

**UNITED STATES  
LAWN MOWER RACING ASSOCIATION  
RACING RULEBOOK**

**USLMRA  
U.S. Open and ILMSA  
Copyright 2012, U.S. Lawn Mower Racing Association  
Revision: December 1, 2011**



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## **2012 RACING SEASON**

The United States Lawn Mower Racing Association (USLMRA) is run primarily for racing enthusiasts and their friends. Members race for the love of competition. All who share this philosophy are welcome to join the USLMRA and participate in its activities. These regulations, which include any supplementary regulations issued for a particular event (collectively, the “Regulations”), are designed for the orderly conduct of lawnmower racing in the United States and to establish minimum acceptable requirements for such events. However promulgation of these Regulations is not an admission that the USLMRA has the duty to warn participants of potential hazards of participation. Moreover, these Regulations are only intended as a guide for the conduct of the sport and are in no way a guarantee against injury to the person or property of participants, spectators or others, nor are they a substitute for the due care which should be exercised by participants in any event. Finally, the USLMRA assumes no liability discharging the USLMRA from such liability. The USLMRA reserves the right to accept, deny, suspend or revoke any membership at any time. The USLMRA Staff, having promulgated these Regulations, may modify, add to, delete from or grant exceptions to these Regulations at any time. By entering and participating in these events, all participants agree to abide by these Regulations, as may be amended from time to time. **Effective date for this Rule Book is 1 January 2012**

## **Notable changes to the 2012 USLMRA Rule Book**

As we approach our 20<sup>th</sup> year, we have taken a hard look as we conduct the business of Lawnmower Racing, we have spoken to drivers' young and old, researched a variety of different racing classes, and analyzed data from previous races. After gathering the recommendations and analyzing this information we have decided to make the following changes to the 2012 USLMRA Rule Book. Keep in mind it is nearly impossible to please every driver and not all will be completely satisfied with the changes, but we feel it is in the best interest of this great sport to make these changes as we continue to grow.

### **2012 USLMRA Licensing Rules**

#### **Licensing does not pertain to US Open Rules or ILSMA Rules**

**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.

**Rookie Racer, Definition:** A person who has not competed in a STA-BIL National Lawn Mower Racing Series US Points Race (STA-BIL Series) in any Prepared Class or FX, FXS, & FXT Class within the past 12 months of a Race Day.

**Veteran Racer, Definition:** A person who has competed in a STA-BIL Series Race in Class, Prepared Class or FX, FXS, & FXT Class within the past 36 months.

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

#### **I. LICENSING: STA-BIL SERIES**

- 1) A Rookie Racer shall not compete at a 2012 STA-BIL Series Race in BP, FX, FXS, & FXT Class.
- 2) License will be issued in each class a racer competes in.
- 3) A License for one race class does not grant licensure for any other class. Licensure is provided for each class.
- 4) Pro Racers shall be permitted to race in all classes at any STA-BIL Series U.S. Points Race.
- 5) "Veteran License" will be issued to racers meeting licensing criteria in IMOW, A Prepared, C Prepared, G Prepared, S Prepared and Junior (J) Prepared Classes.
- 6) "Pro License" will be issued to racers meeting licensing criteria in BP, FX, FXS, & FXT Classes.
- 7) A License may be issued to a racer for any class at the discretion of the Race Day Chief Steward for situations including, but not limited 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 16 to 18 who has previously raced in at least four (4) STA-BIL Series races.

#### **II VETERAN RACERS OBTAINING A PRO LICENSE**

Veteran Racers may obtain a Pro License by racing in at least ten (10) USLMRA Races (STA-BIL Series or Local Chapter Races) in any Veteran Racer Class, with at least four (4) of the races having been STA-BIL 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 often

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

#### V. SPECIAL CIRCUMSTANCES

USLMRA realizes special circumstances may arise regarding Licensing. Racers are encouraged to communicate with the National Chief Steward or Race Day Chief Steward to discuss their situation

#### Section I. RULES OF THE TRACK

S) Starting in 2012 rolling starts will replace Le Mans starts for all classes except JP and IMOW. Local Chapters and affiliated clubs may still use Le Mans if they wish.

