

# *United States Lawn Mower Racing Association*

## **2021 Rule Book**

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### **RULE BOOK DISCLAIMER:**

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

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.



## **USLMRA NATIONAL STAFF**

**USLMRA President  
Chief of Administration  
& Chief of Timing & Scoring**

Kerry Evans  
(251) 645-2942  
[kerry@letsmow.com](mailto:kerry@letsmow.com)

**USLMRA Founder**

Bruce Kaufman  
(847) 272-2120  
[bruce@letsmow.com](mailto:bruce@letsmow.com)

*U.S. Lawn Mower Racing Association  
13433 Moffett Rd.  
Suite "E"  
Wilmer, AL 36587  
Office 251) 645-2942  
E-mail: [letsmow@gmail.com](mailto:letsmow@gmail.com)*

Web Page: [www.letsmow.com](http://www.letsmow.com)  
<http://www.facebook.com/uslmra>

Welcome to the 2021 United States Lawn Mower Racing Association Race Season. With the Covid 19 Virus closing our last season we are ready for a new start in a new season. We have still been busy even with the closure and hope we will have a new and great season on the National USLMRA Season across the country.

One of the things we have done is put in place a new steering committee. And a lot of issues have been discussed over the past year, from how we present our self at events, the running and consistently at events, membership and the big thing RULES. This book is the result of many hours or work. It has been restructured and we hope easier to read by new members and better understanding by all.

I'd like to thank our Committee with first Chuck Miller, OH, for being chairman of this mission. Also Mike Enos, IA, Sean Kennedy, FL, Marion and Sammie Neal, TX, Lou Filos, MD, Brian Rich, AZ, Tom Johnson, CT, Angeline Robinson, SC, Wes Pyburn, FL, Paul Martins, RI and Bruce Kaufman, IL.  
So let's bring on 2021 and work together to have a GREAT Season. LETSMOW.

Kerry Evans  
USLMRA President

### **Why we race mowers**

"I began racing lawn mowers in 1992 and have seen just about everything in our sport. A lot has changed, of course, but so much has stayed the same such as an intense focus on safety, a concerted effort to keep our sport affordable and to remember why we race lawn mowers: For the love of fun, family-oriented good times.

As a Charter USLMRA member since 1992, Racing Hall of Fame, an ambassador for our sport, and have attended every National Championship event since 1992, I look forward to my continued involvement and offering my knowledge and experience to the racing community as we MOW AHEAD!"

We all have that competitive spirit that makes us want to compete. In the world we live in there are many ways to accomplish this. Sure there are the stick and ball sports we see week in and out year round. But nothing quite satisfies the competitive spirit like man and machine, Nascar, Indycar, World of Outlaws, even Drag Racing. They are all great to watch but how can a person be involved and realistically be able to afford and live the dream of competing on that level. This is where Lawn Mower racing comes in, yes there are go karts and micro sprints and such to satisfy the need for speed. However they too can be costly with special built chassis that are ever evolving and not to mention the tire game. While we have seen Lawn Mower racing evolve, it can be affordable as it well should be. Because well, we are racing lawn mowers. They are everywhere and can be had for free! Like every other competitive sport we have to have rules and rules need to promote the equality of whatever sport they should represent and for all those involved. Those rules should also be straight forward and justify the need of what we are doing. We are racing Lawn Mowers, not Indycar, Formula One or NASCAR. Remember most of us can't afford to do that and we shouldn't box ourselves in a corner by being able to outspend our competitors to win a race. That being said, the sport has evolved from what it was when I started 28 years ago. In one sense most of the evolution has resulted in making things safer for the racers and nobody can argue with that or wants too. We do need to make change where needed though when it comes to controlling things to where the average person can't be involved because of cost. It doesn't make a difference if we are racing for bragging rights and a trophy or in some cases even money. The only way to get more people involved is to have classes affordable for most budgets and the ability to get together for competitive racing and to have a good time!

Chuck Miller  
Member: USLMRA Hall of Fame

# TABLE OF CONTENTS

	Page #
USLMRA License Jr. Rookie Racer, Adult Rookie Racer, Veteran Racer, Jr. Pro License, Pro Racer	5
I. LICENSING: USLMRA SERIES	5
II. VETERAN RACERS OBTAINING A PRO LICENSE	6
III. LICENSING AT THE USLMRA LOCAL CHAPTER LEVEL	6
IV. INTENT	6-7
V. SPECIAL CIRCUMSTANCES	7
VI. GENERAL COMPETITION REGULATIONS	7
1. RULES OF THE TRACK	7-9
2. RULES OF THE PITS & GRID	9-11
3. DRIVER ELIGIBILITY	11
4. DRIVER SAFETY EQUIPMENT	11
5. TECHNICAL INSPECTION	11
VII. GENERAL MOWER REQUIREMENTS	12-17
VIII. RACING CLASSIFICATIONS	17-18
1. JUNIOR PREPARED CLASS / IMOW	18-19
2. GPK, GPS and GPT	19
3. AP CLASS	19
4. SP Class (no long a USLMRA Points Class)	19
5. CP CLASS	20
6. BP CLASS	20
7. COMMON SPECIFICATIONS FOR ALL PREPARED CLASSES	20-22
8. FACTORY EXPERIMENTAL SINGLE (FXS) and (FXT) CLASS	22-26
IX. POINT SYSTEM AND AWARDS POLICY	26-28
X. CODE OF CONDUCT FOR USLMRA MEMBERS AND GUESTS	28-29

## USLMRA Licensing

**USLMRA License Definition:** A USLMRA License is issued to a person who has raced at a prescribed class level and their experience is such that they are believed to be capable of racing within the licensed class in a safe manner.

**Jr. Rookie Racer Definition:** Any Youth driver between the ages of 9yo through 15yo. A child that is 8yo and will be 9yo by December 31 of said year can race as a Jr. Rookie. Jr. Rookie Class will be J/P and G/PK after one-year experience in J/P.

**Adult Rookie Racer Definition:** A person who is a first time or first year racer who has not competed in any USLMRA Adult Series US Points Race. They may not compete in BP, FXT or FXT unless cleared by a USLMRA Official.

**Veteran Racer Definition:** A person who has competed in a USLMRA Series Race in a Prepared Class, within the past 36 months.

**Jr. Pro License Qualifying Definition:** The purpose of the Jr. Pro License is to allow experienced Jr. Racers a method to move into faster classes. The class G/PK are allowed to move up to, with 2 years previous experience is: GP, AP, CP and FXS (at 15yo). They are not allowed to move up to BP or FXT.

**Pro Racer: (BP, FXS & FXT) Definition:** A person, 18 years of age or older who has raced in at least ten (10) USLMRA Races (Local Chapter or Affiliated Club Races) in the BP, FXS or FXT Class, with at least four (4) of the races having been USLMRA Series Races.

### I. LICENSING: STA-BIL SERIES

1. License may be issued for the highest class in which a racer competes.
2. A Rookie Racer shall not compete at a USLMRA Series Race in the BP, FXS or FXT Classes.
3. "Veteran License" will be issued to racers meeting licensing criteria in all classes except BP, FXS and FXT Classes.
4. "Pro License" will be issued to racers meeting licensing criteria in BP, FXS and FXT Classes.
5. Pro Racers shall be permitted to race in all classes at any USLMRA Series US Points Race.
6. A License may be issued to a racer who can verify participation in a similar class in non-USLMRA affiliated race events; a satisfactory display of driver competence; a racer, ages 16 to 18, who has previously raced in at least four (4) USLMRA Series Races.
7. Racers age 9yo to 15yo will be issued a Rookie license there first year of racing and a Jr. Veteran after said year.
8. **JR Pro Additional Requirements:**
  1. Parent's Signature of Release and Approval.
  2. Sixteen (16) years of age by December 31<sup>st</sup> of the race year and have, or will obtain a valid driver license from the State of residence.

