each side panel is 10-1/4" x 24-1/4". Only two side panels allowed. Panels must be parallel. No kick-out allowed. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

18) Age and Driver Restrictions

- a) 10- 18 years of age. If your 19th birthday falls during the racing season (March-October) you cannot compete in the restricted class after your birthday.

19) No Cockpit Adjustments of any Kind.

20) Penalty for rules violation

- a) 1st violation the driver and car are suspended for 2 races. 2nd violation – 6 race suspension, 3rd violation – indefinite suspension. Case would be presented to U6SA director and chief steward of 600 Restricted class for determination. Penalties do not apply to weight, transponder, or RPM violations.

21) Hans, Hutchinson, or similar device is mandatory

- A) No soft neck collars

22) Full containment seat is mandatory 23) Seat Mounting

- a) No more than 2" of spacer material may be used to raise the seat. If the seat needs to be raised more than 2", the frame seat bar tube must be raised. Adjustable seat height mechanisms may be used if they are properly designed.
- b) The shoulder belt tube (the frame bar behind the seat used to prevent forward movement of the shoulder belts) must be located no lower than 3" below the drivers shoulders and no more than 1/2" above.
- c) There needs to be a minimum of 3" of head clearance between the top of the drivers head with the helmet on and the top of the frame when a straight edge is placed across the cage members directly above the head. The driver must be seated in the car in the normal racing position (no crouching).

1d. 600 WINGED CLASS:

1. Season Points will be awarded to the driver.
2. Drivers age shall be at least 13 years old or 12 years old with at least 2 years of prior racing experience in Micro Sprints at any track (Will be evaluated by 600 Winged class drivers) No Maximum age limits. Driver may not run more than one winged 600 class, car may be driven in multiple classes.

1e. 600 WINGLESS CLASS:

1. Season Points will be awarded to the driver.
2. Driver age shall be at least 13 years old or 12 years old with at least 2 years of prior racing experience in Micro Sprints at any track (Will be evaluated by the 600 wingless class drivers) No Maximum age limits.

2. GENERAL MICRO SPRINT TECHNICAL SPECIFICATIONS:

All Micro-Sprint Classes must follow general specifications unless class has specific rules

2a. GENERAL:

1. Inspections: All cars will be subject to safety and technical inspection prior to and after competing. Cars must meet Tri-County Racing Club Limerock Speedway safety and technical specifications in this rulebook unless noted otherwise.
2. Technical inspection of cars may be omitted at weekly races.
3. Sound rules: All micro-sprint classes must follow Tri-County Racing Club Limerock Speedway 104 dBA scale sound level rules noted in the Sound Specifications and Procedures section of this rulebook.
4. Minimum Car Weight Measurement: All car weights are measured with the car and driver as they come off the track surface immediately following an event.
5. Brake Lines: Cars must use steel brake line, stainless braided Teflon brake hose or DOT approved rubber brake line for brake plumbing. No exposed plastic tubing allowed.

2b. ENGINE:

1. Maximum Engine Displacement:
 - A. Conversion of Units: Cubic Centimeters (cc to Cubic Inches) Cu. In.: $16.387\text{cc} = 1.000\text{ cu.in.}$ Millimeter mm to Inches: $25.4\text{mm} = 1.000\text{ inch.}$ Displacement: $135\text{cc} = 8.238\text{ cu. in.}$ $270\text{cc} = 16.4764\text{ cu. in.}$ $600\text{cc} = 36.614\text{ cu. in.}$
 - B. The maximum overbore allowance for engine types is:
All Classes to have max cc limit
 - C. Measurement Method #2: Using calipers and hand tools approved by the Board of Directors – In order to find the cubic inch displacement of a cylinder:
 1. Measure the bore (in inches and subtract the maximum overbore allowance (in inches)
 2. Multiply the answer from 1 by itself (squaring)
 3. Multiply the answer from 2 by .7854 (conversion unit)
 4. Multiply the answer from 3 by the engine stroke (in inches)

-The final product is the cylinder displacement but with the overbore allowance figured in. Compare this number to the class / engine maximum displacement specifications:

-For single cylinder engines, this number (from 4) must be less than or equal to the maximum engine displacement value.

-For Multiple cylinder engines, multiply the number (from 4) by the number of cylinders. This value must be less than or equal to the maximum engine displacement.
 - D. No superchargers or turbochargers on 2-stroke engines and 4-stroke O.H.C. or O.H.V. engines.

2c. CHASSIS / DRIVETRAIN:

1. Wheelbase: Minimum 50 inches / Maximum 70 inches. Measured center of front axle to center of rear axle.
2. No 13" wheels.
3. Wheels and rims must be attached to the car axles using a minimum of 3 lug nuts or bolts to

- hubs, or use knock-off wheel centers with splines and/or single nuts.
4. Only a foot operated throttle is permitted. At the discretion of the tech inspectors, a safe, well-engineered hand throttle may be used only if the driver cannot operate a foot throttle because of the loss of a limb or paralyses.
 5. Fabrication of critical parts of the car must be welded. Critical parts are identified as follows:

FRAMES	RUNNING GEAR (attached)
BRACKETS	FRONT AXLE
COWL FRAMES	BACK REST
BUMPERS	NERF BARS
 6. Roll cage must be a minimum of 2 inches above the top of the driver's helmet.
 7. Roll cage shall be at least: 1 1/8 inch tubing with .065" wall thickness, 1 1/4 inch tubing with .065" wall thickness. Roll cage shall be made of 4130 Condition N (Chrome Moly) steel or material equivalent in strength.
 8. Nerf Bars: All cars must be equipped with side nerf bars. Side nerf bars must extend to inside the edge of the tire but not beyond the outside of the tire.
 9. Front / Rear Bumpers: Cars must have bumpers extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of tires or wheels, whichever is the widest point. No sharp corners or design so as to hook or damage other competitor's vehicles. 10 inch maximum front bumper length.
 10. Steering: Front wheels must be connected by solid or tubular tie rods.
 11. Any material used for the purpose of adding weight must be bolted or clamped safely (No zip-ties) as a part of the car's structure. No liquid or loose ballast, i.e. Water, fuel, oil, sand bags, rocks, log chains, etc allowed.
 - A. Weights must be painted white with the car's number painted on it in black. Minimum 2 – 5/16" bolt up to 10 lbs. 2 – 3/8" bolt over 10 lbs of weight, double nutted. Loss of weight on track will result in the black flag for that event as a safety violation.
 12. Mirrors: No rear view mirrors or any item positioned in such a way that it can be used as a rear-viewing device. All dashboard and cockpit panels must have a dull finish and not polished.
 13. Fire Wall Mandatory various materials allowed for example carbon fiber, fiberglass, aluminum. No cloth, duct tape.
 14. Floor Pan: Car must have a complete under – pan extending from the front of the seat to a place forward of the driver's feet. This floor pan must be made of aluminum (min. 0.040"), Sheet steel (min 0.024"), or carbon fiber and fastened to the chassis with bolts, rivets, or quarter turn Dzus type fasteners.
 15. Radios: Radios may not be used for communications or any other purpose on the car (Two -way radios, telemetry, etc) Only ONE-WAY radios are mandatory for all competitors in all classes set to frequency 454.000.

2d. BODY / WINGS:

1. All cars must have complete sprint car bodies only. Tail sections must be in place for the initial green flag of time trials and all races. If after the initial green has flown and the tail comes loose, the car shall be sent to the infield. In the infield the loose section may be removed. The car may come back onto the track safely.
2. Body or shell of the car must be made of aluminum, metal, fiberglass, carbon fiber, or high impact plastic.
3. Top Wing: Wings will be allowed. Must not exceed 12 sq ft with maximum 24 1/4" x 54 1/4" side boards. 25% of sideboard must carry car number and be a minimum of 12 inches tall. Sides must cover center foil. No raw edges. No wood or wood products to be used in wing construction except rib and spar within center section (air foil).

4. Nose Wing: If a nose wing is used, it may not exceed 18" x 32" and installed so as not to obstruct the driver's vision. The nose wing must carry the car number originally used on the body nose.
5. Mud guards are legal only if constructed of aluminum, fiberglass or carbon fiber. There will be no plastic mud guards, side panels, tops or body encasements allowed. Maximum height of mud guard or sissy bar to be no less than 8" from center of roll cage out on a vertical drop and parallel to the ground, to the roll cage uprights.
6. Sail panel must be within 2" of the cage.

2e. CAR NUMBERS:

1. All cars must have legible numbers on the car surfaces described below that are in clearly contrasting colors to the background color. (white background with Black numbers) Numbers must be present on the car at the nose, both sides of the tail, or at the rear panel visible to the tower, and the sideboards of the wing (if used). Car number to be separated from advertising so that they will stand out and be readable to the scorers. Legibility to be decided on by the Head Scorer after practice day, or your first race of the season. If number style turned down, they must be changed by the next race event. If the Head Scorer informs the Pit Steward of car numbers that are hard to see because of contrasting colors, position or size, then the driver or pit crew will have 1 week to fix the numbers or they will not be scored for the next race.
 - Minimum Sizes: Nose: 8" Tall / Tail Piece: 10" tall / Wing: 12" tall
2. A 15" minimum height car number is to be displayed on top of the top wing, angled toward the right from the front of the car.
3. All car numbers must have no more than 4 alpha-numeric characters.
4. All wingless cars must have a number positioned on the rear of the roll cage or run a black plate with white number or white plate with black number positioned on rear of roll cage. Minimum size of plate is 7" x 10". Plate to be plastic only. No aluminum plates allowed.
5. The first place driver in season points in all classes will have the privilege of using his final position (number 1) as his number the following year.

3. MICRO SPRINT SAFETY REGULATIONS:

All Micro-Sprint Classes must follow general specifications unless class has specific rule(s).

