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2026 SEASON
OPERATIONS MANUAL
& RULE BOOK

TRI-COUNTY RACING CLUB, INC.

P.O. BOX 42

CALEDONIA, NY 14223

www.lrspeedway.com

2026 BOARD OF DIRECTORS

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Member at Large: Kaitlyn Fink

Member at Large: Derek Turner

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

Annual Club Membership Meeting: First Thursday of December

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NOTE from By-Laws: Rule proposals / suggested operational 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. Rule proposals / suggested operational changes must be submitted in writing on official forms available from club officers and/or the club website at www.lrspeedway.com.

OPERATIONAL PROCEDURES MANUAL
& RULE BOOK DISCLAIMER

The Procedures, Regulations and Rules set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These procedures, regulations and rules, shall govern the conditions of all events, and by participating in these events, all participants are deemed to have complied with them. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE PROCEDURES, REGULATIONS, AND/OR RULES. 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 Committee shall be empowered to permit reasonable and appropriate deviation from any of the procedures, regulations and/or rules 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 from the established specifications herein will be submitted in writing to the Board of Directors as a request for review no sooner than 48 hours after an event. No alteration or deviation will take effect without prior review and approval by the Board of Directors. Their decision is final.

These procedures, regulations and rules provide the framework for the Tri-County Racing Club, Inc., Board of Directors, to implement race operations. 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 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 procedures, regulations, and rules 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 racing, including, but not limited to fairness and prompt finality of completion and results. (Tech Inspection)

The procedures, regulations and rules that fall under the Operational Manual are subject to further restrictions and/or allowances as deemed necessary by the Board of Directors to provide for the safe, orderly conduct of race events. Restrictions and/or allowances may be imposed at any time, at any event, by the Board of Directors.

OPERATIONAL PROCEDURES

1. EVENT REGULATIONS:

1. The entrant and/or driver signing the entry form for any Tri-County Racing Club, Inc. / Limerock Speedway event elects to the course at their own risk, and thereby releases and forever discharges Tri-County Racing Club, Inc. 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, Inc. event, every participant agrees to abide by these regulations and supplementary regulations pertaining to that event. Any Infraction may result in exclusion or expulsion from that event, or in extreme cases, suspension or expulsion from multiple Tri-County Racing Club, Inc. 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, illegal drugs, or marijuana (although marijuana is legal); there is to be no consumption 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. The use of alcohol will be permitted in the pits after the final checkered flag has flown. The Race Committee must abstain from alcohol consumption until after the protest period has finished. 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).
8. A Race Day Rain Committee shall be established to make all determinations regarding the continuation, delay, or cancellation of race events due to weather conditions after the pits open on scheduled race days (the start of the event). Prior to the pit gates opening, the decision is to that of the Board. The committee shall consist of seven (7) individuals: the President, the Track Prep Leader, the Facilities Director, the Race Director, the Treasurer, and the two (2) Infield Safety Stewards. A quorum shall consist of all available committee members, and a decision shall be made by majority vote. The committee will assemble to evaluate track and weather conditions and render a decision. Once a decision has been reached, it shall be communicated immediately to the Pit Steward and the Vice President to promptly disseminate the information to the public, including social media channels. All decisions made by the Race Day Rain Committee are final. *Exception: On Big Shows, the promoter for the show will be included in the decision.*
9. 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.
10. 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.
11. Any procedure, regulation and/or rule not specifically covered in the code will be allocated by the Race Committee. Penalties will be decided on by the Race Committee in accordance with the code.
12. Only authorized officers and officials, as described in the Race Committee section or persons otherwise designated, will enforce the rules.

13. Any member of the Tri-County Racing Club, Inc., 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.
14. 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.
15. No animals are allowed on the premises except for registered service dogs for the visually impaired or disabled.
16. Any person who addresses another person for confrontational purposes during a Limerock event will be subject to penalty action. (Refer to Disqualifications and Suspensions) May include expulsion from the track.
17. No one can post, display, or distribute any T.C.R.C. / Limerock Speedway material without approval from the Board of Directors.
18. Glass containers will not be permitted on the premises.
19. Operating an ATV on Limerock Speedway property is considered a privilege and can be restricted or revoked at track officials discretion.
20. 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.
21. On track personnel will wear high visibility colored clothing. Safety vests are available for track personnel as needed.

2. TRACK OPERATION PROCEDURES:

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)
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 10:30 pm 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, have current certification cards, licensing with New York State and have current BLS CPR/AED certifications. Only a Licensed NYS EMT may operate the BLS flycar and Ambulance at the track.
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.
10. No competitor shall be allowed in the registration booth for any reason.

3. CAR ENTRY REGULATIONS:

1. On arrival at the track signing in should be the first thing done.

2. Any person can sign up and pay the entry/registration 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.
   A. Any entry that arrives after the registration period has ended at the event can still register but will start tail.
   B. Any driver scratching themselves from competition after any run (Practice, Heats, Features) can use a replacement driver only if the replacement driver has paid the required fees and signs the waivers as a driver and approved to be capable of driving by the Race Committee.
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. **A. Rookies in car type:** 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 races until trial period has ended, (Heats, and Feature will start last).
   1. The trial period will be established by the Race Committee based on driver's past experience in racing and abilities in type of car being driven. 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.
   2. 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.

   B. Rookie in a particular class: Determined by the driver's first racing event in that particular class. Upon completion of the 3rd race event in a class in one year, the driver will not be eligible for Rookie of the Year award in that class the following year. Eligibility will be determined by the Race Committee. Driver's in their first year in a specific class will be eligible for Rookie of the Year award for that class despite previous experience in that particular car type.
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 PROCEDURES AND REGULATIONS:

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 and enter the unique number from their individual wrist band 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:
    A. The pit area / grounds are NOT to be used for car testing.
    B. Cars can use a push vehicle to safely fire in the pit area. Cars must maintain a safe speed and follow the one way.
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. (Exceptions for safety crew personnel and equipment per Race Officials. Board of Directors approved alteration: permitted vehicles can only park within the race team's pit spot, not outside of marked areas for that pit, and in no other spot in the pit area).

5. PROTEST PROCEDURES:

1. The protest system is designed to treat everyone fairly in the interpretation of our rules. The protest procedures 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 procedures, regulations and/or 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. All properly completed protests submitted with the proper fee cannot be denied even if the protested competitor has been disqualified. A disqualification does not nullify the protest process. 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 (including heat race results). Protests must be submitted only in written form, on official forms provided by the Limerock Speedway Race Committee.
5. All protests require a $50 fee to be submitted at the time of the protest with the written form, by the protesting party.
   A. For any protest dealing with the technical specifications on engines, except for Quarter Midgets (follow USAC .25 Midget rules regarding 4-stroke single cylinder engines), require a $100 fee to be submitted, at the time of protest, by the protesting party. The protesting party engine will be inspected first. If found illegal, the protest will be void and protesting party will be disqualified. The protest fees will be forfeit to the track. If found legal, the protested party engine will then be inspected. If found legal, $80 of the fee goes to the protested party, $20 goes to the club. If found illegal, the additional fee goes back to the party that filed that protest and the protested party will be disqualified.
   B. 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. The protesting party engine will be inspected first. If found illegal, the protest will be void and protesting party will be disqualified. The protest fee will be forfeit to the track. If found legal, the protested party engine will then be inspected. 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 and the protested party will be disqualified.
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 decisions.
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 goes to the protested party, $25 goes to the Limerock driver point fund. If protest is upheld, entire $50 goes back to the Protesting party and the Protested party is fined $25 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. DISQUALIFICATIONS AND SUSPENSION PROCEDURES:

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 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 an 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 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:

A. 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, Asst. 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.

B. 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).

1. 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 drivers 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.

C. 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 its 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 and Protest Committee.

D. 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. Racing shall NOT commence without an Assistant Flag Person.
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.

E. 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.

F. 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.
6. They shall not be a member of the board of directors and shall not be affiliated with any race team in the class being tech inspected.

G. 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.

RULE BOOK

1. COMPETITION VEHICLE RULES:

1. GENERAL MICRO SPRINT TECHNICAL SPECIFICATIONS:

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

A. 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, Inc. 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, Inc. 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.

B. ENGINE: Refer to appropriate class engine rules

C. CHASSIS / DRIVETRAIN:

1. Wheelbase: Minimum 50 inches / Maximum 70 inches. Measured center of front axle to center of rear axle.
2. No 13” wheels. Only 10” Diameter wheels on a micro sprint.
3. 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.
4. 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

5. Roll cage must be a minimum of 2 inches above the top of the driver’s helmet.
6. Roll cage shall be at least: 1 1/8 inch tubing with .065” wall thickness, 1 ¼ inch tubing with .065” wall thickness. Roll cage shall be made of 4130 Condition N (Chrome Moly) steel or material equivalent in strength.
7. 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.
8. 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.
9. Steering: Front wheels must be connected by solid or tubular tie rods.

10. 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, sandbags, rocks, log chains, etc. allowed.
    - Weights must be painted white with the car's number painted on it in black. Minimum 1-5/16" bolt up to 5 lbs. of weight, Minimum 2 – 5/16" bolt up to 10 lbs. 2 – 3/8" bolt over 10 lbs. of weight, all bolts double nutted. Loss of weight on track will result in the black flag for that event as a safety violation.
11. 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.
12. Fire Wall: Mandatory various materials allowed for example carbon fiber, fiberglass, and aluminum. No cloth, duct tape.
13. 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.
14. 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.

D. 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.

E. 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. All car numbers must have no more than 4 alpha-numeric characters.
3. 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.
4. 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.

2. MICRO SPRINT SAFETY REGULATIONS:

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

A. 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. All wheels which are secured with a single axle nut shall have a safety pin or wire to prevent the nut from coming off.
4. Halo Bar (bolt in) recommended.
5. Throttle Safety return adapter is recommended (600cc).

B. **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. (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, and head & neck systems (Ex: Hans Device) are mandatory and are to be worn according to the manufacturer's recommendations with up-to-date safety inspection certification for all micro sprint, Jr Sprint, and Quarter Midget drivers. Neck restraint systems are mandatory for all drivers for any events.
5. Driving suits must be SFI 3.2A rating or higher. Suits will be of good condition, without holes and clean condition.
6. Full five-point seat belt, 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
8. All drivers must wear one-way radios (Raceiver) Mandatory.

C. 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.

D. 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.

3. FUEL SPECIFICATIONS AND PROCEDURES:

****All 600 Classes – Mandatory: Fuel tanks must contain a Bladder. 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 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:**
   Methanol or Non-Oxygenated Methanol and/or oil, or Non-Oxygenated additives are allowed.
   NO Nitro. NO propylene-oxide. (270 only).
   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.