T) 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 IX, 2

U) Due to the extreme speeds and the width of the New FXS & FXT classes No more than 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.

V) Due to the addition of 4 new classes we have changed the racing order for all National Points Races: starting in 2012 it will be JP, AP, G/P/K, IMOW, GP, SP, CP, FX, BP, FXS, & FXT

W) In JP & IMOW ***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 crossed 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.

#### Section II. RULES OF THE PITS & GRID

O) "EFFECTIVE IMMEDIATELY: Only one person shall be allowed on a racing lawn mower. This will include 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 a registered as a racer for the event."

**No exceptions will be made to this rule.**

#### Section VI. 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's & IMOW'S will remain on track for RPM & Air Pressure check Inspection after feature races. JP & IMOW racers at the discretion of the Chief Steward may be required to have gear ratio checked as a group, participation is mandatory if this is determined to be needed. GP Racers will remain on the track to have RPM check for compliance after feature races.

#### Section VII. GENERAL MOWER REQUIREMENTS

Y) **Flywheels:** Starting in the 2012 Racing season Billet Flywheels will be mandatory in all classes with the Exception of JP, IMOW, G/PK and G/P. USLMRA considers Flywheels to be a major safety issue. As RPM's and speeds increase, it is also highly recommended that in all stock ungoverned classes that a scatter-shield be built and mounted for added safety protection, but not required.

***Note: It is Mandatory for Billet Flywheels be used on US OPEN CLASS Mowers with Highly Modified Engines.***

## **Section VIII. RACING CLASSIFICATIONS**

Our goal is to continue to expand our appeal to more racers, because of this we are adding 4 new classes GP/K Governed Prepared Kids, GP Governed Prepared For Adults, FXS Factory Experiential Single Cylinder, & FXT Factory Experiential Twin Cylinder:

Race Mowers will only be allowed to enter and race in the class that they were built for, i.e. AP in AP, SP in SP, CP in CP, BP in BP, FX in FX, FXS in FXS, & FXT in FXT. The JP and IMOW classes are the only two that the same mower can run in both classes' races. GPK and GP can run in both classes, this is to allow Parents or another driver to run in the either class

G) **PREPARED:** Class designation: **G/P/K, A/P, G/P S/P, C/P** and **B/P**. These mowers are as delivered from the factory except for the modifications listed below.

- 1) Engine must be originally manufactured for use in lawn mowing equipment and be stock in appearance, with the exception of air filter, air cleaner or velocity stack. Crankshaft must be in original orientation and clearance hole in the frame. Engine may be internally modified.
- 2) Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.
- 3) Starter must be onboard, either electric or pull-rope.
- 4) Driveline may be modified from the engine pulley to the rear wheels, but must utilize a shift able lawnmower transmission or transaxle.
- 5) Rear axle may use open differential, locked, "live" or solid axle. No single wheel drive.
- 6) No centrifugal and or torque converter clutches.
- 7) Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels.
- 8) All steering linkages must use ball-type or spherical threaded rod ends.
- 9) Front axle may be pinned, bolted or welded into stock position. No suspension, no shock absorbers. **Axles must have a 1-piece beam.**
- 10) Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, **these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.**  
**Aluminum may not be used as the material for the one-piece axle**
- 11) Shaft locks, center-drilled axle with locking bolts, castellated nuts with cotter pins, are acceptable for securing front wheels. Cotter pins, E-rings and C-rings alone, bent nails, hitch pins; over-center pins and quick-release pins are not sufficient for wheel retention and are not approved.
- 12) Wheels must be the same size on each axle, of any origin, made of metal. No dual or tandem wheels.
- 13) **DECK:** Mowers must mount steel factory decks: The deck must be at least as wide as either running boards or body edge whichever is wider. Decks may not extend any more than 2" beyond the tire sidewalls on each side. Deck halves may be mounted to running boards. Decks must be secure.
- 14) SAE-rated trailer or lawnmower tires must be used.
- 15) 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 can not become entangled in a rollover.
- 16) Class is determined by the OEM factory rating of the lawn mower engine.