3. If fifteen (15) years of age, Racer must have a valid driver learners permit from the State of residence and obtain driver license when he or she turns sixteen (16) years of age of that race year.
4. Fifteen (15) year old drivers can test for GP, AP, CP and FXS. They cannot test for BP or FXT.
5. A minimum of one (1) year racing experience in the Jr. Class, JP or GPK and have raced more than twelve (12) competitive event races in that race year.  
Definition of a competitive event:  
One (1) Heat and one (1) Main equals TWO (2) competitive event events.  
Two (2) Heats and one (1) Main equals THREE (3) competitive events.  
Twelve (12) competitive events quickly add up. In other words, each Heat and Main count toward the twelve (12) required competitive events. The goal is for racers to get seat time.
6. Allowed to be tested on Rules of Racing, such as flags and passing.
7. To be tested by two (2) Staff Members picked by USLMRA Executive Staff for the class desired.
8. It is recommended that this procedure be followed across all levels of USLMRA Lawnmower Racing, Affiliated Clubs (AC's), Local Chapters (LC's) and the STA-BIL Nationals and that all Racers age fifteen (15) years old and under stay in classes that have governed engine controls until they meet these criteria. All GUIDELINES and APPROVALS must come from either the USLMRA Southern Office (Wilmer, Alabama, Kerry Evans) or Central Office (Northbrook, Illinois, Bruce Kaufman) for FINAL APPROVAL.
9. \*Note: If a Racer has special reasons for not being able to obtain a valid State issued driver license, and it is a non-criminal matter, they can contact either of the USLMRA Offices and discuss the matter.  
Example: The State requires a driving course before a driving test may be given and the waiting list is six (6) months. We can talk about your intentions. A birth certificate will be needed to verify age.

## **II. VETERAN RACERS OBTAINING A PRO LICENCE**

Veteran Racers may obtain a Pro License by racing in at least ten (10) USLMRA Races (USLMRA Series or Local Chapter Races) in any Veteran Racer Class, with at least four (4) of the races having been USLMRA Series Races, subject to approval of the National Race Director.

## **III. LICENSING AT THE USLMRA LOCAL CHAPTER LEVEL**

Issuance of License is at the discretion of each Local Chapter.

## **IV. INTENT**

To recognize the ever-increasing speeds of racing lawn mowers and the wide range of racer experience and to create a competency level to be adhered to and legislated. To recognize the fact that racers may

purchase entire racing machines or component parts, creating the potential for a disparity of driving expertise. To raise entry criteria in the B Prepared and FX Classes.

## V. SPECIAL CIRCUMSTANCES

Age limits have been modified for racing in the AP Class for those drivers who meet the following criteria:

7 be at least 13 years of age

7 have two (2) years of experience in JP at National Level Events

7 have one (1) year of experience in GPK at National Level Events

**These are not negotiable and are for the safety of the young drivers who meet the above mentioned requirements.**

**Age is determined by you must be that age before December 31 of set year**

## VI. GENERAL COMPETITION REGULATIONS

### I. RULES OF THE TRACK

- A. A driver who has consumed any alcoholic beverage on the day of an event may **NOT** participate in a practice or race event. NO alcoholic beverages may be consumed by ANY driver, or race staff before the end of the last race or other on-track activity. NO illegal drugs or controlled substances shall be tolerated on the track premises AT ANY TIME. Violation will result in disqualification and loss of points.
- B. **NO BUMPING WILL BE TOLERATED**
- C. **The responsibility for a safe pass rests with the overtaking driver.**
- D. The following flag signals will be obeyed without question:
- GREEN:** The race/practice is underway - GO.
- YELLOW:** Take care. Danger. **NO PASSING ON ENTIRE COURSE.** Drivers form a single line, close to the leader, and follow the Starter's directions. Very slow machines may signal following machines to pass under yellow.
- YELLOW & WHITE** The two flags are drawn together by the Starter to indicate that the field is not sufficiently bunched for the restart. If you see this signal, close it up!
- GREEN & WHITE** ½ (Half) way through Race.
- CROSSED GREEN & WHITE** 2 (Two) Laps to Go.
- SIDE BY SIDE**
- RED:** Stop racing immediately. Clear the course as much as possible.

**BLACK:** Generally used for a driving infraction or equipment violation. Driver must complete lap and pull into the pits for consultation with the Chief Steward at the designated spot. A furred black flag means the driver must clean up his/her act or receive a full black flag.

**WHITE:** (1) One lap to go.

**CHECKERED:** End of race or practice session. Driver must complete lap and pull into pits or impound area.

- E. Driver must keep **both hands** on the steering wheel, except to momentarily operate other controls.
- F. If a driver leaves the course, he/she must re-enter the course as close as possible to the same point the mower left the marked track. The driver may not simply re-enter further down the track.
- G. If a mower stalls on the course, the driver's first responsibility is to move the mower to a safe position at least 10 feet off the course. Pit Crew or guest may not go on the course at any time during a race unless specifically directed to do so by the Safety Crew. This could lead to driver disqualification!
- H. Mower must be completely stopped before driver dismounts.
- I. Unsafe on/off-track driving practices may result in disqualification.
- J. **All drivers must attend all announced Drivers' Meetings.** Failure to attend the MANDATORY Drivers' Meeting will result in not being allowed to participate in the day's events, practice, Heats or Features. All first-time USLMRA National Event drivers must attend an announced Rookie Drivers' Meeting. Roll may be called, and drivers may be penalized or disqualified for failure to attend. The Race Day Chief Steward may override this ruling on a case by case situation with approval from the USLMRA President or Vice President in his absence.
- K. Protests against another driver or his/her mower must be lodged in writing with the Race Day Chief Steward on an official protest form prior to the start of the race, or within 30 minutes of completion of the day's last race. **Enforcement of these rules depends on a protest being filed with the Race Day Chief Steward or any Race Day Staff. The Race Day Chief Steward has the final say on all protests.**
- L. The JP Class still uses the modified Le Mans Style Start; however, drivers will no longer be required **"Run to their Mowers"**! This is to accommodate handicapped and elder racers who have difficulty running across the track and are completely overwhelmed by the young drivers in this class. The JP Class is designed to test driver's skills with governed engines and gear ratio mandated drive trains, not their ability to run across the track. Drivers will stand directly behind their mowers with their tether in hand, arms stretched straight in the air. When the Head Flagger drops the green flag, the driver will move either to the right or left side of their mower and mount the mower, start it and begin to race. The driver may not JUMP over the back seat/fender to mount the mower.
- M. Laps may be counted under a yellow flag. However, there is a minimum of two laps under green after a yellow to finish the race (Green, White and Checkered). A time limit will be set to the running of each class of 15 minutes. The white flag will be thrown followed by a checkered flag after this time regardless of laps finished. A red flag will stop the clock.