4. 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.

5. MICRO-SPRINT CLASS SPECIFICATIONS:

Limerock Speedway has 4 Micro Sprint Classes that compete weekly. The 4 classes are: 270 Winged, 600 Restricted, 600 Winged, and 600 Wingless.

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:
   Any approved fuel (Alcohol, and approved oil refer to fuel specifications page 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:
   A. Only methanol alcohol and water (and oils for lubricating purposes) are legal fuels.
   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.
2. Tires: Right rear tire must durometer at 45 or higher, post-race with a ten (10) minute cool down period.

600 WINGED CLASS:

1. Season Points will be awarded to the driver.
2. Driver's 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.

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.
D. Center foil must be one piece. No split or bi-wings permitted.
E. 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).

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.

2024-2026 600CC U6SA ENGINE RULES
(APPLIES TO NON-RESTRICTED 600 WINGED AND WINGLESS CLASSES)

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 2006 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.
   1. Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
   2. 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:

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 manufacturers and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU.

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).

H. Electric fuel pump safety relay must be installed on all cars equipped with an electric fuel pump, including lift pumps for mechanical fuel Injection systems. This relay must automatically shut off the electric fuel pump when the engine stops running.

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

10. CHARGING SYSTEM:

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

11. SELF-STARTING:

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:

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:

Transponder location is 21” from center of front axle towards rear axle and 6” from the bottom frame rail.

600 RESTRICTED CLASS 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 2006 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.
      1. Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
      2. 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 manufacturers 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).
H. Electric fuel pump safety relay must be installed on all cars equipped with an electric fuel pump, including lift pumps for Mechanical Fuel Injection systems. This relay must automatically shut off the electric fuel pump when the engine stops running.

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

10. CHARGING SYSTEM:

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

11. SELF-STARTING:

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:

Minimum weight at all times is 750 pounds for the PA600R/U6SA600R class (car and driver). If weight is added it must be firmly bolted in place.

14. TRANSPONDER LOCATION:

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:

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. 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. 9-16 years of age. 8 years of age with 2 years' experience, and a Race Committee and board waiver of approval. If your 17th birthday falls during the racing season (March-October) you may finish the season.
B. You may compete in an "Open 600" division for two events (weeks) in any season and still return to restricted class within that season. If more than two events, cannot return to the restricted class in that season.

19. NO COCKPIT ADJUSTMENTS OF ANY KIND:

No wing adjusting motors will be mounted on restricted car at all. Only manual Wing Adjusters Allowed.

20. PENALTY FOR RULES VIOLATION:

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:

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 driver's shoulders and no more than ½" 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).

2. 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 will not be allowed to run 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 red flags in the interest of safety.
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 downside of the wing.
25. All cars will weigh after all time trials and Mains. Only the top three (3) must weigh after heats, all cars must weigh after features to receive payout, 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, unless you are in the top 5. If you do not finish a race or time trial, you do not have to weigh at the scale. Anytime a car comes across the scales, no matter the position finished in competition, they must meet proper weight requirements for the class or will be disqualified for that race or time trial session.
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.
28. There will be time limits on all Heats, Alphabet Mains and Features at the discretion of the Race Committee.
    Quarter Midget: Heats 10 minutes, Features 20 Minutes
    Jr. Sprints: Heats 10 Minutes, Features 20 Minutes
    600 Restricted: Heats 15 minutes, Features 30 Minutes
    270s: Heats 15 minutes, Features 45 Minutes
    Winged and Wingless Open Micros: Heats 15 minutes, Features 45 Minutes
    All Alphabet Mains 20 minutes
    The time limits do NOT apply if it is the last race of the night or is the title race of the night.

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. From the first push-off to the completion of the race, all cars involved in a wreck/caution will go to the back of the field. 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. The Race Director / Race Committee can put cars back meritoriously. i.e. spin to avoid, intentionally wrecked, etc.
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.
   - 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 green, white, checkered 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. **A:** On a RESTART, any cars that are at least a lap down will line up at the rear of the lead lap car(s) in the order of laps down, least to most to the rear. (Any car involved in a caution bringing out the caution flag and stopping green flag racing, will lineup tail, behind the lapped cars.)
    B: 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.
    - All wheel covers must have the car number it belongs to on inside of wheel cover.

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.
   A. If a driver scratches themselves out of any race, (heat, feature) prior to the cars entering the track surface for the race, the lineup will be adjusted so that all drivers in a position behind the scratched driver will move forward to fill in the vacancy left by the scratched driver in single file. (Ex: Position 3 scratches, Position 4 goes to 3, 5 goes to 4, 6 goes to 5, etc, Criss Cross).
   B. If 2 drivers in the same row scratch prior to cars entering the track surface for the race, the lineup will be adjusted so that both rows move forward to fill the vacancies left by the scratched drivers. (Ex: Positions 3 & 4 scratch, 5 goes to 3, 6 goes to 4, etc).

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 the following chart:

LIMEROCK SPEEDWAY LINEUP AND RE-DRAW PROCEDURES

ALL HEAT LINE UPS ARE FINAL AFTER CAR REGISTRATION IS CLOSED

NUMBER OF CARS REGISTERED PER CLASS	NUMBERS OF CARS IN EACH HEAT	NUMBER OF PILLS FOR RE-DRAW	NUMBER OF CARS TO RE-DRAW PER HEAT	NUMBER OF CARS TO QUALIFY FROM EACH HEAT DIRECTLY TO A-MAIN
1	1 HEAT	0		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	3	TOP 3	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	4	TOP 2	5 / 5
11	6 / 5	4	TOP 2	6 / 5
12	6 / 6	6	TOP 3	6 / 6
13	7 / 6	6	TOP 3	7 / 6
14	7 / 7	6	TOP 3	7 / 7
15	8 / 7	6	TOP 3	8 / 7
16	8 / 8	6	TOP 3	8 / 8
17	6 / 6 / 5	6	TOP 2	6 / 6 / 5
18	6 / 6 / 6	6	TOP 2	6 / 6 / 6
19	7 / 6 / 6	6	TOP 2	7 / 6 / 6
20	7 / 7 / 6	6	TOP 2	7 / 7 / 6
21	7 / 7 / 7	6	TOP 2	7 / 7 / 7
22	8 / 7 / 7	6	TOP 2	8 / 7 / 7
23	8 / 8 / 7	6	TOP 2	8 / 8 / 7
24	8 / 8 / 8	6	TOP 2	8 / 8 / 8
25	7 / 6 / 6 / 6	8	TOP 2	5 / 5 / 5 / 5
26	7 / 7 / 6 / 6	8	TOP 2	5 / 5 / 5 / 5
27	7 / 7 / 7 / 6	8	TOP 2	5 / 5 / 5 / 5
28	7 / 7 / 7 / 7	8	TOP 2	5 / 5 / 5 / 5
29	8 / 7 / 7 / 7	8	TOP 2	5 / 5 / 5 / 5
30	8 / 8 / 7 / 7	8	TOP 2	5 / 5 / 5 / 5
31	8 / 8 / 8 / 7	8	TOP 2	5 / 5 / 5 / 5
32	8 / 8 / 8 / 8	8	TOP 2	5 / 5 / 5 / 5
33	7 / 7 / 7 / 6 / 6	10	TOP 2	4 / 4 / 4 / 4 / 4
34	7 / 7 / 7 / 7 / 6	10	TOP 2	4 / 4 / 4 / 4 / 4
35	7 / 7 / 7 / 7 / 7	10	TOP 2	4 / 4 / 4 / 4 / 4
36	8 / 7 / 7 / 7 / 7	10	TOP 2	4 / 4 / 4 / 4 / 4
37	8 / 8 / 7 / 7 / 7	10	TOP 2	4 / 4 / 4 / 4 / 4
38	8 / 8 / 8 / 7 / 7	10	TOP 2	4 / 4 / 4 / 4 / 4
39	8 / 8 / 8 / 8 / 7	10	TOP 2	4 / 4 / 4 / 4 / 4
40	8 / 8 / 8 / 8 / 8	10	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. If a driver misses the call for their assigned time trial they will be allowed 1 lap for time trials.

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 #4 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.
   A. 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.
      If it is the leader that jumps:
      1. First offense: Yellow flag will be thrown; all cars will stay in their position. Start line will be repainted if needed. The main field will get lined up and try a full restart again.
      2. If the leader jumps again, the leader will be put back two (2) spots.
      3. If same car jumps a 3rd time they will be put tail.
      4. If same car jumps 4th time they will be disqualified from race.

      If it is cars other than leader:
      1. First offense: You will be moved back two (2) positions (from starting position) immediately, not at the end of the race.
      2. Second offense: You will be moved to the back of the pack immediately, not at the end of the race.
      3. Third offense: You will be disqualified from that race event immediately.

   B. It is the job of only the Race Director and/or Head Flagger to call a Jump Start Infraction. They may consult with the infield Safety Steward, but ultimately the decision to penalize will only be made by these 2 officials.
3. The starting area will be an area between two fixed points in turn #4. 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). 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. All restarts are double file until either there is a 5th caution, or there are 5 laps to go. At that point 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. A: Establish starting position while in the pit area. If a car will not be taking its starting position and it is known to officials before the cars come out on the track, the order will be adjusted. (Criss-crossed to determine the new starting lineup.) (refer to Starting Grid Rules)
   B: 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. Once cars are on the race surface, in the event a car(s), miss the white flag, cars move up in line to fill in. The last car may fill in either row to square the field at the tail.
13. For all Micro Sprint Classes: The Leader has lane choice on double file restarts after the 1st completed lap, during all race runs. (Heats, Alphabet Mains, A-Main Features).

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 by pill draw at registration or from time trials.
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, the race will be 10 laps, with 13 cars and up, the race will be 15 laps.

8. A-MAIN:

For all weeks of racing:

1. Start position determined from heat finish position B, C, D, main finishing position.
2. Top 8 qualifiers will pull pill for even number of heat races, for start positions 1-8 in feature event.
3. If 16 or fewer cars, then 50% of field will pull pill for feature line-up.
4. Top 9 drivers will pull pill for odd number heat races for positions 1-9 in feature event.
5. Drivers will pull pill at start of intermission.
6. Race Director will pull pill for drivers failing to report.
7. Pole qualifier pulls first, then 2nd qualifier, next, etc.
8. With 5 or more heat races, Race Committee will determine number of pill positions. In all racing events Yellow FLAG laps do not count.
9. If provisional are used, they will be defined before the event and will be based off merit.
10. The car class with the largest registered car counts that is designated as the last class of the event will be the premier class of the night and will run 30 lap features weekly if time allows.