3a. GENERAL REGULATIONS:

1. Safety inspections may be conducted at all races.
2. Any car or driver may be disqualified by the Safety or Pit Stewards for any infraction of safety specifications.
3. All nuts, bolts, and component parts of each car's suspension system, chassis, and running gear must be secured with either lock nuts, lock washers, star washers, cotter keys, or safety wire except wheel nuts when using quick change hubs.
4. Halo Bar (bolt in) recommended
5. Throttle Safety return adapter is recommended (600cc)

3b. DRIVER EQUIPMENT: (Must be properly worn by driver when on the track)

1. Helmets must be of approved competition type. Helmets must be one piece full faced and Snell

rated not to exceed two (2) prior "Snell years" evaluated January 1st of that season. SN2010, SN2015 (SN2010 expires January 2022, SN2015 expires January 2027, SN2020 expires January 2032)

2. Only approved shields may be used and must be worn in proper position anytime car is in motion on the track surface.
3. All Helmets, shields and gloves, must pass the safety inspection of the technical committee.
4. Full driving suits, arm restraints, neck collars or head & neck systems (Hans Device) are mandatory and are to be worn according to the manufacture's recommendations for all sprint car and Quarter Midget drivers.
5. Driving suits must be SFI 32A rating or higher. Suits will be of good condition, without holes and clean condition (Any cage car)
6. Full five-point seatbelt, shoulder harness and anti-submarine strap are mandatory.
 - A. Safety belts and harness must be attached to the car frame with 3/8" (minimum) bolts or securely wrapped around the frame at all times.(but not the lower frame rail)
 - B. At the time of Inspection, the belts must be within two (2) years of the manufacture's punch date. If the seatbelt lists an expiration date it must be honored.
 - C. Quick release must unlatch both belt and harness at the same time.
 - D. All cars must be equipped with approved anti-submarine belts mounted to the frame of the car.
 - E. All shoulder harnesses must be mounted so that straps loop over a bar, even with the driver's shoulders, to a maximum of six (6) inches below the shoulders at all times, regardless of driver changes.
 - F. High backed seats will be mandatory; a high backed seat is defined as full backed incorporating a headrest.
7. All drivers will wear full-hand coverage gloves that must be SFI3.3 and Racing shoes 3.3/5 rating (Any cage car)
8. All drivers must wear one-way radios (Receiver) Mandatory.(2 weeks grace period)

3c. ENGINE and RELATED SYSTEMS:

1. Overflow Protection: For radiators and oil tanks: Car must have overflow tubing running to below the bottom frame rail or to a sealed catch tank.
2. Fuel Tanks: All fuel tanks must be fastened to the chassis securely with bolts and / or steel banding. No rubber cords or nylon tie-downs. All tanks must have a check valve and / or long vent line running below bottom level of tank to keep fuel in tank in the event of a roll-over.
3. On and Off switch must be on dash, top of cowl. Switch must be connected and functional. ON and OFF position must be clearly marked.
4. All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

3d. CHASSIS / SUSPENSION:

1. Chain guards are mandatory on all cars.
2. No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit, with the exception of steering wheel hubs. Steering wheels attached only with approved hub. No bolts or nuts. Head nets are exempt from this rule.
3. Brakes will be of sufficient strength so as to slide the wheels or sufficiently stop the car while in motion on the track.
4. There shall be no accessories such as rear hubs, brake disc, or drive sprockets welded to the rear axle.

4. FUEL SPECIFICATIONS AND PROCEDURES:

**** All 600 Classes - Fuel tanks must contain a Bladder, Mandatory. Methanol Only.****

1. All fuels are to be club approved. See specific class rules for fuel types allowed / see approved fuels below.
2. All mixing oils are to be club approved. Only approved mixing oil may be added to the fuel / see approved list.
3. Fuel sampling, inspection and hydrometer testing will serve as a means of determining if a sample or samples should be submitted to an approved laboratory for testing. Fuel samples should be taken and inspected by the technical steward / inspector, race director or an elected club officer. During the taking of the fuel sample, an inspection should be made of the fuel system. Any unusual containers, lines, or means of transferring fuel (other than the main line from the tank to the carburetor(s) or injection pump) will be subject to thorough inspection and grounds for disqualification and suspension.
4. Fuel sampling, hydrometer testing and inspection may be done at any weekly race by the Race Director and Technical Steward / Inspector's decision and tested with track equipment as approved by the Board of Directors.
5. The cost of general fuel testing shall be paid by driver / owner with results being mailed to Limerock Speedway. Lab chosen by Tri-County Racing Club, Inc Board of Directors.
6. The owner, driver and vehicle will be suspended for one year from date of infraction, if a competitor or car is found in violation of this rule. Reinstatement will require the payment of a fine of \$100.00 and the cost of the lab test. Lab fee must be paid by the driver before being allowed to continue racing. (See suspensions / disqualification rules.

7. THE FOLLOWING ARE APPROVED FUELS:

Alcohol
Methanol

8. THE FOLLOWING ARE APPROVED TWO-STROKE MIXING OILS:

Blendzall Racing	Maxima 927
Castrol R-30, R-40	Racing Castor
Energy Release	Pruett Racing Oil M2
Klotz Green Formula("Bean Oil", BC171, BC175	Red Line Synthetic
Klotz Super Techniplate KL100	Yamalube
Yamalube 2R	Burriss Hi Rev Castor
Castor 460	

NOTE: Power Enhancing or octane-boosting oil mixes will not be allowed (i.e. Klotz gold label, etc)

9. Competitors wishing to use fuels or pre-mix oils other than those listed above should seek prior approval from the club. If a competitor wishes to use a fuel or pre-mix oil other than those listed above, it is their responsibility to prove whether the oil contains any power-producing additives. If the information is in doubt it should be submitted to the Technical Steward / Inspector for approval.