- 17) All parts should be of lawn mower origin with the exception of those specifically mentioned above or otherwise allowed under Sec. VII.
- 18) Hoods and body parts such as fenders may be upgraded from year to year only if the parts are from the mother company and any subsidiary company of said mother company.
- 19) External ignition Systems are allowed.
- 20) Aluminum Flywheels are allowed.
- 21) **Fenders may be discreetly moved and altered as noted in section VII, (BB).**
- 22) **Must use axle mounted brakes, no lawnmower transaxle or transmission mounted brakes.**

**CLASSES DEFINED: (based on OEM BLOCK designation)**

**A/P:** 4 stroke engines **10.5hp and under with a factory maximum stock original displacement of 22 cubic inches and under 339 CC** (This includes all engines both Valve-in-Block L Head and Over Head Valve with a maximum displacement of 22ci). 34” minimum unaltered wheelbase. 4” minimum front wheels. 6” minimum rear wheels. **Crankshaft must be in original orientation. Engine plate may be welded to frame rails in as close to the original location as possible.**

**G/P: ENGINE: Governed engines, 3650-RPM max. (No Load).** Single-cylinder Over-Head Valve & Valve in block (“L” Head”) Engines must be Factory stock, complete, and not to exceed a factory rating of 17 horsepower 33ci. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement. Twin cylinders engines and Mid Engine frames are not allowed. 42” minimum unaltered wheelbase, 6” minimum front wheels, 8” minimum rear wheels, and there is no gear ratio restriction.

**G/P/K:** Age requirements are altered for this class; JP Drivers between the ages of 12-15 years old with no less than 2 years JP Experience and has competed in 4 STA-BIL Points Races are eligible to compete in this class. Build requirement will be identical to the adult GP build requirements.

**I. Basic Rules for FXS & FXT Class**

**1. ENGINES:** Each Class has a specific maximum Horse power rating (OEM rating) and max cubic inch displacement. Any allowable modifications will be stated for that class, **if it does not say you can do it, it’s not allowed.** Billet flywheels required. All cooling fins and safety shields must be intact. No diesel or liquid cooled engines in any class.

**2. CHASSIS:** Frames, parts, must retain original manufacturers (OEM) specifications (no chopping) re: wheel base, length and width unless modifications specified in particular class. Material (steel) may be added for structural strength. It is recommended that front axles be bolted or welded rigid eliminating the stock pivoting. No rear engine lawnmowers must be front engine traditional style lawn tractor with a hood covering the engine and rear fenders. No handlebars, to prevent a racer from being pierced in the event of a roll over. All tractors must have a 2” min ground clearance. All tractors must have been a factory built lawn-cutting tractors.

**3. BODY WORK:** Can be customized (where allowed) but must retain some resemblance of a lawn tractor. All parts must be securely fastened to chassis i.e. fuel tanks, batteries, body work, etc.

**4. FUEL:** Only pump gas unless specified in that class.

**5. BRAKES/CLUTCHES:** Must be intact and working. If not equipped with a neutral gear all tractors must have a clutch lock out so machine can be pushed by hand. When running a centrifugal clutch, driver must be seated on machine to have it started **or rear wheels securely off the ground.**

**6. THROTTLE:** No fixed throttles. Foot and trigger throttles will have the two return springs as mandated in ALL CLASSES. No solid throttle cables must be braided cable like a bicycle brake cable.

**7. KILL SWITCH:** Tractor must have a working commercially manufactured tethered kill switch and be fastened to driver when on track in BOTH CLASSES.

**8. EXHAUST:** Is open, as long as it points **down and away** from driver and presents no apparent hazard. No stacks.

**9. SPINDLES/AXLES:** Front spindles must be drilled and cotter pinned or safety pinned. Rear axles must be locked up with axle lock collars. Rear axles must be in stock location and if a custom front axle is allowed it must be located close to the original location and not on top of chassis

**10. MOWER DECKS:** If mower deck is left on, blades must be removed and the deck must be securely fastened to chassis. Minimum ground clearance is 2".