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.

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

A. WEEKLY POINT AWARDS:

1. Weekly Points will be awarded for heat race finished and for the finish in A and lesser 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:
      1. This is a single 40 lap race split into two (2) 20 lap halves.
      2. Points are scored at the standard heat race and standard feature race point scheme in the MyLaps system. Points given for finish of lap 40. Heat and feature starts will lineup according to a normal weekly race.
      3. Feature leader after lap 20 will pull a pill for the number of cars to invert. A minimum of 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 on lap 21 in the order of their finishing position of lap 20, lapped cars do not get laps back at restart of lap 21.

4. There will be a 10-minute break between lap 20 and 21. Any car that exits the racetrack 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:

DNS – Did Not Start – NO Points DNF – Did Not Finish – Regular Points based on placing DQ – Disqualified – NO Points Must race 75% of season events to be eligible for Points Fund and Championship.

HEAT	
1	12
2	10
3	9
4	8
5	7
6	6
7	5
8	4

FEATURE	
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

B. 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 completed point race events to qualify the driver for Year-end point fund. A driver who races in multiple classes will qualify for point fund if they race 75% of the completed point race weeks at Limerock Speedway. The 75% may be achieved by racing in multiple classes.

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.

C. 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 ($100 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 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%).

D. TRACK RECORDS:

Track time records will only be recognized during an official event, during qualifying races only after the official conclusion of the event and results are made official and posted. Practice sessions, hot laps, and testing are not considered qualifying races.

3. JUNIOR SPRINT SPECIFICATIONS AND RULES

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Limerock Speedway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Limerock Speedway and its appointed officials.

DISCLAIMER: All rules may be changed/modified/adjusted as needed by Limerock Speedway. Rules are designed and enforced to keep competition equal and safe.

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

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

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

SAFETY: Seat belts must be securely attached to the car and used at all times. Metal to metal latches only. Five (5) point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three (3) years old. (Example: Oct 2012 may be used in 2013, 2014 and 2015.) Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage. Helmets must be full head coverage competition type and one (1) of the two (2) latest SNELL approvals. Nomex head socks recommended. All drivers will wear a name brand flame-retardant uniform. Neck braces and\or cage nets with a SFI 3.2-1 rating or higher or Total Head containment seats are mandatory. SFI gloves are mandatory for safety.

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

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

FUEL: Kidsprint approved fuel. ONLY METHANOL. No additives allowed, i.e. top end lube, Power Mist, propylene oxide, nitro methane, etc. No M5.

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

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

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

MAXIMUM TREAD WIDTH: Not to exceed fifty-five (55) inches outside of tire to outside of tire.

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

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

TIRES AND WHEELS: Wheels to be eight (8) inches diameter steel or aluminum non-beadlock only. Spec right rear tire must be Hoosier "JS". Hoosier tires must be run on all four corners of the car. Tire grooving is allowed on all 4 corners. No softening is allowed. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs.

BODIES: All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of twenty-four (24) gauge steel or .060 inch aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit 15 is a quick release steering wheel hub. All mechanically operated devices must be mounted below the driver's shoulders for safety. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

TRANSMISSION: The drive will be by engine or jackshaft mounted clutches. No axle mounted clutches allowed. NO VARIABLE SPEED CLUTCHES, CVT, SNOW MOBILE, JR DRAGSTER OR VARIABLE GEAR RATIO DEVICES OF ANY KIND ALLOWED. No direct drive will be allowed. Chain guards will be made of .090 inch thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

WINGS: Right side board, maximum 42 inches x 20 inches. Left side board, maximum 42 inches x 20 inches. Minimum center section size is six (6) square feet. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than three (3) inches beyond center section and sides must cover center section. All wings must have 1/16 inch radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Lower front corner of the wings sides cannot be more than four (4) inches below top of roll cage on a straight line to the top of the front roll cage crossmember. Top of roll cage is defined as the point of the roll cage or halo that would contact the ground. Use of a welded on Halo is encouraged for driver protection but bolt on halos are not considered as part of the chassis structure and are not the top of the roll cage or chassis. Nose wings cannot exceed 24 inches x 18 inches, and must carry car number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available.

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

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

HUBS: Front hubs: Go kart type with 5/8 inch bearings and 5/16 inch wheel studs minimum. Rear hubs: 5/16 bolt minimum or splined with safety key.

ENGINE RULES: Briggs & Stratton World Formula engines as defined by the KSUSA and FIA Homologation engine specs. Engine may or may not be sealed but both versions must pass Tech as defined by the previously mentioned rules upon request of a Track Official. The Briggs World Formula will use a RLV 5442S header or stock pipe and RLV 4100 silencer as defined in the KSUSA Briggs World Formula rules. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters and volume as the original stock pipe. Baffle rattle is allowed however if baffles have been altered or removed, the muffler will be deemed illegal. Baffle holes are .128 inch (#30 drill bit) no go gauge. Coating is allowed.

EXHAUST: All cars must have a muffler mounted on the header. See General Rules.

GENERAL RULES: Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

PENALTIES: See General Rules for Penalties.

PROTEST RULES: Please reference the Protest Rules under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

KidSprint Engine Rules Briggs World Formula 1/6/2022

All parts must be Briggs & Stratton factory production parts unless otherwise noted in these rules. No machining, polishing or alteration of any parts is permitted unless specifically noted in these rules. All parts are subject to comparison with a known stock part. All tolerances are +\- .001 inch.

CYA Rule: If the rules do not say you can - You can't!!!!!!

717.1: Shrouds and covers: All shrouds and covers must be run as supplied. Cylinder shield may be bent slightly or drilled around spark plug hole to allow fitting cylinder head temperature lead and clearance for Coil Ground lead. Flywheel Cover, Top Cover and Plate are non tech items. They are replaced by Part # 555699.

717.2: Header and silencer

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

717.2.2: Exhaust gas temp sensor is optional.

717.2.4: RLV Silencer #4100 required. Baffle rattle is allowed however if baffles have been altered or removed, the muffler will be deemed illegal. Baffle holes are .128 inch (#30 drill bit) no go gauge. Coating is allowed.

717.2.5: Springs attaching Silencer to header must be safety wired. Silencer must be attached to header and functional at end of race or car and driver will be DQ'd.

717.3: Electric starter: Starter motor must be operational and capable of starting engine. Battery must be minimum of 8 AH rating and capable of starting warm engine. Recoil starter and flywheel starter cone optional. Starter support bracket P\N 557119 is optional.

717.4: Air filter: Air filter must be Green Brand 40 X 75 filter attached directly to Carb. No Extensions or Adapters.

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

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

717.7: Clutch: May be engine and\or Jackshaft mounted. Belt or chain drive from engine to jackshaft. May use #219 or #35 sprocket. NO VARIABLE SPEED CLUTCHES, CVT, SNOW MOBILE, JR DRAGSTER OR VARIABLE GEAR RATIO DEVICES OF ANY KIND ALLOWED.

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

717.9: Fuel: METHANOL. No additives allowed, i.e. top end lube, Power Mist, propylene oxide, nitro methane, etc. No M5. Specific Gravity is .7913 @68 degrees. Use a temperature correction chart to determine exact SG. Corrected SG must be between .760 and .800. VP M1 is the standard for zeroing a Digitron or any device for testing Methanol for power enhancing additives. VP M3 and M5 and other brands of like chemistry are Illegal.
717.9.1: Oil: Any crankcase oil is allowed BUT MUST PASS THE BURN TEST AND/OR THE SNIFFER TEST. (Recommend TIFF Industries Sniffer).

717.10 Carburetor: Stock Walbro PZ carburetor only. No alterations allowed; choke excluded. Carb mount boot Briggs #557130 is required. New carburetors may have different colors and exterior appearance.
717.10.2: Slide must remain unaltered. Unaltered stock needle marked CDB is required.
717.10.3: Choke assembly is optional and may be removed and shaft holes plugged with silicone. If choke is retained choke lever may be fastened open with spring, rubber band or tie wrap.
717.10.4: Methanol Jets: Drilling or reaming of gas carb jets is allowed. Nozzle .111" no go; pilot/slow jet .026" no go; main jet .072" no go. NOGO gauge must NOT pass through. NO tolerance allowed. All are inch measurements. **No tolerance allowed.**
717.10.6: Venturi measurement.
717.10.6.1: Vertical .9902" max.
717.10.6.2: Horizontal .7382" max.

717.11: Camshaft: No alteration of the camshaft by machining, polishing, or altering is allowed. Must compare to stock Briggs part. First camshaft check will be taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainer may not exceed .3085". Any camshaft with a measurement at the push rod of less than .306 should be removed and measured on the grind and checked for alteration. Camshaft must be as supplied with Stock Profile and compression relief.
717.11.1: Install degree wheel, using positive stop method.
717.11.2: Check ignition timing. With the right edge of the magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil. The degree wheel must indicate between 23 and 29 degrees BTDC. Flywheel key must have BS logo. Minimum key width is .182 inch.
717.11.3: Tech camshaft at pushrods. Push gently down on dial indicator stem to ensure that there is no lash when pushrods are going down.

Exhaust Lobe Lift Intake Lobe 75-71 BBDC .020 34-30 BTDC
57-53 BBDC .050 18-14 BTDC
39-35 BBDC .100 2BTDC-2ATDC
25-21 BBDC .150 13-17 ATDC
9-5 BBDC .200 29-33 ATDC
12-16 ABDC .250 49-53 ATDC
25-29 ABDC .275 63-67 ATDC
.3085 MAX .3085 MAX
70-66 BTDC .275 31-28 BBDC
57-53 BTDC .250 18-14 BBDC
37-33 BTDC .200 2-6 ABDC
21-17 BTDC .150 18-22 ABDC
6-2 BTDC .100 33-37 ABDC
11-15 ATDC .050 49-53 ABDC
29-33 ATDC .020 66-70 ABDC

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

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

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

717.15: Head gasket: Any commercial available head gasket may be used but must maintain same configuration of shape of standard Briggs World Formula gasket. Minimum thickness is .040 measured with a micrometer from inside of cylinder hole of gasket at 4 points between the head bolts. Fire Ring B&S gasket is legal. **All engines used in 2018 will require the .040 gasket.**

717.16: Head: Head may not be altered in any way from factory specifications. NO PORTING OF ANY SHAPE OR WAY! Heat sink P\N 555690 is allowed.