5. SOUND SPECIFICATIONS AND PROCEDURES:

**** Applies for all classes of cars at Limerock Speedway ** (Non-Protestable Specification)**

1. All competitors, members and non-members, must not exceed a 104 dBA (A-scale) sound level maximum. Testing will be done with sound meter located 50 feet from the center of the straightway at a right angle to the straightway. The tester will be placed in a consistent location for these tests. The Club acknowledges the variations of sound testing levels due to weather conditions and season and will be considered by club officials in their decisions.
2. The race officials retain the right to test any cars at any time, if reasonable doubt exists that competitors may be exceeding the 104dBA limit, and will be given as many chances as necessary to repack and test before their main event. Competitor must complete test laps at race speed within 0.5 seconds of lap times this competitor had run earlier in the evening (if officials had time). Competitors will not be given a chance to repack and retest after any main events. Competitors may not request for other competitors to be tested.
3. Any car found over the limit or under speed during sound testing will be given one chance to re-test their vehicle to pass the 104 dBA sound test. Those vehicles not passing after their one chance to re-test are disqualified for the balance of the event. Vehicles passing the re-test will be required to start in the last position of the lowest feature main (B-Main if run, or rear of A-Main) If more than one vehicle, they will be lined up by pill position at the end of the lowest main. The heat race may be run from the rear position, if wanted, but vehicle will not be scored for qualifying. Those vehicles qualifying from B-main will be allowed a qualifying position at the rear of the A-main with starting position at rear based on B-main finish among other sound offenders.
4. Any car tested after racing begins will not be refunded any money.
5. Cars must run a muffler. Loss of muffler will result in a mechanical black-flag.

III: COMPETITION RULES

1. TRACK RULES:

FLAG SIGNALS

(The following flag signals will be obeyed without question)

GREEN (waving)	Start of a race. Displayed when the track is clear during a race.
YELLOW (waving)	DANGER, slow to a parade speed immediately. No passing, be prepared to stop.
RED (waving)	Immediately come to a safe stop and turn off motor.
BLACK (rolled /pointed)	Official warning to a competitor: warned car may continue in race
BLACK (open/waving)	Consultation Flag: report to infield/ infield steward immediately
MEATBALL (Black/Orange Circle)	Car Trouble: report to infield/infield steward immediately
CROSSED FLAGS	Race is half over
BLUE/ORANGE STRIPE	Faster cars approaching (lapping) Hold your line (refer to #4)
TWO FLAGS (horizontal)	Two (2) laps to go to end of race
WHITE (waving)	One lap to go to end of race
CHECKERED	Race complete. Reduce speed before entering the pit area

THE GREEN / YELLOW / RED LIGHTS AROUND THE TRACK ARE CONTROLLED BY THE HEAD FLAG PERSON

1. Persons without approved safety equipment in use will not be allowed on the track, or if on the track in competition they will be black flagged.
2. From the start of the race to the end, the Head Flag Person controls the race. All drivers must watch and obey the flag person's signals.
3. Persons failing to obey any flag or light signal will be disqualified.
4. A car running at a pace considered to be slower than the average speed of the field will stay to the inside of the track. This includes all cars experiencing difficulty but able to continue running. Failure to do so will result in being black flagged.
5. Any driver involved in an accident and, in the opinion of the Infield Safety Steward or EMT, it is inadvisable for them to continue, that driver may be disqualified for the balance of the race event.
6. Any driver who has received the black flag will remember that they may have received it for mechanical defects of which they are unaware of.
7. Loss of braking efficiency requires that the driver must go to the infield after reaching a slow, safe speed.
8. Loss of normal throttle control requires that the driver must go to the infield immediately after reaching a slow, safe speed.

9. At the Race Committee's discretion, a car that has not completed one lap in a previous event may be allowed to run in the Feature Race, if the Race Committee feels the driver has tried, in earnest, to run each event.
10. If for any reason a driver is forced to stop their car on or near the track during an event, it should be his first duty to place the car in such a manner as to cause no danger or obstruction to other drivers, preferably in the infield. Stopping on the track will bring out the yellow flag and a restart.
11. Intentionally creating a yellow will cause penalty to the driver.
12. Any driver whose car stalls on the start of an event must hold their arm vertically above their head as a warning to the other drivers.
13. No passengers are allowed to be carried either during practice or during an event.
14. No car is to enter the track from the pits after the green flag has been given.
15. Any car (required to be self-starting) with a non-functioning self-starter needing to be push-started at the beginning of a race, will be required to start in the rear of the starting lineup for that race.
16. No car will stop on the track area and receive aid or adjustment. This includes all periods of warm-ups, heat races and feature races.
17. Random fuel checks can be done at any time.
18. No tools or people on track or infield unless requested by an official.
19. No Fuel allowed in the infield for refueling cars during a race, except for Twin 20 halfway points and during red flags at the race committee's discretion.
20. Qualification for events is decided by the registered driver, not the car.:
 - If a driver must switch cars prior to an event, they must start in the last starting position for the qualified race.
 - A driver cannot move into or switch cars to assume the qualified position of another car and driver.
 - Drivers cannot be changed once a race is started
21. The only authorized volunteers to be on the track while cars are in motion are those who are clearing a wreck or realigning cars prior to a green flag restart. At all times these said volunteers would remain extremely cautious to the cars that are in motion on the track.
22. The Race Committee shall interpret rules when any questions arise on the specific meaning of the rule.
23. When reasonable, cars can leave the race track surface during yellow flags in the interest of safety. Drivers should stay in cars if unable to continue until they are removed by infield and /or safety crews or race completed.
24. Officials will approach moving winged cars from the inside aka driver's left side; officials will not approach a moving winged car from the down side of the wing.
25. All cars will weigh after all time trials B-Mains. Only the top three (3) will weigh after heats, the top five (5) will weigh after features, subject to change by the Race Committee. If you are towed off the track on the hook, you are not required to weigh the car. If you do not finish a race event, you do not have to weigh at the scale.
26. Drivers will not exit their vehicles on yellow or red flag unless directed by an official or for a fire, hot oil, hot water or smoke forces them from the car. Drivers will reach safety away from oncoming traffic and wait for track safety crews. Any driver leaving his car during a race if not asked to by an official, or for the reasons described above will lose all points for that race.
27. The Board of Directors will have the discretion to have up to double point's nights during the season.