**11. SEATS:** Must be mounted in center of frame from one side of the frame to the other side. Go karts seats allowed

**12. BUMPERS/NERF BARS:** Max width front: Inside tires not to cover front face of the tire. Side nerf bars are flush to the outside of tires. No sharp edges. Rear bumpers and sidebars when equipped must have a standard height of 7" from the ground and must stay in from the outside of the tires 1/2" on each side. Rear bumpers must be of round tube design to prevent climbing. A closed or continuous loop bumper is the only authorized bumper on the rear. Side crash bars/nerf bars, when equipped must be installed no more than 1.5" in from outside of tires. They must have a kart style secondary hoop that can withstand side impact.

**13. NUMBERS:** All tractors must have a visible number. Minimum 3" height is recommended, on a contrasting background.

## **J. Factory Experimental Single (FXS) CLASS**

**1. AGE GROUP:** 18 years old with 1 full year experience in prepared class to race in FXS.

**2. MAX ENGINE:** single cylinder Max 18hp or 33ci OEM rated OHV or Opposed twin Flat Head 46 ci maximum flathead coming from the lawn equipment origin (4 cycle engines). No fuel injection.

### **3. OHV ENGINES**

-OHV engines 33ci or less.

-internal modifications allowed

-carburetors size/type open

-custom intake manifolds allowed

-external ignition devices are allowed, cross brands of lawn tractor OEM

- ignition systems allowed
- External shields must remain stock.
- Mandatory billet flywheel

**4. NOTE: IF the rules don't say you can do it, YOU CAN'T!**

**5. FLAT HEAD TWIN ENGINES:**

- 46ci max displacement, factory oversize pistons used to repair engine accepted
- internal modifications allowed
- carburetors size/type open
- custom intake manifolds allowed
- external ignition devices are allowed, cross brands of lawn tractor OEM ignition systems allowed

**6. FUEL:** Pump racing fuel allowed. No electric fuel pumps

**7. DRIVE TRAIN:** Centrifugal clutch, traditional belt clutches allowed. 90-degree gearboxes, jackshaft setups allowed. All chain guards must be a min thickness of 1/8" aluminum or steel.

**8. STEERING:** Direct steering is mandatory, must use lock nuts on all connections.

**9. WHEELBASE AND MAXIMUM WIDTH:** 39" min wheelbase. 42" max width. No more than 4" of total offset. (Take a measurement from the centre of your frame to the outside of your right tire and doing the same on the left side. With this the difference should be no greater than 4")

**10. FRAME:** 2" minimum ride height. Firewall protection recommended. Discreet chopping of chassis to install after market clutches, gearbox, seats and axles allowed, must retain original OEM wheelbase.

**11. BRAKES:** Hydraulic Brakes are mandatory. Front brakes optional

**12. WHEELS/HUBS:** Go Kart dirt tires are allowed, max 8" rims on rear and 6" on front. Lawn mower tires, kart dirt tires, and mini sprint tires are authorized. Custom steel or aluminum rims allowed. Custom hubs or spindles must have lock collars, lock nuts or new HD cotter pins to prevent movement

**13. BUMPER/SIDE BARS:** Side/crash bars mandatory, see general rules. Closed loop rear bumper mandatory, front bumpers optional in this class, see general rules.

**14. MINIMUM WEIGHT:** 450lbs with driver

**K. Factory Experimental Twin (EXT) CLASS**

**1. AGE GROUP:** 18 Years old with 1-year experience in prepared class to race in FXT.

**2. ENGINE OPEN:** V-Twin vertical or horizontal Max 22 HP max 44ci OEM Rated 4 cycle lawn equipment engines. Internal and external modifications allowed for all engines. After market aluminum billet flywheels are mandatory. Modification to block and heads are open. Ignition is open.

**3. FUEL:** Pump racing fuels permitted.

**4. Fuel pumps:** no electric fuel pumps are allowed

**5. DRIVE TRAIN:** Is open to live axle, belt or chain drive custom gearboxes or transaxles. Centrifugal clutches allowed. Where custom drive train may be hazardous to driver protective shields must be installed, all chain guards must be a min thickness of 1/8" aluminum or steel. ATV drive train and suspension not allowed. No all wheel drive machines allowed.