717.16.05: Cylinder Head Gasket: Cylinder head gasket surface may be machined. Remove Carbon first. Depth from gasket surface to head surface between valves must be a minimum of .319". Measure by using a depth micrometer. No knife edges or angle milling of head. **Cylinder head must be as furnished from Briggs. No polishing, grinding or machining of valve seat angles, or intake and exhaust runners allowed. 45 degree Valve Face and Seat angle and width as factory supplied.**

717.16.1: Rocker Arms / Push Rods: rocker arms must be as produced. Length must be 2.820 inches minimum. Push rod length 5.638" no go to 5.656 must go. Push rod diameter is .185 to .190".

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

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

716.16.6: Valve Seats - one 45° angle only.
717.16.6.1: Intake valve seat diameter is .966" - .972".
717.16.6.2: Exhaust valve seat diameter is .844" - .850".

717.16.7: Valves
717.16.7.1: Intake valve head diameter is 1.055" - 1.065".
717.16.7.2: Exhaust valve head diameter is .935" - .945".
717.16.7.3: Valve stem diameter is .232" - .238".
717.16.7.4: Valve face must have one 45° sealing surface only.

717.17.8: Valve Springs
717.17.8.1: Dual valve springs as supplied by factory are required.
717.17.8.2: Inner spring wire diameter is .066" - .068".
717.17.8.3: Outer spring wire diameter is .112" - .114".
717.17.8.4: Valve Guides: Replacement of valve guides with B&S factory part 555645, is allowed.

717.18: Ignition: Unaltered B&S stock coil #557040 w\External Limiter or #557125 with Internal RPM Limiter is mandatory. Attachment bolts or bolt holes may not be altered.
717.18.1: Spark plug connector must be stock factory type.
717.18.2: Rubber plug boot is allowed.
717.18.3: There must be resistance from plug wire to ground on coil #557040. Resistance must be between 3000 ohms, minimum, to 6000 ohms, maximum. Coil resistance may be rechecked after a minimum of 10 minutes if correct reading is not attained upon first check. No spec available on P\N #557125.
717.18.4: Coil air gap is non tech.

717.19: Flywheel: Only stock Cast Iron or Cast Aluminum Briggs #557126 flywheel is permitted. Starter ring gear and all cooling fins must be in place. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed. Minimum Flywheel Weight with starter ring, cooling fins, and attachment bolts 4 pounds 3 oz.
717.19.1: Chipped fins due to poor casting are legal. Completely broken off fins are not allowed. Minimum 1.750 inch Flywheel cover opening allowed.
717.19.2: Stock flywheel key with B & S logo is required and will determine Aluminum flywheel ignition timing. The flywheel key may be aluminum or steel. .182 minimum width. NO offset keys permitted.

717.20: One or two stock crankcase gaskets are required.

717.21: Valve Lifters: Must be stock. No Polishing allowed.
717.21.1: Lifter head diameter must be .964" - .984".

717.22: Connecting Rod: Stock B&S part #557005 or 557117 rod only. Rod may not be altered or polished. Rod may be clearanced providing that it is in stock configuration and finish, with no dimpling or media blasting. Rod ends must be concentric with crank journal and wrist pin with no chamfer or breaking of edges.
717.22.1: Rod length, measured from bottom of wrist pin hole to top of crank journal hole, is 2.419" minimum to 2.429" maximum.

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

717.23: Wrist pin:
717.23.1: Maximum I.D. is .414".
717.23.2: O.D. is .624"-626".
717.23.3: Minimum length is 1.901".

717.24: Piston rings: Three rings mandatory. Top compression ring must have chamfer or O toward top of piston. Second scraper ring must be installed with inside chamfer down and O toward top of piston. Oil ring must be installed as from factory. No alteration of rings allowed except end gapping and lapping. Maximum RING GAP of Rings .050. Rings must be self-supported in the cylinder bore of the engine being inspected. Rings must remain flat. Rings must be in one piece when removed from block. Aftermarket rings are allowed if they meet the Specifications listed below.
717.24.1: Minimum width of top two rings is .095".
717.24.2: Thickness of top two rings is .059" - .064".
717.24.3: Minimum width of oil ring is .065". Ring groove must be present. Expander must be installed but may be trimmed in overall length.
717.24.4: Thickness of oil ring is .098" - .102".

717.25: Piston: Stock "kidney bean" piston required. No alteration, polishing or machining allowed. Only piston skirts are coated and coating cannot be removed and skirts or any part of piston be polished. Factory finish only.
717.25.1: Minimum from top of piston to top of wrist pin on circlip side is .658".
717.25.2: Minimum piston length is 1.768".
717.25.3: Factory oversize World Formula pistons are allowed.

717.26: Crankshaft: Stock B&S crankshaft casting #772 and #052 only allowed, all finishes being as factory supplied, with stock timing gear installed in stock location only. No alteration or polishing in any manner allowed. Offset crankshafts not permitted. Stock bearings required. Side cover may be peened to retain side cover bearing.
717.26.1: Shim(s) if used, must be installed as from factory.
717.26.2: Crankshaft journal diameter is 1.094" - 1.100".

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

CYA Rule: If the rules do not say you can - You can't!!!!!!

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

General Rules: Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

4. QUARTER MIDGET SPECIFICATIONS AND RULES

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.nascaryouth.com/_files/ugd/666504_6166229e34914f46a617184f322a41b5.pdf
3. See Honda 120 UT3 Technical Manual and Honda 120 Tech Manual for engine specs. We will allow the Honda 120 UT3 and UT2 engines. (Between 1200 RPM and 2000 RPM the ignition timing must meet 20 degrees and never exceed 20.5 degrees anywhere between 1200 RPM and 2000 RPM.) Honda 160 Engines are not allowed anywhere on the premises.
4. Limerock Speedway has Wingless Quarter Midget Class(es).
5. Rookie level- age is 5 – 14 years old, must run a RED plate and be stamped no more than two (2) years prior to the current date. Must weigh at least 265 lbs. car and driver combined, and only wingless. If there are 4 or more registered they will run separately for that race day. If ran separately, they will run 6 lap heats and 10 lap features. (Each race will have a 10 minute time limit). Restarts will be single file. If ran separately, the class will not receive a nightly payout. Limerock Speedway will allow the Rookie Class parents to be in the infield during their child's heat and feature to try and assist with lineups and restarts only when Rookie Class is ran separately.
6. Honda 120 level – age is 6 – 14 years old, it is the Race Director's decision when they move up. Wingless must weigh at least 290 lbs. car and driver. Must run a BLUE plate and be stamped no more than two (2) years prior to the current year.
7. A 2 inch diameter 90°degree elbow for air filter allowed.
8. An approved safety net is required on the left side of the cockpit to restrict head and shoulder movement from extending outside of the cockpit.
9. A tether system for the steering column is recommended to restrict movement towards the driver in the event of an impact.
10. After 3 consecutive wins, Rookie Class competitors can be considered to be moved up by request of the parents and approval by the Race Committee.

2026 NASCAR YOUTH SERIES NATIONAL QUARTER MIDGET RULE BOOK

This rulebook will be used for all National, Regional, and Local Competitions

Effective Date of these rules: These rules of competition become effective January 1, 2026, and supersede all previous rules, bulletins, or supplementary regulations.

Revision of Rules - The United States Auto Club reserves the right to revise these rules or any supplements thereto at any time. References forward of USAC will be understood to mean the United States Auto Club.

Member in Good Standing - defined as a NASCAR Youth Series member who has fulfilled their financial obligations to their respective NASCAR Youth Series club, any NASCAR Youth Series clubs they participate at, and to USAC. All NASCAR Youth Series members must be a full member at a NASCAR Youth Series sanctioned club.

NOTE: Some locations around the country may have different state and local rules and regulations with regards to safety, construction, and procedure for motorsports events. The stricter local rules will apply for events held at those locations. It will be necessary for those clubs or events to clearly post these changes so that competitors are fully aware of these changes in advance.

APPENDIX I

2026 NASCAR Youth Series Midget Technical Specifications.

*This appendix pertains to NASCAR Youth Series which may be referred to in this section as NYS where needed

101 DESIGN AND CONSTRUCTION

All phases of design and construction are subject to the approval of the NASCAR Youth Series Director and NASCAR Youth Series Technical Officials. NASCAR Youth Series may exclude any car, design, or construction which is deemed unsafe, not meeting the NASCAR Youth Series specifications, the spirit of NASCAR Youth Series racing and/or the intentions of the rules and regulations contained herein.

102 INSPECTIONS (YEARLY)

All cars will be inspected for mechanical, safety deficiencies, and compliance with these rules herein at least once a year. A current USAC inspection decal is MANDATORY for a car to compete in NASCAR Youth Series competition.

103 DIMENSIONS AND WEIGHT

A. Wheelbase - (measured center to center of the axle of EACH side) must be at least 42 inches and no more than 56 inches.
B. Length - (measures from bumper to bumper) will be limited to no more than 84 inches.
C. Tread Width - (measured from tire center to tire center) must be at least 28 inches and no more than 36 inches.
D. Height - (including roll cage) will be a maximum of 50 inches.
E. Car weight - (cars weighed after qualifying, heats, lowers, and mains) must be at least 160 pounds without a driver, helmet, neckbrace, driving suit, and shoes.
F. Tires - Approved right side tire compounds and size are listed in Table 1.1. Left side tires for both dirt and pavement must be manufactured by a NASCAR Youth Series approved manufacturer/supplier and may only be an approved compound as specified in Appendix I, section 135/136. The NASCAR Youth Series approved tire manufacturer/supplier for the 2024 racing season will be Hoosier Racing Tire.
G. Ballast/Weights - Any ballast, excluding the belly pan itself, must be securely bolted within the confines of the cockpit.
    a. Weights must not be fastened to the inside or outside of any nerf bars, front or rear bumpers or shoulder bars or to the roll cage.
    b. All lead weights must be covered in a manner to keep from coming into contact with the driver (example: plastic covering, tape, etc.)
    c. It is required that the weight be painted or wrapped with bright color. The current driver's name must be written on each piece of weight.
    d. Ballast cannot be mounted any higher than 7 inches above the top of the lower frame rail.
    e. Ballast must not be mounted to the body panels. Ballast may be mounted in the left side kick out but must be bolted to a metal kick out floor pan, a tab, or a frame upright. Ballast in the kick out must not be mounted to the side of the body panel or to a fiberglass floor. The kick out floor pan must be attached to the chassis with tabs, bolts, or rivets in order to attach any ballast to the kick out floor pan. Optional kick out belly pan – the kick out belly pan can be steel material with a thickness of between 0.25” and .125” and be welded to the kickout tubing. But this steel floor pan cannot protrude below the bottom edge of the kick out tubing.
    f. All weights ~~attached to the metal belly pans must~~ be secured with bolts and a minimum 1.5 inch fender washer so that the bolt heads will not pull or tear through the belly pan. Two (2) bolts are required if the ballast is six (6) inches or larger in length or width.