- N. Drivers involved in an incident must be inspected in the grid area at the discretion of the Technical Inspector(s) and the Race Day Chief Steward.
- O. All mowers involved/causing a caution/accident will be moved to the end of the racing order after it is determined that they are safe to continue.
- P. The first five finishers in each class of a Feature Race **MUST** return to the start/finish line for racer interviews and/or trophy presentation unless otherwise directed (victory laps are permitted).
- Q. **No onboard communication devices or spotters on the side of the track are allowed.**
- R. In 2012, rolling starts replaced Le Mans starts for all classes except JP & IMOW. Local Chapters and Affiliated Clubs may still use Le Mans if they wish.
- S. Starting grid will be determined by a random draw during registration for Heat Races, not by time trials. Starting grid for STA-BIL Finals will be determined as stated in Section VIII, 2.
- T. Due to the extreme speeds and width of the B/P, FXS and FXT Classes, the Race Day Chief Steward will determine if NO MORE THAN EIGHT (8) of these mowers will be allowed to race at one time. An A Main and B Main race may be used to determine the feature finalist.
- U. The racing order for all National Points Races: JP, AP, GPK, IMOW, GPS, CP, GPT, BP, FXS and FXT.
- V. In JP - **If a yellow or red flag is thrown BEFORE the lead mower completes the first lap, the race will be restarted, AND drivers will be lined up in original starting grid, but only ONCE.** If a second yellow/red flag is thrown before completion of the first lap, the race order will be determined by the order the mowers cross the Start/Finish Line at the start and they will resume racing by using a rolling start. The racer causing the 2<sup>nd</sup> caution goes to the rear.
- W. The Race Day Chief Steward has the right to remove from competition any driver, crew member or guest in the paddock: who does not comply with these regulations; who fails Technical Inspection; or who, in the Race Day Chief Steward's sole discretion, is exhibiting behavior which is dangerous to participants or spectators.
- X. At National Point Races where there are not a sufficient number of mowers entered in certain classes, the National Chief Steward may, at his discretion, combine classes. For example GPS with GPT or AP with CP; etc.
- Y. Governed Classes will remain on the track after the feature race and keep their mower running for RPM checks. JP's tire pressure will be checked. Leaving the track or shutting off the engine may result in Disqualification.

## 2. RULES OF THE PITS & GRID

- A. No person under 16 years of age shall be on the grid. Persons 9 to 17 years of age may be on the grid with an approved parent's consent form on file with the Race Day Chief Steward.
- B. **Mower pit speed is 5 mph maximum.**
- C. No mower may have more than one (1) attendant on the grid, in addition to the driver.
- D. Long pants, closed shoes and shirts are required in the track area.
- E. No smoking on the track or track infield during the racing event.

- F. Refueling: Driver must dismount the mower and the engine must be turned off when fuel is added. A fire extinguisher (liquid fire rated) must be in the hands of a crew member any time fuel is added to a hot machine.
- G. Mower must be completely stopped before driver dismounts.
- H. Crews are under the discretion of the Chief Steward or Pit Steward at all times.
- I. Drivers are responsible for the conduct of his/her guests and crew, even while on the track.
- J. Unauthorized personnel shall not enter the racing course. Anyone, including crew members and guests entering the controlled area which includes, but is not limited to, the racing course, grid and pit area, must sign a release and wear a wristband discharging the USLMRA from liability.
- K. No pets are allowed on the racing course. Pets in the pits must remain on a leash and owners are responsible for cleaning up after their pets.
- L. The USLMRA reserves the right to limit pit space. Campers and RV's may be permitted on race day only if space allows.
- M. No vehicles other than racing mowers and official vehicles such as tow mowers shall be on or near the track.
- N. Entry fees shall not exceed \$50.00 maximum for any USLMRA sanctioned and Local Chapter Races.
- O. **Only one person shall be allowed on a racing lawn mower.** This includes parade laps, sanctioned races, and/or any occasion sponsored or administered by, or with the knowledge of, the USLMRA or which uses the STA-BIL logo or publicity in any way. The person on the mower must be registered as a racer for the event. Special Circumstances must be cleared by the National Chief Steward or USLMRA Official.
- P. Everyone in the pits, racers and guests, **MUST** have NKA Wrist Bands purchased at the registration table. These wrist bands are for the entire racing weekend (both days of racing). If lost, the individual must purchase another wrist band.
- Q. **No exceptions will be made to this rule:** During racing events, the switching of mowers is **NOT** allowed. The mower used by a driver during practice and Heat races **MUST** be the same mower raced in the Feature Race. A backup mower is not allowed.

### 3. DRIVER ELIGIBILITY

- A. Drivers **must** be members of the United States Lawn Mower Racing Association (USLMRA).
- B. Drivers must be at least nine (9) years old (by December 31<sup>st</sup> of the race year). Drivers 9 (8) to 17 years of age may compete at each event with an approved parent's consent form on file with the Race Day Chief Steward. JR drivers - Parental Consent form can be filled out by a parent or legal guardian prior to the event. However, it must be an original, and it **must be notarized**. Note that this applies to the first time they race and is good for the year.
- C. NKA says that the age a driver is by December 31<sup>st</sup> of that year is the age used to determine eligibility to race. If a child is eight (8) years old today, but will be nine (9) before December 31<sup>st</sup> of the race year, he or she may race the current season in JP. If a child is 17 years old today and will be 18 before December 31<sup>st</sup>, he or she can race Pro the current race year with the Prepared Classes.

- D. GPK - must be 11 years old and have at least one (1) race year with more than six (6) races in the JP Class.

#### 4. DRIVER SAFETY EQUIPMENT

- A. Every **DRIVER** must wear an automobile racing or motorcycle type **FULL FACE HELMET** approved by the U.S. Department of Transportation or the Snell Foundation. The helmet must fit snugly and be securely buckled when the driver is on the track. Long hair must be kept tucked inside the helmet. Goggles or a face shield are required. Glasses are not sufficient.
- B. Every **DRIVER** must wear: long pants, long-sleeved shirt or jacket, full-fingered gloves and leather, over-the-ankle footwear on the track. Motorcycle leathers or anti-abrasion karting suits are highly recommended. No loose clothing (un-tucked or unbuttoned shirts, etc.)
- C. Every **DRIVER** must wear an approved racing neck support.
- D. Every **DRIVER** must have a full 10BC rated fire extinguisher in his/her equipment.
- E. It is highly recommended, but not mandatory, that Drivers wear chest protectors of their choice for their safety.

#### 5. TECHNICAL INSPECTION

- A. Every mower entered in any USLMRA event must be approved for competition by Technical Inspection before practicing or racing at any event. A **Safety Tech/Build Tech** sticker will be issued at **each** race. Top five finishing machines **may be required to go directly** from the track to the impound area (when provided), and be inspected for Build Tech compliance. **Failure to impound** directly from the track may be cause for automatic disqualification and loss of points. All JP, GPK, IMOW, GPS and GPT will remain on the track for post-race inspection after Feature races. JP and IMOW racers, at the discretion of the Chief Steward, may be required to have their gear ratio checked as a group. Participation is mandatory if needed.
- B. All racing mower **MUST** have been originally sold to cut grass. The generally accepted category of lawnmowers have rear tires 20 inches in diameter and under. **See Class Rules for engine size limits.**
- C. Final determination of eligibility and classification is up to the Chief Technical Inspector, or Race Day Chief Steward if the Chief Technical Inspector is not available.
- D. A STA-BIL Fuel Stabilizer sticker should be displayed in clear view on the both side and front of mower.
- E. Drivers must show their personal safety equipment at Technical Inspection before practicing or racing at any event.
- F. When going through Technical Inspection, you must bring the complete mower. This includes the hood and transponder. **NO EXCEPTIONS!**
- G. Only the driver will accompany the mower through technical inspection with the exception of minors. A parent may accompany them. This is to eliminate crowding around the technical inspection line.