2. COMPETITION RULINGS: Enforced for all types of races

1. Spins and tangles occurring in the first lap in any event will call for a new start. (All restarts after the first lap is complete will be a single file lineup). From the first push-off to the completion of the race, if any car causes a yellow flag condition or stops for any reason on the track, it will have to restart from the rear of the field of cars. The only exception is if a car is directed to stop by a race official, or if under yellow and stops for a safety item, and official agrees as such, then driver keeps the original position. If driver argues a call under that situation, they will restart at the rear of the field.
2. Participants in races are allowed only two unassisted spinouts per race. Upon the third spin the participant will be given the black flag as a safety hazard to other drivers.
3. Any car liberating excessive oil, water, smoke, or fuel shall be black flagged from the track surface.
4. Any car that upsets, rolls over on its side, or is involved in a serious accident must be inspected and pass a technical inspection by those officials in charge before being allowed to continue competition.
5. Any car that upsets or rolls over on its side may be allowed to continue at the Infield Safety Steward's decision. Any driver requiring medical attention as a result of an accident must obtain a written release from an attending physician before being allowed to race again.
6. Any driver deliberately driving with one or more wheels off the track surface (in the infield) to pass another car must give a position back or will be sent back two (2) spots for the first offense, put to the back of the pack for the second offense, and disqualified from that race event for the third offense. The penalty will be assessed at the next caution or if no cautions occur, in the finish. The only exception would be in order to avoid an accident or emergency.
7. If during a race a driver inadvertently drives onto the infield, the driver can re-enter (without gaining a position) but it must be in a safe manner and not interfere with the race. Rule to be enforced only during green flag racing conditions and not under the yellow during lineup.
8. Red flags will be at the discretion of the Head Flagger. On a layover or minor accident, the yellow flag will be thrown, then red if needed. The field of running cars will short track around the opposite end of the track than the accident. The officials will release the cars to the full track upon clearing of the accident scene.
 - A. If the red flag is thrown because of the severity of the accident, ALL cars must stop and turn off engines on the track, doing so in a safe and quick manner.
9. A driver may be penalized for bumping, chopping, banking, or charging corners (see definitions below) A driver will be sent back 2 spots for the first offense, put to the back of the pack for the second offense, and disqualified from that race event for the third offense. The penalty will be assessed at the next caution or if no cautions occur, in the finish at the discretion of the Race Committee.
 - A. **Chopping:** When the outside car comes down (chops) into the inside car while the inside car has their Rt Front tire to the outside car's driver compartment.
 - B. **Charging:** When a car drives under another car just as they go into the corner, with more speed than can be controlled, without the inside car having their Rt. Front tire to the driver compartment of the outside car, resulting in banking off the car that has been driven under.
 - C. **Banking:** When a car drives inside another car just as they go into a corner, with more speed than can be controlled, and slides outward and makes contact with the car he has driven under.

10. Penalty for Unsportsmanlike Conduct – moved back two (2) places or – moved to the back of the pack or – disqualified for that race or – disqualified: remainder of event or – further disciplinary actions. Driver will lose all points and purse for any race in which they have been disqualified from for unsportsmanlike conduct / driving.
11. If a vehicle is involved in an accident, it is subject to be inspected in the infield before it is able to rejoin the race.
12. Cars must be started and running in the infield before entering the track surface. The Infield Safety Steward will govern all Re-entries. The race must not be allowed to continue as long as a car is dead on the track. Cars that leave the track and enter the pits will not be allowed to continue the race. When a car enters the track surface, it may not go back to the pits and re-enter again for that race.
13. If the yellow or red flags come out during the last lap and before the checkered is thrown, all cars will be lined up and run one lap under green to finish the race. The only exception being bad weather conditions.
14. The end of the event will be official when the lead car receives the Checkered Flag, regardless of how many laps the following cars have completed. If a red or yellow flag is thrown, all cars not involved in the accident who received both the checkered flag and the red or yellow flag will be scored from the previous lap. If the race is checker flagged before all scheduled laps are completed, revert to how the cars would line up if they were starting the next lap.
15. A driver whose vehicle is disabled before it reaches the finish line may not push or carry the vehicle across the finish line and be considered as having completed the race. It will be scored as a Did Not Finish.
16. On a RESTART, any cars that are at least a lap down will line up at the rear of the pack on any restarts. If any lap requires multiple attempts to be completed, each attempt will be counted as if it were a complete lap when determining final positions for car unable to finish the race. For example; if two cars are towed off the track on the initial green, they shall hold the final two positions in the race finishing. If another car is towed off after the restart but before a lap is completed, it will hold the third from last position in the finishing regardless of the initial feature lineup.
17. To expedite the resumption of racing, any driver(s) that fail to allow a car into position or do not take their position as directed by race officials, after repeated direction by officials, can be penalized by being put to the rear of the pack.
18. Any driver can, at their preference, line up at the tail position at the start of or during a race event by telling or indicating to an official.
19. For any offense after the first offense in the same race, a driver goes to the rear of the pack on the second offense and is disqualified for the third offense.
20. The length of a feature race will be predetermined by the Race Committee and made known to the drivers qualified for that race before they leave the starting grid. The race cannot be shortened while in progress. Exceptions: Only 1 vehicle is running, inclement weather, other unsafe conditions.
21. If a caution is caused by debris on the track and the debris can be identified as coming from a specific car, that car goes tail on the restart if still able to continue safely.