104 CAR CONSTRUCTION

A. All cars must be rear direct drive only. Clutches will not be permitted. If using only one rear wheel drive it must be in the right rear.
B. All body panels must be readily removable. Body panels rigidly attached to the frame to prevent chassis flex, will not be permitted.
C. All cars must have a body that completely covers the drivers legs, a tail section, and a housing that covers the engine. The tail section may be the engine housing.
D. All body panels, nose and tail sections must not have any sharp edges. There must not be sharp corners, such as square corners. All corners and edges must be rounded in shape.
E. The bottom of the tail section must not be higher than the top of the bumper when normally installed. Holes will be permitted in the tail section for access.
F. The belly pan or the body must enclose the front end or it must be enclosed by using metal sheeting at least .040" thick or steel sheeting at least .025" thick. The belly pan must extend from the front axle to the rear firewall. The belly pan must not extend beyond the cross bar member beneath the rear firewall. The belly pan must be flat from side to side. Aerodynamic appendages will not be permitted. The front edge of the belly pan shall be rolled or rounded up, or protected by a metal nose pan that keeps the front edge from catching any objects on the track or damaging objects that the car may run over. The belly pans should not have open holes larger than 1/2 inch in diameter. Excessive holes in the belly pan will not be permitted. All belly pans are subject to the approval of the USAC Officials.
G. The carburetor must be covered by the tail section or a bubble/scoop, securely attached to the tail section.
H. Changes to the body, the nose section, the tail section or the side panels must be submitted for approval to USAC prior to competition.
I. All cars must have side panels on both sides of the cockpit and engine compartment. The side cockpit panels must be a minimum of six (6) inches in height and must not exceed 22 inches in height, as measured from the bottom frame tube.
J. The maximum height of the body is 22 inches when measured from the bottom of the bottom frame rail to the top of the body.
K. USAC designated decals are required on all cars.
L. The rear sail panels on either side of the cockpit may extend to the top of the roll cage and must not extend forward past a cross plane established by the seat back. The rear sail panels must be supported on all edges by steel frame members.
M. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. Panels, parts, or other devices which in the opinion of USAC officials are not within the spirit or intent of this rule may be removed from the car by the competitor before competition.
N. Rear view mirrors will not be permitted.
O. Windshields will not be permitted.
P. Lights are prohibited on any race car. A car will receive a warning if any lights are on and may be allowed to finish that race. A second occurrence in the event will result in a disqualification (DQ).
Q. All cars are required to have a minimum of a two (2) inch hole in the right side body panel to easily access the crankshaft flywheel nut for sealing purposes prior to competition.
R. Visors will be permitted, a maximum height of four (4) inches from the front of the halo bar with a total overall length from front to back of 7-1/2 inches. Visors must remain between the uprights and attached securely (zeus buttons or zip ties). All visors are subject to review for safety by USAC officials.

S. Any changes in a chassis, or a body, that deviate from specifications in the NASCAR Youth Series rule book must be submitted for review and receive a letter of approval from the USAC National Office prior to competition in any NASCAR Youth Series sanctioned event.

105 ROLL CAGE AND FRAME

A. All cars must have a roll cage that is an integral component of the frame. The roll cage must be adequately braced forward, backwards, and side to side, to secure it in an upright position in case of rollover. Front and rear uprights must completely enclose drivers head and shoulders when sitting upright in the cockpit. The roll cage must extend a minimum of one (1) inch above the driver's helmet when sitting in driving position and upright in the cockpit, when measured from the bottom portion of the roll cage tubing.

B. Roll Cage Construction –The roll cage must be constructed of 4130 steel tubing (chrome moly).
   a. The main uprights that form a roll cage that is LESS than 34 inches from the top when measured from the bottom frame rail to the top of the roll cage must be a minimum O.D. of 3/4 inch with a minimum wall thickness of .058 inch.
   b. The main uprights that form a roll cage that is MORE than 34 inches from the top when measured from the bottom frame rail to the top of the roll cage must be a minimum O.D of 7/8 inch, with a minimum wall thickness of .058 inch. This roll cage must have two rear support bars that attach to the roll cage no more a maximum of four (4) inches from the top of the roll cage, or not more than (3) inches below from the top of the drivers helmet and extend downward towards the rear of the car and attached to the rear part of the frame. The support bars must be a minimum O.D. of 5/8 inch, with a minimum wall thickness of .049 inch. The support bars must be welded to the roll cage and frame. Welding is the only acceptable procedure for attaching the support bar to the roll cage.
   c. The roll cage design must have radii design required. Square intersections and corners will not be permitted.
   d. Solid metal is not permitted on top of cars.

C. A left side shoulder bar is mandatory on all cars. The left side shoulder bar may be constructed of one of the following:
   a. 4130 steel tubing with a minimum O.D. 5/8 inches, with a minimum wall thickness .049 inches.
   b. Stainless steel tubing with a minimum O.D. 5/8 inches, with a minimum wall thickness, .065 inches.

D. The shoulder bar must be securely fastened to the left nerf bar and the rear roll cage upright using a minimum of grade five (5) bolt. The shoulder bar may be attached by welding, mounted with split clamps or nerf style spuds. The shoulder bar must be securely fastened at the nerf end between the leftmost point of the nerf bar and a point (4) four inches inboard of that. The shoulder bar attachment to the roll cage must be at least as high as the top of the tail section.

E. Helmet hooks attached to the chassis are not allowed.

106 FUEL SYSTEM

A. A USAC approved vented fuel cap with a rollover valve is highly recommended for use at all 2023 NASCAR Youth Series National events and all other NASCAR Youth Series-sanctioned events. The existing vent line must be removed and plugged at the fuel tank. An overflow hose must be connected to the overflow tube fitting on the side of the fuel cap. The overflow tube must be routed as straight and direct as possible to an exit through the body of the car, a maximum of two (2) inches. The exit must be located at the rear area of the car, in front of the left rear tire and no more than one (1) inch above the belly pan. NOTE: The approved fuel caps are designed to prevent uncontrolled fuel leakage in the case of a rollover whereas the car remains

upside down. IT IS NOT a leak proof cap as it provides fuel system venting as well. The overflow tube serves as the function of directing excess fuel out of the engine area noted case(s) of tank overfill, thermal expansion, minor angle inclinations and the likes. The following is a list of approved fuel cap part numbers that will be available January 15, 2021 from already established vendors that service NASCAR
Youth Series racing: • Part # 1249-1 - Fits: early QM tanks
Part # 1250-1 - Fits: Nervo, Fiser, Star race cars and tanks by Robison
Part # 1380-1 - Fits: Storm, Sherman, Star race cars and tanks by Griswald Part # 1750-1 - Fits: Stanley, Afco, Bull Rider and Rice race cars

Previously purchased fuel caps should be updated to remain USAC approved. Updating can be purchased through approved vendors. 1/4-turn fuel caps are permitted.

B. In the event a car is competing without a USAC approved vented rollover fuel cap the vent line routing will remain optional however it must exit a maximum of two (2) inches on the left side of the car and be labeled as outlined in Section F (overflow tube).
C. Optional vent line routing – Vent line can exit the rear of the chassis following the rear frame rail. The rear exit of the vent line must be above the fuel tank when the race car is standing straight up on its nose.
D. No pressurized tanks.
E. Fuel tanks must be mechanically mounted to the frame preventing all movement inside the tail section. Minimum of 2 hose clamps must be used if hose clamps are used. Zip ties and duct tape is not permitted.Fuel tanks cannot be replaced once a car takes the track, including warm up.
F. Aluminum fuel tanks required and must have a minimum wall thickness of .050”
G. Fuel tanks can be anodized or painted only.
H. Fuel fittings must be automotive type. Lines must be attached in a secure manner. Metal automotive type hose clamps are required at all attachment points. Safety wire is also acceptable with a minimum of two complete wraps around the hose. AN fittings; Push Lok fittings are acceptable and do not require hose clamps if used with the correct hose. Zip ties on fuel lines are NOT ACCEPTABLE.
I. Fuel lines must be rated for the appropriate fuel (Gasoline or Methanol) and must be made of flexible hose. Steel braided line is allowed. IT IS MANDATORY THAT ALL FUEL LINES USE A FIREPROOF SLEEVE REGARDLESS OF THE MATERIAL THEY ARE MADE OF. Fuel line must slide through the sleeve. This is not a wrap. The sleeve must also fit the outer diameter of the fuel line. Cool cans and other devices for cooling fuel are not allowed. Devices used to reduce the temperature or remove energy from the fuel system are not allowed. Fuel temperature in the fuel tank while sitting on the grid, pre race must be at ambient temperature or higher.
J. Fuel line at the fuel tank must be equipped with a fuel shutoff device.
K. Fuel pumps of any type are not allowed in Honda 120 and/or Honda 160
L. Vacuum type fuel pumps which stop “pumping” immediately upon engine stopping are allowed in World Formula and Animal Divisions.
M. Maximum fuel tank size is 140 ounces.
N. Fuel Filters - Aluminum or Steel only.
O. Carburetor fuel inlet fitting part number CPG0714 for Briggs & Stratton carburetors and part number CPG0715 for Honda carburetors fittings are allowed.

107 FIREWALL

An effective firewall of aluminum (Minimum .048 inch) or steel (minimum .025 inch) thick must be installed between the engine compartment/fuel tank and the cockpit. It must be as leak proof as practical with no open holes. Any holes for seat belt or shoulder mounts must contain no sharp edges.

108 REVOLVING PARTS – CHAINS AND SPROCKETS

All chains, flywheel, sprockets and or belt drive systems must be placed so as not to be exposed to driver or handler while the vehicle is in motion. Chain guards will be legal to run in all .25 quarter midget classes. Chain guards can be made of Plastic, aluminum or steel. No composite material allowed. Chain guards can attach to the engine sun gear cover but the stock bolts must be used. No welding, drilling, or tapping to the sun gear side cover or engine is permitted. An example of the chain guard is located here:

109 BUMPERS

A. The car must be equipped with a front and rear bumper securely fastened, using at least two grade 5 bolts or better, to the structural components of the chassis and designed without any stubs pointing downward.
B. The bumper must be strong enough to be used to lift the car. Double bumpers with at least two connecting tubes are required for square rear bumpers and at least one connecting tube for triangle rear bumpers. Horizontal tubes must be at least two inches apart.
C. Front and rear bumper tubes must be mounted over each other with a maximum rake of 15 degrees from vertical. They must have at least two inches of radius bend on the ends.
D. Front and rear bumper must not extend more than three inches out past the main frame rail.
E. The bumpers must be constructed of metal tubing having a minimum wall thickness of .049 inch. No ballast is allowed in the bumper tubing. Titanium and composite materials are not allowed. No solid bumpers permitted.
F. Bumpers must be mounted with minimum 6-32 to max 10-32 grade 5 or better bolts, minimum of two bolts per bumper.