## VII.

## GENERAL MOWER REQUIREMENTS

\*\*\*NOTICE\*\*\*

**These general requirements apply to ALL racing classes. Any EXCEPTIONS to these requirements are listed in the individual Class Build Rules.**

### 1. ENGINE:

- a. Overhead cam engines are not allowed any Class. No liquid cooled engines in any class.
- b. All mowers that do not have the top of the engine completely covered by the hood must have the flywheel covered by either the recoil housing, the stock wire housing or racer made cover.
- c. All positively charged terminals must be insulated with a cover or heavy tape, and the battery must be well secured.
- d. **ALUMINUM FLYWHEELS ARE MANDATORY** for all Ungoverned Prepared, FXS and FXT Class racing mowers. However, all governed class racing mowers (JP, GPK, IMOW, GPS and GPT) **must** have original stock flywheels.
- e. Fuel lines must be clamped at all joints.

### 2. FRAME:

- a. Discrete strengthening is allowed. Front and rear axles must use original frame as primary mounting point. The original frame can be used, and can be reinforced.
- b. Minimum 4" ground clearance to frame, 2-1/2" ground to deck unless otherwise stated in Class Build Section.
- c. No offset or stagger. Body must be mounted in the center of the wheels.
- d. Again, no staggering is allowed or exposed rear tires and on centerline.
- e. Offset measured from centerline to the outside of tire sidewall.
- f. Wheels may not be mounted off center unless originally mounted offset.

### 3. WHEELBASE:

- a. Wheelbase may not be altered.
- b. You will be allowed, but not required, a maximum width 40" sidewall to sidewall unless otherwise stated in the class build section

### 4. WHEELS:

- a. See Class Rules for minimum diameter.
- b. Wheels must be the same size on each axle, or any origin, made of metal.
- c. No dual or tandem wheels.

### 5. TIRES:

- a. Tires must match in size, brand and tread design per axle.
- b. Tires must be lawnmower tires. No Snow Hog, tiller, A.T.V., commercial mower or performance compound or competition kart tires. Tires must be of same tread design and size on each axle (front tires the same, rear the same). **Flat tires will be black-flagged!**
- c. No slick tires in any class.

6. **REAR AXLE:**

- a. Mowers must be free of projections, which could injure the driver or a competitor, or damage another mower. No axle or wheel mounting bolts may protrude beyond the face of the tire sidewall.

7. **FRONT AXLE AND STEERING:**

- a. Steering wheels may be replaced with any commercially available pieces, but not substituted for each other. Steering columns must pass through the original hole in the hood or dash at the original angle. All nuts and bolts attaching the steering assembly (tie rods and spindles) must be secured with lock nuts, castle nuts with cotter pins, or coiled tension pins. Grips may not be added to steering wheels in any class. No push pull steering in any prepared classes. See FX rules for this exception and requirements.

8. **DRIVELINE:**

- a. All exposed chains and sprockets must be fitted with metal guards to direct a broken chain downward.
- b. All mowers must utilize a clutch.
- c. Centrifugal and/or torque converts clutched are allowed only in FXS and FXT Class.
- d. No centrifugal and/or torque converter clutches except in FXS and FXT or Open Classes.
- e. **Prepared Class** mowers with horizontal engines that are factory built with such, will be permitted to have drive-shafts as long as the mower has an operational clutch. However, the driveshaft will be covered and go to a shiftable transmission and the transmission will connect to the rear axle by either chain or belt.

9. **BRAKES:**

- a. Mower brakes must be in good condition and easily operated. They must be operating on at least the two rear wheels.
- b. Brakes may be improved in any way. Rear brake rotors may not be mounted on jackshafts only on rear axles.

10. **EXHAUST:**

- a. Governed Engine Classes (JP, GPK, IMOW, GPS and GPT) engines must be completely stock, with the exception of the exhaust, as removed from a grass cutting mower with no modifications. Example: starter, air cleaner, batteries, or internal modifications. The only authorized modification is the exhaust system.

11. **THROTTLE:**

- a. All mowers **MUST** be equipped with an automatic dual spring throttle closing device.
- b. Throttle and brake controls may be relocated.
- c. Mowers **in all classes** must be fitted with sturdy double return springs mounted at two (2) different mounting points on both ends to help eliminate the throttle from sticking or failure to completely close when released. Below are two photos: (samples of the intent).

**Photo 1:** This is the correct way to attach the throttle return springs on the carburetor. Notice they are mounted on two different locations and not together.

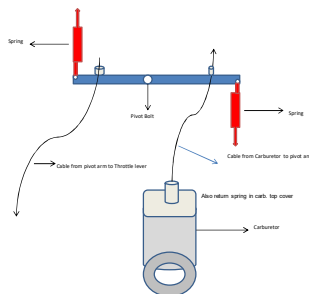


**Photo 2:** Notice that the springs are attached to the same bracket in this photo. **THIS IS INCORRECT!** They must be mounted on two separate mounting brackets. If for any reason one breaks, there will still be one spring attached.



For V-twins and different style carburetors used on FXS and FXT, the same principle must be used. For example, FXS and FXT using Mikuni or the CV style Keihin Carburetors, the Slide Spring can count as one return spring and there must be a separate external spring attached as the safety spring.

Set up for Slide Body Carburetors used on FXS & FXT only:

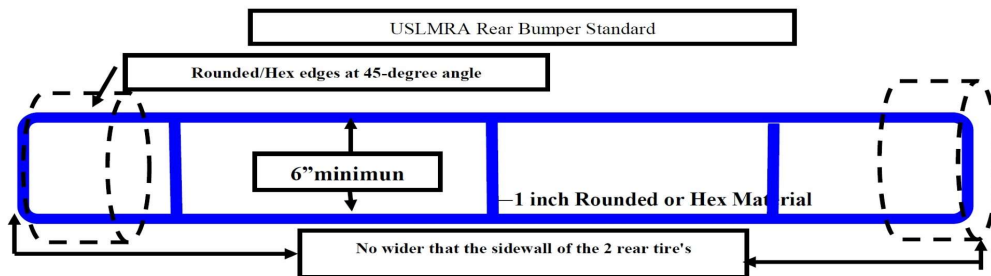


## 12. KILL SWITCH:

- a. All mowers must be equipped with a kill switch, which will turn off the ignition if the driver leaves the mower. Non-stock mowers shall use a tether, mechanically attached to the mower and driver. Velcro is **NOT** acceptable. Pressure switches are not allowed. Kill switches must remain in closed position (engine not running) until the driver mounts the mower. Additional switches that can by-pass the kill switch are not allowed under any circumstance. The ignition interrupter kill switch and cap/prong must be commercially available for racing type vehicles such as jet skis, snowmobiles, 4-wheelers, etc. Magnetic, or any other form of homemade switch is not allowed.