3. STARTING GRID RULES:

1. No lubricants or fuels are permitted on the starting grid.
2. Drivers will take a starting grid position assigned by the Head Score Keeper.
3. If not ready, the driver coming out late for a race automatically must start to the rear of the field. Late will be defined as when the balance of the starting field is in order prior to the start, except when a driver is racing dual races and has to exit from another car to get into another car (Registered for that race).
4. The car and driver must take the initial green flag to qualify for a finish position.
5. The bubble car is defined as the next ready to race according to the B-Main order of finish. If the first qualified car is not able or willing to race, the next in line according to the B-Main is on the bubble.
6. The bubble car will sit at the track entrance until they are motioned to go on the track by the track official. Once the green flag is given, they shall return to their pit.
7. Refer to chart below:

Limerock Speedway Line Up and Re-Draw Procedure 2020				
All heat line ups are final after car registration is closed				
Number of Cars	Cars in Each Heat	Number of	Number of Cars to Re-Draw per	Number of Cars to
Registered per Class		Pills for	Heat	Qualify from each Heat
		Re-Draw		Directly to A-Main
1	1 Heat	0	1	1
2	1 Heat	2	Top 2	2
3	1 Heat	2	Top 2	3
4	1 Heat	2	Top 2	4
5	1 Heat	2	Top 2	5
6	1 Heat	4	Top 2	6
7	4/3	4	Top 2	4/3
8	4/4	4	Top 2	4/4
9	5/4	4	Top 2	5/4
10	5/5	6	Top 2	5/5
11	6/5	6	Top 3	6/5
12	6/6	6	Top 3	6/6
13	7/6	6	Top 3	7/6
14	7/7	8	Top 3	7/7
15	8/7	8	Top 3	8/7
16	8/8	8	Top 2	8/8
17	6/6/5	8	Top 2	6/6/5
18	6/6/6	10	Top 2	6/6/6
19	7/6/6	10	Top 2	7/6/6
20	7/7/6	10	Top 2	7/7/6
21	7/7/7	10	Top 2	7/7/7
22	8/7/7	12	Top 2	8/7/7
23	8/8/7	12	Top 2	8/8/7
24	8/8/8	12	Top 2	8/8/8
25	7/6/6/6	12	Top 2	5/5/5/5
26	7/7/6/6	14	Top 2	5/5/5/5
27	7/7/7/6	14	Top 2	5/5/5/5
28	7/7/7/7	14	Top 2	5/5/5/5
29	8/7/7/7	14	Top 2	5/5/5/5
30	8/8/7/7	16	Top 2	5/5/5/5
31	8/8/8/7	16	Top 2	5/5/5/5
32	8/8/8/8	16	Top 2	5/5/5/5
33	7/7/7/6/6	16	Top 2	4/4/4/4/4
34	7/7/7/7/6	18	Top 2	4/4/4/4/4
35	7/7/7/7/7	18	Top 2	4/4/4/4/4
36	8/7/7/7/7	18	Top 2	4/4/4/4/4
37	8/8/7/7/7	18	Top 2	4/4/4/4/4
38	8/8/8/7/7	20	Top 2	4/4/4/4/4
39	8/8/8/8/7	20	Top 2	4/4/4/4/4
40	8/8/8/8/8	20	Top 2	4/4/4/4/4

4. TIME TRIALS (If required by Special Races):

1. Pull Pin for time trial position
2. Qualifying time determines heat position.
3. Qualifying time determines dash for cash position.
4. Car and driver must be on qualifying line when called. A car will have only one attempt to complete two consecutively timed laps. There will be no second attempts allowed unless the time clock / System malfunctions. In case of a time clock / system malfunction the timing car will be required to pull into an impound area in the infield. There can be no changes made to car or driver while in this area. When timing is resumed, the impound car will be permitted to take the remaining laps needed to complete the timing.
5. The fastest timed lap shall be the car's official time. In case of a tie in a class, the first car to qualify will be awarded the fastest time. The driver who qualifies a car must drive it in the first event the car is qualified for.
6. A driver may qualify only one car in each class. A car may be signed into only one class at any given event.
7. There will be no working on cars on the track surface during time trials.
8. All cars will weigh after all time trials, and B-Mains. Only the top three (3) will weigh after heats, the top five (5) will weigh after features, subject to change by the Race Committee. If you are towed off the track on the hook, you are not required to weigh the car. If you do not finish a race event, you do not have to weigh at the scale.