110 NERF BARS

A. All cars must be equipped with nerf bars (Side bumpers) starting at the rear, just forward of the rear tire. The nerf bars must extend outward to at least the center of the rear tires. The nerf bars cannot extend beyond the outside of the rear tires, measured by a straight edge parallel to the rear tire.
B. Nerf bars must be constructed from steel and/or stainless steel with a minimum wall thickness limited to a minimum of .049 inch. A maximum of four horizontal and/or four vertical tubes are allowed in the construction of nerf bars. No ballast is allowed in the nerf bar tubing. Titanium and composite materials are not allowed. Panels on the nerf bar will not be allowed. Solid nerf bar is only permitted on the left side.
C. Nerf bars must be mounted with a minimum 6-32 to maximum 10-32 grade 5 or better bolts, minimum of three bolts per nerf bar. If the shoulder bar is welded to the left side nerf bar the top bolt of the shoulder bar can be considered the third (3rd) nerf bar bolt. The shoulder bar must be bolted at the top mounting point. If the shoulder bar is bolted to the nerf bar the nerf bar requires three (3) mounting bolts and the shoulder bar requires bolts at all attachment points.

111 STEERING AND SUSPENSION

A. Tie rod or rack and pinion steering only. No cable systems allowed.
B. Steering system must not allow the driver's legs to impair right or left steering.
C. Steering may not go past center in either direction to keep steering from locking.
D. Steering wheel hub must be padded, and must be at least 1 inch thick, and must be at least two inches outside diameter.
E. The use of carbon fiber, titanium or other composite material as a steering shaft, radius rod, tie rod or suspension component is not allowed.

F. Radius Rods, Steering Rods, & Track locating rods must be constructed of aluminum tubing with a max of OD of .850" and max wall thickness of .1875. Rod ends may be constructed of ferrous materials however the maximum length of the adapter is 1 ½".
G. Bird Cages, torsion bars and sway bars may not be constructed of titanium and/or composite materials.
H. Shock absorbers and components must originate from an approved manufacturer. Shock absorbers must be a mono-tube design using a deflective disc type valve that controls the oil flow through the shock piston. Only a single piston is permitted in the shock main body and one (1) floating piston is permitted in the integral gas reservoir. Remote gas reservoirs are not permitted. Shock absorbers must provide a resultant force dependent upon piston velocity only. Shock absorbers must extend and compress fully with no interruption. All shock absorbers and components must be approved by USAC prior to competition. Shock covers are allowed for Dirt racing events but are not legal for use in Pavement racing events.

   The following is a list of current USAC approved shock absorber manufacturers:
   i. Advanced
   ii. AFCO
   iii. Ashley
   iv. CSI
   v. Hunter
   vi. Integra
   vii. Penske
   viii. Smoker
   ix. Tanner
   x. Tremble
   xi. VRP
   xii. Genesis
I. Only one (1) shock absorber per wheel will be permitted.
J. One travel indicating o-ring per shock will be permitted. The travel indicating o-ring must not exceed 1/4 inch in thickness. The travel indicating o-ring must not interfere with suspension travel. This o-ring is the only permitted part that may be installed on the exterior portion of the shock shaft other than the lower shock mounting hardware.
K. All downward chassis movement while the race car is in competition must be limited ONLY by the normal increasing stiffness of the coil springs or torsion bars or the bottom of the chassis against the race track whichever occurs first. Travel limiting devices, bump stops, droop limiters, cables, or any other device that interferes with the aforementioned will not be permitted.
L. Only one (1) coil spring per wheel will be permitted. Coil springs must be mounted on the O.D. of the shock body. Additional springs mounted on the shock shaft will not be permitted.
M. The coil springs must have a linear spring rate.
N. Coil springs must be manufactured using solid magnetic steel wire. The coil spring wire O.D. must be the same throughout the entire coil spring. The coil spring must be of the closed end design on both ends. The coil spring spacing between the coils must be equal. The O.D. of the coil spring coils must be the same throughout the entire spring with the exception of the first and last coils. The first and last coils may be reduced in diameter for fitment to the shock body. If reduced in size both the first and last coil must be reduced equally.
   a. Coil springs are solid magnetic steel. No designer alloys, titanium, aluminum, carbon or fiberglass, or materials other than magnetic steel. Magnetic coatings do not comply. One spring on O.D. of the shock body is allowed.

b. Only linear wound design springs are permitted. No progressive or tapered springs. All springs ends will be of closed design.
c. Torsion bars and anti-roll bars to be magnetic steel. No designer alloys, titanium, aluminum, carbon or fiberglass, or materials other than magnetic steel. Magnetic coatings do not comply.

O. Titanium or composite steering wheels are not allowed.
P. No data acquisition devices allowed on the steering wheel.
Q. Independent Front Suspension
   a. Lower Control Arm - If the lower control arm has a single attachment point to the frame it can be of steel construction but can only be constructed from steel tubing with a .755" maximum outside diameter and a wall thickness of .065" maximum. Threaded tube ends can be no longer than 1.000" total overall length.
   b. Lower Control Arms - If the lower control has a single attachment point to the frame and is constructed out of solid aluminum flat bar or plate the maximum size is 1.000"x1.000". If constructed from aluminum tubing 1.000" x 0.120 wall maximum. If the lower control arm has two or more attachment points to the frame it must be constructed out of aluminum tubing with an outside diameter of .688" maximum and a wall thickness of .188" maximum.
   c. Upper Control Arm - All upper control arms must be constructed out of aluminum tubing. .688" maximum outside diameter with a .188 wall thickness maximum.
R. No rocker arm, bell crank or cantilever type suspension is allowed. If rear torsion bar suspension or a rear sway bar is used, the bottom of the rear shocks may be mounted to the arm that connects the birdcage to the torsion/sway bar. All shocks and springs must be mounted from the chassis down to the axle, birdcage, and/ or rear torsion/sway bar in a manner that keeps the shock and spring in an upright position; no greater than a 30-degree angle from 90-degrees. The shock and spring will be on a vertical plane from the chassis to the axle, birdcage and/or rear torsion/ sway bar arm; to which the bottom of the shock is connected.

112 AXLES

A. Independent rear suspension is not permitted.
B. No portion of the axle, hubs or nuts can extend beyond the outer edge of the wheel rim.
C. All front axles must be constructed of steel. All rear axles must be constructed of steel, aluminum, carbon composite or titanium.

113 WHEELS

A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.
B. The rim diameter must be at least 5 inches and no more than 6 inches.

114 TIRES

A. Any device(s) used for warming the tires prior to competition is prohibited.
B. All tire sizes and compounds must be selected from the approved Hoosier tire list for the event and surface raced on (Pavement or Dirt), see Table 1.1.
C. The use of any device(s) to alter the air pressure of the tires while the car is in motion is prohibited.
D. "Dry Tire" Rule - It is prohibited to use traction compounds or any substance that might alter the physical properties of a tire as supplied by the manufacturer. Tire cleaners/shiners, tire softeners, track adhesives, brake fluid, diesel fuel, etc. will not be permitted on the tires. Any tires with signs of these products on or inside them will be impounded for further testing.
E. USAC has the right to confiscate any tire at any time. A 2 x 2 patch/sample of the tire is to be removed and placed in a glass jar. The jar then is to be sealed with secure tamper proof tape (must be obtained through USAC) and signed by both the USAC Representative/USAC club official and representative of the tire in

question (parent or guardian of the tire in question are ultimately held responsible). Tire samples will then be mailed to the USAC office or directly to a USAC approved lab.

F. The penalty for a chemically altered tire is up to a one year suspension for the driver, parent/guardian and car owner(s) of the tire found to be illegal in all classes at all USAC sanctioned events (local, regional, and national), second offense is up to a lifetime suspension for the driver, parent/guardian and car owner(s) of the tire found to be illegal in all classes at all USAC sanctioned events (local, regional, and national) (second offense) and forfeiture of all accumulated points. See Appendix II, Section 215.

G. Tire buffing and grinding will be permitted. Tire shaving and profiling will be permitted, however, equipment and/or machines that cut material from a tire (shaving or profiling) will not be permitted at NASCAR Youth Series National events.

H. Tire Protest

Protest must be in writing and filed with the tech inspector within 15 minutes, after the feature race is completed. Tires protested will be marked and not confiscated until completion of the event. Handlers may not protest more than one car per event and may not protest the same driver more than once per calendar year.

All protests will be handled by the Club President, USAC National Director and/or Tech Director and must be accompanied with a $500 cash deposit and will not be refunded, regardless of the outcome of the protest. If the tire being protested is found legal, a new tire will be provided to the driver being protested by the protestor.

Any situation not covered by these rules shall be referred to USAC for decision. This protest must also be in writing and accompanied by deposit.

TIRE PROTEST/CONFISCATION PROCEDURES

Items Needed: New small glass jar, cutting instrument, USAC tamper-proof tape, confiscation form.

A NASCAR Youth Series confiscation form must be completed prior to samples being taken.

This must be completed by USAC and/or club official - Place the competitor label portion of the USAC tamper-proof tape provided by USAC that corresponds with this sample in top corner of the form; ask handler/representative of tire in question to take a picture of this form or make a copy of it for their records.

A 2x2 patch/sample of the tire is to be removed and placed in a new, unused glass jar. The patch/sample taken must be done in the presence of the handler(s) and tech official. This official must be unbiased and not have any relation to or directly involved with the handler(s) of the tire sample being taken.

Once the sample is placed in the glass jar and secured with a lid, it then must be sealed with secure tamper-proof tape provided by USAC. In addition, this tape must be signed by both USAC Representative/USAC club officials and the representative of the tire in question (parent or guardian of the tire in question are ultimately held responsible).

NASCAR Youth Series <u>strongly</u> encourages clubs/regions to send samples to USAC National for verification that chain of command protocols were followed prior to sending to the lab. This process allows failed test penalties to be consistent across national, regional and club levels. Penalties for failed samples sent directly to the lab by a local club or region are *only enforceable at the club level/regional level of that specific club/region*.

115 THROTTLE

Two (2) return springs are recommended to be connected to the throttle.