## 13. BODY:

- a. Cutting blades must be removed completely from all mowers. All mowers must have a cutting deck securely mounted in the stock position, with a minimum of 2.5" ground clearance under the lowest point of the deck. All Prepared Classes and JP, GPK and GP must have a factory type deck, not home design.
- b. Glass headlights must be taped or removed.
- c. Mowers must be safe and complete, all parts and panels in place, with no missing nuts, bolts, cotter keys, etc.
- d. Mowers must be neat and clean, with paint in new or very good condition. No excess dirt, oil, grease, rust or primer. Sponsor graphics must not interfere with mower's racing numbers or class letters.
- e. Front bumpers or not permitted in prepared classes, see exceptions in FX Class
- f. Rear Bumpers are allowed, but not required. If used, they must be built to these standards: Single Pipe Bumpers may NOT be used.



- g. Fenders may be discretely moved, modified and altered so that the driver can lower the seat assembly. Fender trimming is allowed, however, chopping of fenders is not allowed. The following are guidelines:
  - i. Trimming or Flaring fenders so that there is a 1/2" of clearance between the fender edge and the top of the tire.
  - ii. Trimming should follow the contour line of the fender, not merely remove sheet metal in the immediate area.
  - iii. Trimming or flaring that results in sharp edges will not be allowed. v. Fender should retain its original look.
- h. Modifications to the fender assembly are allowed to lower the seat; however, there are certain guidelines. See photos below. Lawn mower seats only, seat bottom will be no lower than 13"

from the ground. Fender cutouts are permitted but must have protective trimming to eliminate the possibility of having sharp edges.

### **MOST PREFERRED FENDER/CORRECT MODIFICATIONS**



### **UNACCEPTABLE/INCORRECT FENDER MODIFICATIONS**



If in doubt, it is best to check with the National Tech Inspector or National Chief Steward for further clarification.

- i. Due to the increased speeds it is recommended that all **“Prepared Class Mowers”** can have SIDE BARS commonly known as NERF BARS mounted on the running boards as long as they meet the set dimensions noted below. Nerf bars should come within 2” of the rear tire and no closer than ½”. Also no further out in width than the sidewalls of the rear tire. Center MUST be fill in so foot cannot slip through.



#### 14. RACE NUMBERS:

- a. Race numbers **MUST** be of a sharply contrasting color from their background, and must be visible from all four sides of the mower. All mowers must have their number visible from the front for grid line up and scoring purposes. It is recommended that racing numbers be preregistered with the Race Number Coordinator. Machines without numbers will have them assigned on race day. Racing numbers are “owned”, and will force unregistered duplicates to change. Class letters, should be a minimum of 3" high, and be shown on both sides of the mower.

#### 15. FUEL AND FUEL DELIVERY

- a. The only acceptable fuel is pump gasoline. Fuel must be pumped fuel bought at Service Stations. For example: SUNOCO Racing Fuel or VP Racing Fuel sold at Marathon Service Stations. Additives are prohibited. Any apparatus other than the carburetor which can be used to introduce any gaseous or liquid substance into the induction flow, whether connected or not, is prohibited, and will result in disqualification. Such devices include, but are not limited to, nitrous oxide, alcohol or water injection systems, turbo or superchargers, and/or the attendant hardware consistent with these systems. Any attempt to conceal or disguise such apparatus will be considered a flagrant violation and may result in expulsion from the USLMRA.
- b. Electric fuel pumps are NOT allowed in any class.

### VIII. RACING CLASSIFICATIONS

**PREPARED CLASSES:** Class designation: **JP, GPK, IMOW, GPS, GPT, AP, CP and BP.**

**INDIVIDUAL SPECIFICATIONS FOR EACH CLASS:** (based on OEM BLOCK designation).

Race mowers are only allowed to enter and race in the class for which they were built. For example: BP in BP. However, the JP, GPK, IMOW and GP Classes are the only mowers that can make modifications at the races and run in all three (4) classes. This allows Parents and another driver to run in these classes.

#### 1. **JUNIOR PREPARED CLASS (for Ages 9-15) and IMOW (Adult):** Class designation: JP or IMOW

This is a highly regulated class to ensure uniformity between JP machines. The intent is to have the mowers be as identical as possible so JP Drivers can gain experience and develop the skills needed to advance to a “Prepared Class” when they come of age. This allows young racers to gain race experience at JP speeds which will reach approximately 15-20 mph on a USLMRA Points Track, but with a more stable platform that can easily be upgraded to the Prepared Classes when the driver reaches minimum age. These machines are essentially a Prepared Chassis (IMOW, AP, CP and BP).

##### a. **SPECIAL REQUIREMENTS:**

- i. All JP drivers 9-15 years old (the beginning age is eight (8) years old as long as they will be nine (9) years old by December 31<sup>st</sup> that race year). For IMOW the age is 16yo and Up.

- ii. Parents/legal guardian must be present on race day
  - iii. Parents/legal guardian must be available to work corners or in the infield if **needed** during JP races
  - iv. JP Class mowers are required to stay on the track and kept running at the finish line after the FEATURE RACE for RPM and tire pressure check. Leaving the track or shutting off the engine will result in disqualification.
- b. **ENGINE:**
- i. Governed at 3,650 RPM maximum with no load (foot off clutch in neural).
  - ii. Single-cylinder, overhead valve engines or L-head (flathead) must be stock, complete, and not to exceed a factory rating of Box Stock Legal.
  - iii. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement.
  - iv. Mower **MUST** have original stock flywheel.
- c. **WHEELBASE:**
- i. Center of the front axle to the center of the back axle is a minimum 39" unaltered.
- d. **WHEELS:**
- i. Metal rims: 5" minimum front wheels; 8" minimum rear wheels.
  - ii. Rear tires are a maximum of 16" diameter as written on the sidewall of the tire.
  - iii. Actual diameter may not exceed 16-1/4".
  - iv. Maximum 15 PSI tire pressure.
  - v. Wheels must be the same size on each axle, of any origin, made of metal.
  - vi. No dual or tandem wheels.
- e. **DRIVELINE:**
- i. Transmission or transaxle must be shiftable and of lawnmower origin and gear ratio in highest gear can be no less than 8:1. Example: While in the highest gear, the rear wheels can turn no more than one revolution every time the engine rotates eight (8) times. Driveline may be modified from the engine pulley to the rear wheels, but must utilize a shiftable lawnmower transmission or transaxle. No vari-drives, centrifugal or torque converter clutches. Mowers using a chain drive type transmission must use an axle-mounted brake system.

## 2. **GPK, GPS and GPT CLASS:**

### a. **SPECIAL REQUIREMENTS:**

- i. GPK drivers' age is 11-15 years old with at least one (1) race year in the JP Class. There must be a total of four (4) races (including Heats and Features) in that year. For GPS & GPT age 16 and Up.
- ii. Parents/legal guardian must be present on race day.
- iii. Parents/legal guardian must be available to work corners or in the infield if **needed** during GPK races.