5. STARTS:

1. All starts will be rolling starts unless specified otherwise.
2. All racing shall consist of one parade lap and a maximum of five pace laps. The pole car will be the pace car and will bring the field to the starting area in turn #3 in double or single file at a reasonable pace. Cars must stay in assigned position with no passing allowed until the pole car begins the race. Starts or restarts under the caution will constitute the application of all conditions of this rule. It is the driver's responsibility to see the flags and obey them. For drivers jumping the start / breaking line or position or hits a cone, and is to be penalized, it is to be done immediately, not at the end of the race.
 - A. First Offense: You will be moved back two (2) positions (from starting position) immediately, not at the end of the race.
 - B. Second Offense: You will be moved to the back of the pack immediately, not at the end of the race.
 - C. Third Offense: You will be disqualified from that race event immediately.
3. The starting area will be an area between two fixed points in turn #3. In the starting or restarting of a race, the pole car will start the race in the starting area after being signaled by the Head Flagger to do so (white flag). The Pole car will start the race between these two fixed points on turn #3. After the pole car begins the race, passing will be permitted at any place on the track surface.
4. In the event of an accident or spin out on the first lap, at the starter's discretion, the yellow flag will be displayed and a restart will be held.
5. After one lap is complete, all restarts will be single file.
6. It is the responsibility of the pole car driver, after having made his parade lap, to remain to the inside of the track and hold up a hand displaying one (1) finger to indicate his position of the pole position so that the field may form.

7. All cars pacing the track will stay to the inside of the track until the track entrance is closed at which time the flag person will signal for line up.
8. Establish starting position while in the pit area. Pace laps are made single file until a crossed signal is displayed by the starter. At this time, cars will double up. Last lap will be in double file.
9. If a car is having trouble starting, the push vehicle will push the car around the track one time, stop at the pit entrance or exit and decide, along with the Race Director, whether to pit or go to the infield. If the car can be fixed in the infield prior to the initial green, then the car will go to the back of the pack. If the car goes to the pits, it will not be allowed on the track for that race. Pole car must keep a slow pace or be sent to the back of the pack. Starter will display the double file signal until all cars are in position in order to insure one complete pace lap in double file.
10. The car on the pole shall set a pace as determined by the flag person's signals. All other cars must adhere to the pole car pace. There will be no unnecessary passing of the pole car on the track before the start of the race. In the event of restarts, the leader will be the pole car and will be started first.
11. If 2 or more cars drop out or are involved in a yellow flag incident, then the cars ahead of them in the lineup will "Criss Cross" to fill the rows such that no car involved in the incident starts ahead of a car that was not involved in that incident.
12. In the event cars miss the white flag, cars move up in line to fill in, the last car may fill in either row to square the field.

6. HEAT RACES:

1. Maximum 8 cars in a heat
2. All heat races shall have a time limit of 15 minutes. This time limit can be implemented at the race director's discretion to keep events on schedule. The race shall be timed from the first green flag to checkered flag.
3. With 24 cars or less registered, all go to A-Main.
4. With 24-26 cars registered, the top 5 cars from each of three heats qualify for the feature. Non-qualifiers go to B-Main with start position determined from heat race finish position. 1st heat winner to pole, 2nd heat winner to outside pole, 3rd heat winner to inside 2nd row, etc. Top 9 cars in B-Main advance to positions 16-24 in A-Main
5. Heat races line-up positions will be determined as follows from pin pulls for that class:
A list of cars will be created for an event from a pin pull conducted at the drivers meeting the day of that race. (Low Pin# to High pin #) Lowest pin # will start on pole for heat #1, next lowest pin at pole for heat #2, etc.: Example: 20 cars signed in (1-20). **All heat lineups are final after car registration is closed.**
6. In all racing events Yellow FLAGS laps do not count.

7. B-MAIN:

1. Line up B-Main by heat finish straight up.
2. With 6-12 cars, race will be 10 laps, with 13 cars and up, race will be 15 laps.

8. A-MAIN:

Note: Top 5 are required to weigh-in after all feature events. If you are towed off the track on the hook, you are not required to weigh the car.

1. For all weeks of racing:
 - A. Start position determined from heat finish position B, C, D, main finishing position.
 - B. Top 8 qualifiers will pull pill for even number of heat races, for start positions 1-8 in feature event.
 - C. If 16 or fewer cars, then 50% of field will pull pill for feature line-up.
 - D. Top 9 drivers will pull pill for odd number heat races for positions 1-9 in feature event.
 - E. Drivers will pull pill at start of intermission.
 - F. Race Director will pull pill for drivers failing to report.
 - G. Pole qualifier pulls first, then 2nd qualifier, next, etc.
 - H. With 5 or more heat races, Race Committee will determine number of pill positions. In all racing events Yellow FLAG laps do not count.
 - I. If provisional are used they will be defined before the event and will be based off merit.

9. RACING POINT SYSTEM:

Point system used for all classes of racing at Limerock Speedway.

Note: All point awards not final until final posting by club officials and related protests are resolved.