116 BRAKES

A. Cars must be equipped with an effective braking system. A minimum of one wheel brake is required, located on the rear axle. The brake must be able to lock the drive wheel(s).
B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
C. Brake discs are limited to being manufactured of steel, ferrous, aluminum alloy or Titanium. Carbon or carbon composite brake discs or components are not allowed. Brake pad material is open.
D. Cars must be equipped with a full brake pedal or positive full stop.
E. No plastic brake lines.

117 CLUTCHES

A. The use of onboard starters and a de-clutching device on a quarter midget is not allowed.
B. All quarter midgets will be direct drive.

118 ENGINES

All engines are subject to the technical specifications contained in the quarter midget technical manual(s).

A. Quarter Midget
    a. Rookie: Honda 120 motor as specified in the technical manual.
    b. Honda 120: Honda 120 motor as specified in the technical manual.
B. All Divisions/Classes
    a. Air cooled only and no external liquid cooling devices.
    b. No fuel injection or supercharging.
    c. Flywheels must not freewheel.
    d. No liquid cooler engines.
    e. No external cooling devices.
C. Restrictor Devices
    a. Restrictor devices must be unaltered and must be used in the following:
        i. Red Rookie (Honda).
        ii. Blue Rookie (Honda).
    b. Restrictor plates will be supplied by USAC to Clubs at a nominal cost.
    c. USAC, QMA and POWRI approved plates are allowed. Plates must be dated 6/09 or newer. USAC strongly encourages the use of the USAC plate.
    d. Identification tab must be visible and in top position. Technical inspections of plate at any time by removing plate and inspecting surface and hole size.
    e. Alterations of any kind will be disqualified.
    f. Failure to use proper size restrictor plate in any designated classes or any alteration of restrictor plate is cause for immediate DQ and applicable suspension with Animal or Honda Suspension Program.
    g. Restrictor must be installed between carburetor and plastic insulator, with a stock gasket on each side of restrictor. All airflow must pass through the restrictor.
    h. If a restrictor plate is removed for racing in a non-restricted division by another driver, then it is allowable to run 2 gaskets temporarily.

i. Restrictor plate dimensions and color restrictors:
   i. Red Rookie (Honda) - Red - .3125".
   ii. Blue Rookie (Honda) - Blue - .4375."

j. All USAC restrictor plates can be purchased at www.usagear.com.

119 FUEL - AIR

A. Fuel is restricted to gasoline, and/or methanol only, as specified by the class. The addition of any unauthorized material(s) to the fuel is strictly prohibited. 1. Honda 120: Gasoline, automotive, "Pump" 87 Octane only per spec format. No White, Aviation or "Racing" fuel.

B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.

C. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel will result in disqualification and up to 30-day suspension from that particular class. The first offense up to 30-day suspension in particular class for driver with fuel found to be illegal. The second offense up to a 1-year suspension for driver with fuel found to be illegal in a particular class. Third offense will be a lifetime suspension from all USAC .25 Midget sanctioned events. (Infractions accumulate as a whole. Two infractions is two infractions. One infraction in two different classes is treated as two infractions.)

120 SHUT OFF, IGNITION, BATTERY, AND ELECTRONIC EQUIPMENT

A. All cars must be equipped with a fully operational on/off ignition switch or emergency shut-off located within easy reach of the driver. It must be located in the upper left portion of the drivers compartment or on the steering wheel. Switch and bracket should be located to prevent contact with the driver's knee. Switch must be installed so when the handle is down, or rearward, the ignition is off. Penalty for not having a fully operational on/off ignition will be a race DQ. Reattaching once the checkered flag has been shown will not be allowed.
   Only one ignition switch may be installed, EXCEPT when the car is running in rookie class, a second switch mounted on the upper rear of the roll cage is MANDATORY so that officials, handlers and corner workers may shut off the car.

B. Battery – Battery must be securely mounted.
   All wet-cell batteries mounted in the cockpit area must be enclosed and vented out of the cockpit.

C. All engine electronics must be securely mounted.

D. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The penalty for utilizing traction control is a minimum one year suspension from competition.

E. Data collection devices that can control any part of the car, measure active suspension travel, tire pressure, wheel speed, spring loads, steering position, throttle position and brake pressure are prohibited.

F. Data may be gathered from the engine, however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.

G. All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes. No data acquisitions allowed on the steering wheel or in sight of the driver.

H. The use of in-car video cameras (including mounted GoPros) are not permitted in the car during on track activity at NASCAR Youth Series National events. Failure to comply will result in a Race Day disqualification. The use of one (1) in-car video recording device may be allowed at the discretion of officials at local club races and regional races. This device must be mounted securely within the confines of the frame rails but

out of the driver's line of sight. The approval of the mounted location for the device will be at the discretion of the event Race Director and/or technical director. Live streaming of on-track activity from these devices is not permitted.

121 RADIOS

A. The use of in-car radio transmitting devices is prohibited.
B. No Radio communication with the driver is allowed during a race or event.
C. Only one-way communication from USAC Race Control may be allowed.
   When used, participants may only use a RACING ELECTRONICS "Legend" or an approved non scanning RACECEIVER device.
D. No open-air transmission of USAC official radio is permitted on premises. Failure to comply with this will result in the team being disqualified from the event.

122 OIL CATCH

A. All cars are required to have a catch can if the engine is vented. All breathers, engine vents and catch cans are to be placed in the engine compartment tail section or air box.
B. The frame cannot be used as a catch can.
C. Oil breathers must be located so as not to endanger the driver.
D. Oil may not be added to the engine supply during a race.
E. Hose must be connected to the catch can at all times. No replacing or attaching after the checkered flag. Must be connected upon crossing scales. Race DQ only.

123 EXHAUST

A. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors.
B. Exhaust system must extend outside of engine housing.
C. Exposed portions of the exhaust system must not be higher than the top of the rear tire.
D. Exhaust system must not extend outside of a straight edge extended from the rear edge of rear tire and rear of the rear bumper.
E. Exhaust systems facing forward must not extend outside of the nerf bar.
F. Drilling holes in the baffles is prohibited. Inside seam of baffle must be straight, although seams may not be parallel in the baffle) A nut or washer welded onto muffler flange is allowed for safety wiring.
G. All classes must use a tailpipe and muffler combination conforming to technical manual specifications. Muffler must retain the threaded flange on Honda exhausts.
H. Clamps should be positioned with screw adjustments, bolts and excess strap material facing inboard when possible.
I. Exhaust system must be intact at scales. If any part comes off during race and not replaced before the checkered flag the car will be disqualified at the scale. No repairs after the checkered flag is waved.
J. All exhaust must pass through the mufflers.

124 SEATING

A. Cars must have a web type safety belt with a quick release buckle. Safety belt must be securely fastened to the frame. Pull up lap belts are recommended.
B. Use of a safety belt is required at all times, and the belt should be worn as tight as possible.
C. Seat belt must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spine. Under no condition may it be worn over the area of the intestines and abdomen. (Lap portion of the safety belt must be located so that pressure is across the driver's hips).

D. Metal quick release is preferred.
E. Minimum of a five point safety belt is mandatory.
F. Double Shoulder straps are mandatory. They must be worn securely across the right and left shoulders, and should be worn as tight as possible.
G. No restraining device may be used to keep the driver's head or body outside of the shoulder bar.
H. Anti-Submarine belt mandatory.
I. Both the fastening design and condition of the straps are subject to the inspection of USAC.
J. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck.
K. The term of usage for restraints will be two (2) years from the date of manufacture as prescribed by the date on the restraint label for restraints labeled accordingly or when the restraint reaches the expiration date for restraints labeled with such. Restraints must be used in accordance to SFI specifications in regards to the size and weight of the competitor. It is the responsibility of the competitor, not USAC, to use restraints in accordance with SFI specifications. If the restraint reaches the expiration date, the first offense will be a warning and must be replaced before the car hits the track again, second offense will result in a DQ.
L. Aluminum seats may be used. The seating system should provide lateral support on both the left and right sides. It is recommended that the seat provide left and right lateral support for both the shoulders and head.

125 FIRE PREVENTION

A. No smoking, including electronic cigarettes, will be permitted in hot chute, staging area, flag stand, work areas, racing surface, scale and fuel areas, especially whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be subject to removal from the area.
B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the USAC rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area.
C. All clubs must have at least five charged canisters of FUEL BUSTER or equivalent placed in designated areas around the racing surface.
D. While refueling the driver must be out of the car. The penalty will be a DQ for the event from that class.

126 SAFETY EQUIPMENT

A. Any participant not complying in full with all safety requirements will not be permitted to compete. Safety officials have the right to safety any or all cars in any class at any time.
B. Helmets - All participating drivers must wear a well fitted safety helmet designed specifically for auto racing (SA designation) that meets or exceeds the SA2020 or SA2025, FIA 8859-2015 or FIA 8859-2024, FIA 8860 valid 10 years from Date of Manufacture, Snell Foundation or SFI 24.1 and are labeled as such. Helmets will be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining). Helmets will be subject to inspection at each event by the Technical, Safety and/or medical representative. Hair must not be visible under the helmet or outside the driver suit/jacket. First offense, the driver will receive a warning. Second offense will result in a race DQ.
    a. Visors/Face shields must be in the down position when on the racing surface under green flag conditions.
    b. Clear, or amber, face shields must be worn after dark, or whenever track lights are turned on.
    c. No mohawks, spikes or decorative elements extending from the helmet are permitted. DOT, CMR or K rated helmets are not allowed.
C. Uniforms
    a. Suit - All drivers must wear a one or two piece fire resistant suit which fits snugly around the neck, wrists and ankles, exposed skin not allowed. These items must meet SFI Foundation specifications 3.2A1 or higher. Jeans are not permitted. SFI 3.2A/5 mandatory in Formula Mod.

b. Head Sock – Use of Nomex Hood/head sock is highly recommended. Mandatory in Formula Mod.
c. Nomex Underwear – Recommended.
d. Gloves – All drivers must wear Nomex or equivalent gloves that must completely cover the hands and fingers. SFI Foundation specifications 3.3 or higher.
e. Shoes – Must completely cover the feet, flat bottom shoes only.
f. Neck Collar - Neck collar is mandatory, must be made of Nomex or equivalent is mandatory except as noted here, recommended rating of SFI Foundation 3.3.
g. Head & Neck Restraints - SFI approved 38.1 may be used without neck collar. Must be renewed within every five (5) years and always be current.

D. Arm Restraints
   a. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition. Center fastening point will be fastened in conjunction with quick release safety belts.
   b. Arm restraints are fastened securely to the driver's forearms, (between the wrist and elbow) never at or above the elbow.
   c. Arm restraints should be adjusted short enough to keep the driver from reaching more than two or three inches above the steering wheel.