- iv. All Governed Class mowers are required to stay on the track and kept running at the finish line after the FEATURE RACE for RPM and tire pressure check. Leaving the track or shutting off the engine will result in disqualification.
  - b. **ENGINE:**
    - i. Governed at 3,650 RPM maximum with no load (foot off the clutch in Neutral).
    - ii. Single-cylinder, overhead valve engines or L-head (flathead) must be stock, complete, and not to exceed a there factory rating. Twin-cylinder, overhead valve engines or L-head (flathead) must be stock, complete, and not to exceed a factory rating of 810cc 49cu in. No Big Block Engines.
    - iii. Must have stock air filter assembly and filter. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement.
    - iv. Mower **MUST** have original stock flywheel.
  - c. **WHEELBASE:**
    - i. Center of the front axle to the center of the back axle is a 42" minimum unaltered wheelbase.
3. **AP CLASS:**
- a. **ENGINE:**
    - i. 4 stroke engines, 10.5hp and below with a factory maximum stock original displacement of 22ci, (both valve-in-block, L-Head and overhead valve).
    - ii. Crankshaft must be in original orientation.
    - iii. Engine plate may be welded to frame rails in as close to the original location as possible.
    - iv. Aluminum flywheels are MANDATORY.
  - b. **WHEELBASE:**
    - i. Center of the front axle to the center of the back axle is a 34" minimum unaltered wheelbase.
  - c. **WHEELS:** 4" minimum front wheels and 6" minimum rear wheels.
4. **SP CLASS: (No Longer a USLMRA Point Class, Will run as a CP)**
- a. **ENGINE:**
    - i. Valve-in block, single-cylinder and 4 stroke engines over 8.5hp.
    - ii. Mid-engine frames are not allowed.
    - iii. Aluminum flywheels are MANDATORY.
  - b. **WHEELBASE:**
    - i. Center of the front axle to the center of the back axle is a 39" minimum unaltered wheelbase.
  - c. **WHEELS:** 5" minimum front wheels and 8" minimum rear wheels.

5. **CP CLASS:**

a. **ENGINE:**

- i. All single-cylinder overhead valve and two-cylinder valve in block, 4 stroke engines.
- ii. Mid-engine frames are not allowed.
- iii. Aluminum flywheels are MANDATORY

b. **WHEELBASE:**

- i. Center of the front axle to the center of the back axle is a 42" minimum unaltered wheelbase.

c. **WHEELS:** 6" minimum front wheels and 8" minimum rear wheels.

6. **BP CLASS:**

a. **ENGINE:**

- i. All overhead valve V-twin, 4 stroke engines, 810cc 49 cu in and under, No Big Block Engines.
- ii. Mid-engine frames are not allowed.
- iii. Aluminum flywheels are MANDATORY

b. **WHEELBASE:**

- i. Center of the front axle to the center of the back axle is a 42" minimum unaltered wheelbase.

c. **WHEELS:** 6" minimum front wheels and 8" minimum rear wheels.

7. **COMMON SPECIFICATIONS FOR ALL PREPARED CLASSES**

**PREPARED CLASSES:** Class designation: **JP, GPK, IMOW, GPS, GPT, AP, CP and BP.**

Mowers must remain as delivered from the factory except for the modifications listed below. All parts should be of lawnmower origin with the exception of those specifically mentioned above. a.

**ENGINE:**

- i. Must be originally manufactured for use in lawn mowing equipment and be stock in appearance with the exception of the air filter, air cleaner or velocity stack. (GPK and GPS must have stock air filter assembly and filter).
- ii. Crankshaft must be in original orientation and clearance hole in the frame.
- iii. Engine may be internally modified.
- iv. In every class the **original engine block assemblies** must be used. For example: cylinder block, sumps, side covers and cylinder heads. The only exception is the valve cover. Billet/aftermarket valve covers can be used to allow clearance for roller rockers if used. Billet side covers and sumps or forged aftermarket cylinder heads are illegal.
- v. External ignition systems ARE allowed in AP, CP and BP Classes.

b. **CHASSIS:**

- i. The mower must be a full-size lawn mower, front engine, stamped steel frame and manufactured as such as delivered except for the modifications listed below.
- ii. Mid-engine frames are **NOT** allowed.

- iii. All parts must be of lawnmower origin with the exception of those specifically mentioned herein or otherwise allowed under Section VII.
- c. **FRAME:**
  - i. Mowers must mount steel factory decks or Simulated Decks.
  - ii. The deck must be at least as wide as either running boards or body edge, whichever is wider.
  - iii. Decks may not extend any more than 2" beyond the tire sidewalls on each side.
  - iv. Deck halves may be mounted to running boards.
  - v. Decks must be secure.
- d. **WHEELBASE:**
  - i. Width is a maximum of 40" sidewall to sidewall.
- e. **WHEELS:**
  - i. Wheels must be the same size on each axle, of any origin, made of metal.
  - ii. No dual or tandem wheels.
- f. **TIRES:**
  - i. SAE-rated trailer or lawnmower tires must be used.
  - ii. Kart tires are NOT allowed for this Class.
- g. **REAR AXLE:**
  - i. Rear wheels are secured with lock collars.
  - ii. C-clips are **NOT** allowed.
  - iii. Front spindles use either lock collars or castle nuts with cotter pins.
  - iv. Lock nuts are no longer sufficient.
  - v. Rear axle may use open differential, locked, "live" or solid axle.
  - vi. No single wheel drive.
  - vii. Must use axle mounted brakes.
  - viii. No lawnmower transaxle or transmission mounted brakes are allowed.
- h. **DRIVELINE:**
  - i. May be modified from the engine pulley to the rear wheels, but must utilize a shiftable lawnmower transmission or transaxle.
  - ii. No vari-drives, centrifugal and or torque converter clutches.
- i. **EXHAUST:**
  - i. Design is open, but must terminate away from the driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.
- j. **THROTTLE:**
  - i. Mowers must be equipped with an automatic throttle-closing device.
  - ii. Hand throttles that are adjustable must be disabled so they cannot be adjusted or moved by the driver at any time during competition. This is for Governed Classes ONLY.
  - iii. Cables must be secured so that the engine's RPM's cannot be affected by moving the cable in any way, or at any time.
- k. **KILL SWITCH:**
  - i. Mowers must be equipped with a kill switch, which will turn off the ignition if the driver leaves the mower.
  - ii. Velcro is **NOT** acceptable.

- iii. Pressure switches are **NOT** allowed.
- iv. The kill switch must remain in a closed position (engine not running) until driver mounts the mower.
- v. Additional switches that by-pass the kill switch are **NOT** allowed under any circumstance.
- vi. Homemade kill switches are **NOT** allowed.

**I. BODY:**

- i. Must be stock, without external alterations, although discrete strengthening is allowed.
- ii. Hood must be secured. Hood must be hinged or have a hole in the grill for access to spark plug wire for required "RPM" checks.
- iii. Minimum 4" ground clearance to frame, and 2-1/2" from ground to the bottom of deck.
- iv. Footholds must be discrete, and no more than 2" high, made of flat or "L" stock (no rod stock), and made such that the foot cannot become entangled in a rollover.
- v. Rear bumpers are optional.
- vi. Front bumpers are **NOT** allowed.
- vii. Actual lawnmower seats must be used.
- viii. Bottom of seat to the ground must be a minimum of 13 inches.
- ix. Fenders may be discretely moved and altered as noted in Section VII.

***MODIFICATIONS NOT LISTED ARE NOT APPROVED***

**\*\*\*\*\*WARNING!\*\*\*\*\***

***Remove mower blades before modifying or removing the engine governor. Governor alterations will allow the engine to over speed, which may cause blade or blade assembly to explode, presenting grave danger to participants, spectators and officials around the mower, and may lead to damage of the engine and/or engine components***

**FACTORY EXPERIMENTAL CLASS**

**8. FACTORY EXPERIMENTAL SINGLE (FXS) and TWIN (FXT) CLASS:**

NOTE: The rules are specific. If it is not listed below, it is NOT allowed.

**a. SPECIAL REQUIREMENTS:**

- i. Drivers must be 18 years old with more than one (1) full year of experience in a Prepared Class. Special requirement for 15yo – 17yo to race FX Single only (see License).