1. Finish positions will be determined in the order by which the cars complete the scheduled distance of the race.

9a. Weekly Point Awards:

1. Weekly Points will be awarded for heat race finished and for the finish in A and lessor main events only.
2. Race types for points:
 - A. Heat Races: Points scored at the standard heat race
 - B. Regular / Weekly Main Features
 - C. Twin 20: Points scored at the standard heat race and standard feature race. Points given for finish of lap 40. Heat and feature starts will lineup according to a normal weekly race. Feature leader after lap 20 will pull a pill for the number of cars to invert. Minimum 3 cars will invert. Only cars on the lead lap will be inverted. If there are 3 or less cars on the lead lap, all cars on lead lap will invert. Example: 6 cars on lead lap, pill 3 through 6 will be used. 12 cars on lead lap, pill 3 through 12 will be used. Lapped cars will line up for double file restart of lap 21 in the order of their finishing position of lap 20. There will be a 10 minute break between lap 20 and 21. Any car that exits the race track will not be allowed back on at any time during the race) including during the 10 minute break) Two crew members per car will be allowed on the infield to work on the car. Anything can be changed on the car. IF YOU CHANGE A TIRE, the car will lose its starting position and must start tail. If the car and driver are not ready at the end of the 10 minute break, that car will lose its starting position and must start tail.

3. Refer to points chart below:

Limerock Speedway Points 2020		
Heat	Place	Points
	1	12
	2	10
	3	9
	4	8
	5	7
	6	6
	7	5
	8	4

DNS - Did Not Start - No Points
 DNF - Did Not Finish - Regular Points based on placing
 DQ - Disqualified - No Points
 Drops - 2 drops during the season, cannot drop a DQ
 Must race 75% of season races to be eligible for
 Points Fund and Championship

Feature	Place	Points
	1	70
	2	66
	3	64
	4	62
	5	60
	6	58
	7	56
	8	54
	9	52
	10	50
	11	48
	12	46
	13	44
	14	42
	15	40
	16	38
	17	36
	18	34
	19	32
	20	30
	21	28
	22	26
	23	24
	24	22

9b. SEASON POINT CHAMPIONSHIP:

1. Car Class Point System:
 - A. All points in all classes are awarded to the driver
 - B. Member driver **MUST** drive at least 75% of the season's races to qualify the driver for Year-end point fund.
2. The first place person in season points in all classes will have the privilege of using their final point position as their car number the following season.

9c. PAYOUTS AND AWARDS:

1. Drivers must take the initial green in the feature receive pay out.
 - A. Points and pay out system will be posted yearly. (refer to this rulebook)
 - B. On a race night, only the owner or driver may pick up pay out.
2. In order to honor drivers for supporting the Club, plaques or trophies will be awarded to the winner in each class at the annual T.C.R.C. Banquet.
3. All T.C.R.C. registered drivers will receive fifty (50) points to attend open shows. The 50 points will go towards the class or classes they are racing that night. Open shows are defined as non-regular point shows. For regular driver to receive the points, the car, with registered driver, must attempt to run in the classes designated heat race on the track. (ex: Butch Coffey Classic 2 night show, if driver is registered to run both nights, and runs both nights, they would get 50 points for each night they competed.)
4. To receive an award and pay out at the banquet, the owner or driver must be present or have prior approval of absence from the President.
5. Points money distribution: Take total car count per class for the year (excluding open shows) and divide by total car count of all classes combined to get percentage car count per class. Take full amount of point fund and subtract \$500.00 (\$100.00 for each class champion). The remaining point fund money is proportioned to each class based on the percentage of total car count for each class to determine the class point fund money. For each class, the class point fund money will be divided by the total points for the top 15 drivers in that class to determine pay per point. The pay per point will be multiplied by individual driver points to determine the driver's point fund money for the season.
 - A. A driver needs to have competed in 75% of the point shows to receive point fund payout and trophy. If less than 15 drivers competed in 75% of point shows, the point fund for the class will be distributed amongst the drivers that competed in 75% or more of the races. (ex: 11 of 15 shows is 75%)
 - B. There will be 2 drops allowed during the season. The shows eligible for drops will be after the competitor has started in their respective class for the season (Ex: Season starts May 1st, 3 competitors begin on opening day, 3 points shows later a 4th competitor joins the class, the 4th competitor cannot use 2 of the previous weeks as drops) Cannot drop a DQ (disqualification) Drops are per week, not individual races.

IV: QUARTER MIDGETS:

1. Tri-County Racing Club Inc. Limerock Speedway is a Member of the USAC .25 organization, in addition to the Specifications and exceptions below and already presented above for general racing rules, all .25 / Quarter Midget cars must follow the USAC .25 rules.
2. USAC .25 rules can be found here: <https://www.usac25.com/tech-docs-1>
3. Limerock Speedway has Quarter Midget Classes: Wingless and Winged
4. Rookie level - age is 5 – 14 years old, must run a red or blue plate at Race Directors discretion, must weigh at least 250 lbs car and driver combined, and only wingless
5. Honda 120 level – age is 6 – 14 years old, it is the Race Director's decision when they move up, Wingless must weigh 290 lbs car and driver, Winged must weigh 300 lbs car and driver. *At the Race Director's discretion, a driver may be allowed to use a 160 Carburetor with a 120 adapter but must weigh at least 340 lbs car and driver wingless and 350 lbs car and driver for Winged*
6. Wing placement is centered on the frame – No offset Wing cannot be moved or adjusted while on the track.
7. Wing dimensions: Side panels are to be 15 1/2 inches high x 36 inches long. The center panel 36 inches wide x 26 inches front to back
8. A 2 inch diameter 90°degree elbow for air filter allowed