E. Roll Cage / Frame Padding - Recommend that all chassis protrusions, frame tubes, roll cage tubes, steering shafts and roll bars in close proximity to the driver, to be padded with a securely attached high impact material.

F. Casts - Any driver with a hard cast on, will not be allowed in USAC competition. Any driver with a soft cast or brace must receive clearance from the USAC National office and may require a doctor's release.

127 DENTAL APPLIANCES

All drivers are required to remove all dental appliances before starting an event. (Example, Retainers, Removable Braces, or any other choking hazard). This also includes chewing gum, candy.

128 CAR NUMBERS

All car numbers are assigned by the club if so desired.

129 APPEARANCE

Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded by the Race Director.

130 ENGINE PROTEST RULES (APPLYING TO HONDA AND BRIGGS CLASSES ONLY)

A. Protest shall be from within the same division of class only, i.e. Jr., Sr., Lt.& Hvy. 120-160, Animal or World Formula – Only. Competitors in the same division, and in the same race may make a protest on an engine. No protesting in Rookie Class. Handlers may not protest more than one car per event and may not protest the same driver more than once per calendar year.
B. Honda Engines and World Formula/Animal Engines may be protested for $400 cash only plus any applicable shipping charges if necessary. No protest related inspection will be started prior to the funds being posted with the proper official.
C. This protest form and cash must be submitted to the Race Director, or his/her designee before the end of the race that the protested engine is participating in (i.e. checkered flag lap is complete).
D. The protest can only be made during an A-Main event.
E. The person protesting the motor must have their engine inspected for compliance first. If the "protester's" engine is found illegal the protest is null and void and the protest fee will go to the club. If the "protester's" engine is found legal the protest will continue.

F. The Race Director, his/her designee, will hold the protest money until the protested engine has been inspected for legality. The protested engine shall be tagged/marked and sealed as soon as its car comes across the scale if it has not been sealed prior.
G. The protested engine as well as the engine of the protested party along with the transferring funds including shipping shall be immediately taken to impound and/ or presented to the Technical Director for inspection. Engine must remain in impound and in the possession of tech officials throughout the entire process or may be shipped to USAC Headquarters for National tech directors' inspection or designated tech inspection station.
H. Both protester and protestee have the option to be present at the time of inspection.
I. Any protest that is withdrawn will be assessed a $50 fee that will be paid to the host club.
J. If the protested engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Technical Director must confiscate all illegal parts and related parts from the protested engine and shall immediately forward them to the USAC National Office. If an engine is found illegal protest money minus $50 plus any shipping cost will be returned to the person filing the protest.
K. Refusal of protest, destroying or withholding of parts or any other lack of cooperation in this protest or inspection process shall be interpreted as an admission that the engine is illegal and shall subject the driver and handler to the conditions set forth in the Suspensions Program.
L. Any inspected or protested engine, block or part which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation
M. NOTE: Reference to Confiscation due to Wear Limits in "Engine Block Internal Rules" of both Manuals.
N. If the engine is found legal, $400 will be given to the person whose engine was protested.

131 ENGINE SUSPENSION RULES

A. Handlers and drivers guilty of having an engine declared illegal at technical inspections may be disciplined as outlined in Appendix II, Section 1715, Engine Infractions and Flagrant/Intentional Modifications
B. Any suspension penalty assessed shall begin immediately if not specified otherwise. A lifetime suspension penalty assessed is open to review by USAC National.
C. Illegal Honda, Animal and World Formula part/s shall be sent within five (5) Business days to the USAC office or designee for review along with a confiscation form signed by both the USAC Club Official/USAC Representative and the Handler of the car in question. The Tech director has 48 hours to determine if the part/s are legal or illegal. If the part(s) is determined to be legal it shall be returned to the handler. Handler shall be notified if part(s) is legal or illegal. All illegal or confiscated parts shall be sent to the National Tech Director. All legal parts shall be returned to the handler.
D. If a Honda motor is found to have a valve oil seal during tech it shall be a race disqualification only.
E. Spark plugs and exhaust infractions are a race disqualification only.
F. Failure to go to tech and/or impound will result in a race day DQ.
G. Refusal of tech shall be interpreted as an admission that the engine is illegal and a suspension from the class shall be immediate with all awards and qualifications being revoked with up to a six (6) month driver and handler suspension at any USAC sanctioned event.
H. For the purpose of this rule only, if a handler has multiple cars competing at one race event and more than one engine is found to be illegal at that event; it will be considered to be one offense.
I. All membership suspensions must be sent to the USAC National Office within 5 business days.
J. Illegal Rookie engine parts shall be confiscated (Honda or Animal) but the suspension shall not be levied against handlers or drivers for the first offense. The second offense shall result in up to a 30 day Suspension from Rookie.

K. The cost to appeal a suspension to USAC National is $500 plus any associated fees. See Appendix II, Section 1715. Appeals will be heard and decided upon by three (3) party appellate boards comprised of USAC President and two (2) non quarter midget motorsports professionals.

L. Induction System Infraction.
   a. During post-race technical inspection, if an engine is found to have the incorrect carburetor, oversize venturi bore diameter and or an engine restrictor plate that is found to have been modified for that class, the car will be disqualified from the race and placed at the tail of their next race.

132 FUEL TESTING

A. Cars will return from track through the inspection area to be checked for fuel additives immediately following qualifying and racing.

B. Use a clean plastic gas can of fuel. Put a sample of track fuel into this clean can. This will be used as a control sample for comparison. Testing must be done in a clean and safe area.

C. Fill a beaker with track fuel. Place a hydrometer and thermometer in the beaker and record the reading

D. Fill a beaker with a sample of the competitors fuel taken directly from the car in question. Allow for the fuel to cool to the same temperature that the sample fuel was tested at. Once the competitors fuel sample has reached the correct temperature place the hydrometer in the beaker and check the reading. If a competitor's sample is outside of + or - .005 from the control sample, then the fuel sample should be sent into USAC for further testing. The competitors fuel and the control sample fuel must then be placed in separate appropriate containers and sealed up with secure tamper proof tape. USAC confiscation form must then be filled out by the USAC Track Official/USAC representative on hand as well as by a handler of the car in question. Competitor's jar must be initiated by the handler of the fuel sample in question.

E. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel will result in disqualification & and up to 30 day suspension from that particular class. First offense up to 30 day suspension in particular class for driver with fuel found to be illegal. Second offense up to a 1 year suspension for driver with fuel found to be illegal in a particular class. Third offense will be a lifetime suspension from all USAC .25 Midget sanctioned events. (Infractions accumulate as a whole. Two infractions is two infractions. One infraction in two different classes is treated as two infractions.)

F. DIGITRON FUEL TEST MAY BE USED AS WELL. IF DIGITRON TEST REVEALS A FUEL SAMPLE MAY BE QUESTIONABLE, SAMPLE MAY THEN BE CONFISCATED AND SENT IN TO USAC NATIONAL HEADQUARTERS FOR FURTHER TESTING.
   a. The approved testers are: DIGATRON DT-15, DT-47FT or FT-64 tester or the Precision Fuel Testing System.
   b. Cars will return from the track through the inspection area to be checked for fuel additives immediately following qualifying and racing.
   c. Use a clean plastic one gallon gas can of fuel. Put a fresh sample of track fuel into this clean can. This will be used as a control sample for comparison. Testing must be done in a clean and safe area.
   d. Set the meter to zero in the sample of track fuel. Each time the meter is turned off this procedure must be repeated.
   e. Suspend the probe in the fuel to be tested for a minimum of ten seconds to allow for stabilization. Fuel reading from –10 to +40 is track fuel. If testing is done after fuel is allowed to cool and settle, the fuel will read to within -/+7 of the track fuel sample.
   f. If readings are between 50 and 100 or higher, set the car aside and retest in approximately ten minutes. If readings are still this high, DISQUALIFY THE CAR. Readings that are -/+ 100 at any time are not track fuel.

g. Replace the 9-volt battery each day.
h. Other methods may be used at the discretion of National Tech
i. MANUFACTURED BY: DIGITRON, N 8102 Frey St, Spokane, WA 99207 - 509-467-3128.

133 TECHNICAL INSPECTION PROCEDURE

A. Technical officials have the right to tech or safety any or all cars in any class at any time. A technical official may not perform the post-race technical inspection of their own car(s) and engine(s).
B. All technical and safety rules are the responsibility of the Parent or Guardian of the car in question ("The Handler").
C. It is the handlers responsibility to make sure that the car and engine are weighed and properly sealed after qualifying and/or races. If in doubt check with the Technical Director before the car leaves the scale/sealing area.
D. If repairs or maintenance are needed that require breaking of seals or an engine needs to be changed approval must be obtained prior to starting any work. This work must be done under supervision of the Technical Director or his designate. Engine must be resealed immediately after work is completed.
E. After racing, cars must be weighed and have the engine seals checked. Cars finishing mains in announced impound positions must be placed immediately in the designated impound area. If a car does not go across the scale to be weighted the penalty is a race DQ with zero points for that race
F. Engine and car may not be removed from impound area without permission from Technical Director
G. Entry to the impound area is prohibited without approval from the Technical Director or his/her designate.
H. A car may be disqualified at post-race tech for missing safety items.
I. The Technical Director will inform the handler to remove the engine and bring it to the technical area. Handler is responsible for having tools necessary to remove and disassemble the engine. Handler is responsible for any storage containers for disassembled engine components.
J. Engine will be inspected by the Technical Director according to the USAC manual for engine inspection. Appropriate technical guidelines should be used through the inspection process in the proper order. If during inspection a part is found to be illegal the director will get a second opinion. If the second opinion concurs the engine will be declared illegal and the car and driver will be disqualified. If the second opinion does not agree, the technical director and/or Race Director in attendance should be consulted.

TABLE APPENDIX 1-1

USAC APPROVED TIRES

Hoosier RACING TIRE

USAC APPROVED DIRT RIGHT SIDE .25 MIDGET TIRES

Item Number	Tire Size	Wheel Position	Tread Width	Approx. Dia	Approx. Circ	Recom. Rim	Measure Rim	Section Width	Compounds
11175	33.0/5.0-6	RF	4.5”	10.50”	33.125“	6-6.5“	6.0”	6.25”	D10, D30
11225	34.5/6.5-6	RR	6.25”	11.0”	34.5”	8-8.5”	8.5”	8.25”	D10, D30

TRANSPONDERS:

- TYPE: To be determined at the event and may be posted on the entry.
- LOCATION: From the front bumper to the front of the transponder, 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from the bottom of frame rail to top of transponder within the nerf bar.
- READINGS: If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running MyLaps will manually enter that car number on to the scoreboard for restarts, lineups, and results.