**b. ENGINE:**

- i. Engines must be lawnmower engines or direct replacement engines, For example: Clone engines.
- ii. **Single-cylinder (FXS)** OEM rated overhead valve (OHV) or L-head (flat head). Billet/aftermarket valve covers can be used to allow clearance for roller rockers. Opposed

twin (L-Head, 46ci maximum) flat head, coming from the lawn equipment origin, 4 cycle engines.

- iii. **V-twin cylinder (FXT)** vertical or horizontal, Small Block Engines Only, 810cc 49 ci in. NO Big Block OEM rated 4 cycle lawn equipment engines.
- iv. Internal and external modifications are allowed for all engines.
- v. Modification to block and heads are open.
- vi. Original engine block assemblies must be used. Billet side covers and sumps allowed. Aftermarket cylinder heads, forges or billet NOT allowed.
- vii. All Rotating assemblies MUST be covered
- viii. Aluminum billet flywheel is MANDATORY.
- ix. FXS and FXT engines must be lawnmower engines or direct replacement engines. For example: clone engines.
- ix. If it does not say you can do it, it is not allowed.

**c. FRAME/CHASSIS:**

- i. Frame and parts must retain original manufacturer (OEM) specifications. Reconsider this rule in reference to tube chassis.
- ii. No rear engine lawnmowers.
- iii. Front engine, traditional style lawnmowers with a hood covering the engine and rear fenders should be used.
- iv. Firewall protection is recommended. It is recommended that engines are separated by a safety shield or stock cowling from the driver.
- v. Discrete chopping of the chassis to install after-market clutches, gear boxes, seats and axles are allowed.
- vi. Scalloping of frame is allowed to lower the seat on a tunnel type chassis.
- vii. Keeping with the spirit of lawn mower racing, starting with the OEM chassis is highly recommended. It is also highly recommended that the following guidelines be used in the spirit of keeping Lawn Mower Racing affordable. Tube chassis can be used following these guidelines put forth. Frame rails from the front axle to the back axle must be one piece and of the same size tubing. It also must be parallel to each other at a Maximum of 15" apart. A 3<sup>rd</sup> bearing support on the right side is highly recommended due to the offset. The front axle must be welded to frame rails using the full dimension of the tube. Pinching or swaging of the frame rail at contact point of front axle is not allowed. It also must have a straight line to the front axle.

**d. WHEELBASE:**

- i. Center of the front axle to the center of the back axle is a minimum 39" unaltered for **FXS** and minimum 42" unaltered for **FXT**. Maximum for both classes is 52".
- ii. No more than 4" of total offset. Offsetting of axles, center of frame to outside of right tire is to be 23" and from center of frame to outside of left tire is to be 19" giving a total offset of 4".

- e. **WHEELS/TIRES:**
  - i. Though offsetting of axles is permitted, tire sizes are of the same size per axle. For example: Front left and right are the same size, and left and right are the same size on the rear axle.
  - ii. Go kart dirt tires are allowed.
  - iii. A minimum of 6" rims on the rear and 5" on the front.
  - iv. Lawnmower tires, go kart dirt tires and mini sprint tires are authorized.
  - v. Custom steel or aluminum rims are allowed.
  - vi. No stock lawnmower wheels are allowed.
- f. **DRIVELINE:**
  - i. Open to live axle, belt or chain drive custom gear boxes or transaxles.
  - ii. 90 degree gear boxes and jack shaft setups are allowed.
  - iii. Centrifugal clutches and traditional belt clutches are allowed.
  - iv. All chain guards must be a minimum thickness of 1/8" aluminum or steel.
  - v. ATV drive train and suspensions are not allowed.
  - vi. No all-wheel drive machines are allowed.
  - vii. Driveshaft's are permitted as long as the driveshaft is covered and connects to a gear box. At no time will the driveshaft be connected directly to the rear axle. A clutch/disconnect system must be in place.
- g. **BUMPER/NERF BARS:**
  - i. Side/Crash Bars are MANDATORY.
  - ii. Closed loop rear bumper is MANDATORY.
  - iii. See Common Rules section.
- h. **MINIMUM WEIGHT:**
  - i. 450 pounds WITH driver for **FXS** and 500 pounds With Driver in **FXT**.  
If parts or bolted weight is added to for weight purpose, they must be painted White so they can be seen on the track if it falls off.
- i. **REAR AXLE:**
  - i. Rear wheels are secured with lock collars.
- j. **FRONT AXLE:**
  - i. Racer-fabricated axles are subject to the judgment of the Technical Inspector as to their safety for racing.
  - ii. Front axle may be pinned, bolted or welded into stock location, eliminating stock pivoting.
  - iii. No suspension or shock absorbers are allowed.
  - iv. Axles must be a one-piece beam design.
  - v. **Aluminum may NOT be used as the material for the one-piece axle.**
  - vi. Front spindles are a minimum of 5/8" in diameter.
  - vii. Front spindles must be drilled and cotter or safety pinned.
  - viii. If a custom front axle is allowed, it must be located close to the original location and not on top of the chassis.

**k. STEERING:**

- i. Direct steering is mandatory. Push-Pull steering is allowed providing steering wheel moves in the same direction as the front wheel.
- ii. Must use lock nuts on all connections.
- iii. No plastic steering wheels unless it is the type that is reinforced with steel.
- iv. All steering linkages must use ball-type or spherical threaded rod ends.

**l. BRAKES:**

- i. Hydraulic brakes are mandatory.
- ii. Front brakes are highly recommended.
- iii. If not equipped with a neutral gear, all lawnmowers must have a clutch lock out so machine can be pushed by hand.
- iv. When running a centrifugal clutch, driver must be seated on the machine to have it started, or rear wheels must be securely off of the ground.

**m. SEATS:**

- i. Must be mounted in center of the frame from one side of the frame to the other side Go kart seats are allowed.

**n. BUMPERS/NERF BARS:**

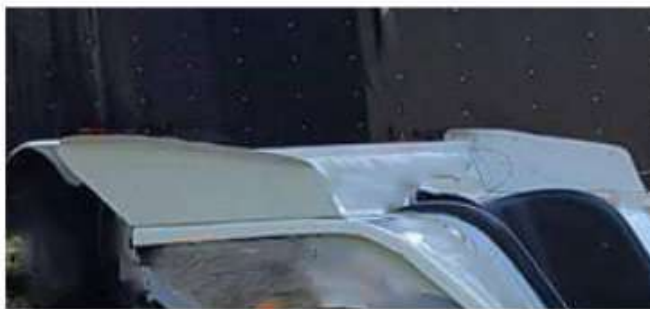
- i. The front bumper must be the maximum width of the front hood.
- ii. Side nerf bars are flush to the outside of the tires.
- iii. No sharp edges.
- iv. Rear bumpers and side bars, when equipped, must stay in from the outside of the tires, ½" on each side. Rear bumpers must be round tube design to prevent climbing.
- v. A closed or continuous loop bumper is the only authorized bumper on the rear.
- vi. Side crash bars/nerf bars, when equipped, must be installed no more than 1.5" from the outside of the tires. They must have a kart style secondary hoop that can withstand side impact.
- vii. Front bumpers on FXS and FXT cannot exceed 2" past the sides of the hood, and at no time will the front bumper cover or protect the front tires. They are intended to protect the front hood only. They will be made of round or square stock not exceeding 1-1/2" in diameter.

**o. WINGS, SPOILER and SIDE RAILS:**

- i. FX Mowers may have Wings, Spoiler or Side Rail Moldings. But the edge cannot come to a sharp or dull edge. All terminated edges and exposed surfaces must be terminated with a radius of at least a minimum of a ½" rolled, squared or angled surface to prevent anyone from being cut or injured. The Maximum height of 3" or above the shoulder of the driver.



**Wrong, has edge.**



**Wrong, Rolled wt. edge**



**OK, Rolled Edge**



**OK, Wide Edge**

## **XI. STA-BIL NATIONAL LAWNMOWER RACING SERIES POINT SYSTEM AND AWARDS POLICY**

The point system is designed to encourage and recognize participation. Points are awarded for all US National Points races. Points are awarded and trophies are given for points winners in each class. Series Point's Winners will be announced at the conclusion of the USLMRA Finals. First through fifth place winners will receive prizes and/or trophies. You are still allowed to take each and every Regional Points Race, should you have the time, money and desire. Your participation is always encouraged. When figuring the points standings, USLMRA will use the following procedures:

**USLMRA Championship Weekend** will consist of a practice and the USLMRA Finals.

### **1. Qualifying for USLMRA Finals:**

Racers in the USLMRA Finals must qualify by class competing in a minimum of two (2) USLMRA Series races.

### **2. Procedure to set the starting line-up for the USLMRA Finals:**

The TOP TEN racers in points in each class will grid by descending order: 1<sup>st</sup> through 10<sup>th</sup> in points. The remainder of the field will qualify through elimination or qualifying heat(s). If elimination heats are not required for a particular class, a gridding heat may be run.

### 3. **Procedures for the Points Tie Breaker for the USLMRA Points Championship:**

In the event of a TIE in points coming into the USLMRA Finals, we will first look at:

1. The amount of 1<sup>st</sup> place wins
2. Then 2<sup>nd</sup> place wins
3. Then 3<sup>rd</sup> place wins
4. If this still does not settle the issue, we will look at the number of events attended.

In the event of a TIE in points after the USLMRA Finals, we will first look at:

1. We will first go to the number of events attended
2. The amount of 1<sup>st</sup> place wins
3. Then 2<sup>nd</sup> place wins
4. Then 3<sup>rd</sup> place wins with the most breaking the tie
5. Finally, the race finishes position in the USLMRA Finals

**INTENT:** To please as many people as possible. To recognize that it may be difficult to travel long distances and still allow racers to have a chance to win USLMRA National Points Trophies based on season-long participation. To award USLMRA Points Championships by placing less weight on the Final Race and placing equal weight on each race during the season.

It is possible that in the event of a tie for USLMRA National Points, a racer who finished behind another racer in the USLMRA Finals can still finish higher in year-end US Points. This is by design and is intended to factor in a racer's performance over the duration of the season rather than use the finish in the USLMRA Finals as the 1<sup>st</sup> tiebreaker. USLMRA chooses to recognize and possibly reward support of the Series for the entire racing season.

### **USLMRA Points Structure**

100 points each for registration, starting and finishing a points race

100 points for 5<sup>th</sup>

150 points for 4<sup>th</sup>

200 points for 3<sup>rd</sup>

250 points for 2<sup>nd</sup>

300 points for 1<sup>st</sup>

Note: Mower must cross the finish line under power to receive points for that race unless mechanical failure occurs on the white flag lap. The driver can then push the mower across the finish line.

! A racer is allowed to race and receive points on an individual mower in the race class for which the mower was built for only.

! Races officially start after the green flag drops.

! The race is defined by the first complete lap by the lead mower.

! **If a yellow or red flag is thrown before the lead mower completes the first lap, the race will be restarted, and the drivers lined up in the original starting grid, but only once.** If a second

yellow or red flag is thrown before completion of the first lap, the race order will be determined by the order the mowers crossed the Start/Finish line at the start of the racer causing the second caution goes to the rear.

**\*\*Racers DQ'D will receive no points. Only "race credits" towards qualifying for the USLMRA Finals for any race they received a disqualification (DQ).\*\***

**Golden Blade Award.** The golden blade is given to a State or Club for the points awarded to that club or state participating in the said year's National Point Race. To Receive Points the Racer must attend a USLMRA National Event and finish in the top 5 in any said class. All class and racer points are calculated at the end of the season and the top points received the Golden Blade Award for that year. Award is presented at the end of the season Nation Championship Banquet.

## **X. CODE OF CONDUCT FOR USLMRA MEMBERS AND GUESTS**

The United States Lawn Mower Racing Association (USLMRA) expects its staff, Local Chapter (LC) Presidents, racers, general membership and volunteers to always act in a courteous, professional manner for the benefit and growth of lawnmower racing.

The USLMRA reserves the right to accept, deny, suspend or revoke the membership of any member, or place any member on probation for any action(s) deemed detrimental to the sport of lawnmower racing.

Any member under suspension, revocation or probation may be barred from participation in any USLMRA Points Race, non-points race, and any sanctioned and/or affiliated Local Chapter racing events. Additionally, any person whose membership has been suspended or revoked may be barred from entry to any area at any race venue controlled by the USLMRA or Local Chapter. These areas include, but are not limited to: the race track, pit area, and any area used for race administration purposes.

As stated in the USLMRA Rule Book (Section II, Paragraph I), "The driver is responsible for the conduct of his/her guests and crew, even while on the race track." Should anyone attending a sanctioned event be found committing any detrimental act, that person will be removed from the premises, and the member driver will be held responsible for the conduct of that guest/crew member and will be subject to suspension or revocation of membership! Revocation, suspension or probation period of membership may be enacted without prior notice, and will be at the sole discretion of, and by majority agreement of the USLMRA National Executive Staff.

1. A conscious effort by a member to ignore or circumvent in any way, USLMRA Rules as defined in the Sta-Bil Racing Series Rule Book.
2. Verbal assault, either public or written, of any USLMRA staff member, LC official, volunteer or other USLMRA member.
3. Physical assault of any USLMRA staff member, LC official, volunteer or USLMRA member.
4. Persistent on-track violations, including, but not limited to rough driving, passing under yellow, failure to follow on track instruction.

5. Any conscious effort to undermine the integrity of the USLMRA, its staff, LC officers, volunteers and fellow members. This includes Face to Face, being behind ones back or any type of Social Media.
6. Any conscious effort to undermine the ability of the USLMRA, its staff, LC officers, volunteers and fellow members to conduct their activities at any race venue hosting a USLMRA or LC sanctioned event. This includes Face to Face, being behind ones back or any type of Social Media.
7. Any disruptive behavior, which, in the opinion of track officials, Local Chapter officers and staff and/or USLMRA staff, interferes with the orderly conduct of sanctioned and/or affiliated lawn mower races. This includes Face to Face, being behind ones back or any type of Social Media.

Any member of the USLMRA National Executive Staff may give reasons for suspension, revocation, or probation in writing, to all offenders, at his or her discretion.

Appeal of any suspension, revocation or probation will be handled on an individual basis.

However, the right to appeal may not be granted in every case. Any request for appeal must be submitted in writing, to the USLMRA National Executive Staff, stating the specific reason(s) for the appeal. The National Executive Staff serves at the discretion of the USLMRA President.

The USLMRA National Executive Staff members are published in page 3 of this USLMRA Rulebook. Suspensions or probation may be for a period of up to one year. Revocations will be considered permanent unless cause can be shown for reinstatement.