**6. STEERING:** Direct steering is mandatory. No plastic steering wheels unless it is the type that is reinforced with steel.

**7. WHEELBASE AND MAXIMUM WIDTH:** 42" min wheelbase. 42" max width. Offsetting of axles, centre of frame to outside of right tire is to be 23" and from centre of frame to outside of left tire is to be 19" giving a total offset of 4".

**8. FRAME:** 2" minimum ride height. IT is recommended that a safety shield or stock cowl from the driver separates engines. Discreet chassis modifications allowed for axle installation and reinforcement. Scalloping of frame allowed in getting seat down on tunnel type chassis.

**9. BRAKES:** Hydraulic brake mandatory. Front Brakes are "Highly Recommend.

**10. WHEELS/HUBS:** Go Kart dirt tires are allowed, max 8" rims on rear and 6" on front. Lawn mower tires, kart dirt tires, and mini sprint tires are authorized. Custom steel or aluminum rims allowed.

Custom hubs or spindles must have lock collars, lock nuts or new HD cotter pins to prevent movement

**11. BUMPER/SIDE BARS:** Closed loop rear bumpers and left side crash bars are mandatory and right side crash bars recommended. Front bumpers optional in this class. See general rules

**12. BODY:** Body can be home made but must resemble a lawn tractor. No sharp edges. Rear fenders must not be wider than the bulge or widest part of the rear tires.

**13. MIN WEIGHT:** Min weight with driver is 500lbs

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

### **1) Qualifying for STA-BIL Keeps Gas Fresh Finals:**

Racers in the STA-BIL Keeps Gas Fresh Finals *must qualify by class* competing in a minimum of two (2) 2012 USLMRA STA-BIL National Lawn Mower Racing Series (aka US National Points Races) races. Note: competing in Local Chapter races no longer factors into qualifying for Nationals Weekend.

### **2) Procedure to set the starting line-up for the STA-BIL Keeps Gash Fresh Finals:**

The Top Ten racers in points in each class will grid by descending order, 1<sup>st</sup> thru 10th 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 STA-BIL Keeps Fresh US Points**

#### **Championship:**

In the event of a Tie in points at the conclusion of the STA-BIL Keeps Gas Fresh 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 with the most breaking the tie
4. If this still does not settle the issue, we then go to the number of events attended

5. Finally the Points and race finish in the STA-BIL Keeps Gas Fresh Finals will be included in the determination of U.S. Points Champions as the final tie breaking process.

**INTENT:** It is possible that in the event of a tie for US National Points, a racer who finished behind another racer in the STA-BIL Keeps Gas Fresh Finals can still finish higher in year-end U.S. Points. This is by design and is intended to factor in a racers' performance over the duration of the season rather than use the finish in the STA-BIL Keeps Gas Fresh Finals as the 1st tiebreaker. USLMRA chooses to recognize and possibly reward support of the Series for the entire racing season

### **USLMRA Points Structure:**

- ***If a Yellow or red flag is thrown before the lead mower completes the first lap, the race will be restarted, And drivers 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 crossed the Start/Finish line at the start and the racer causing the 2<sup>nd</sup> Caution goes to the rear.

For the 2012 racing season we all look forward to exciting, competitive, and safe racing. The U.S. Lawn Mower Racing Association will host the third annual U.S.L.M.R.A. Open. This event will take place on the Sunday of STA-BIL Keeps Fuel Fresh Finals weekend and will be an Open Invitational

In 2012, The U.S. Lawn Mower Racing Association hosts the Third Annual U.S.L.M.R.A. Open. Affectionately nicknamed the U.S. Open, this event will take place on the Sunday of STA-BIL Keeps Fuel Fresh Finals weekend and will be an Open Invitational. Note: Other U.S. Open Events may precede this date. The goal is to continue to expand our appeal to more racers outside of the USLMRA and to continue to host U.S. Open events for USLMRA members and non-members to compete where they otherwise could not. The U.S. Open will afford a wide range of lawnmower racers an opportunity to participate in USLMRA Nationals Weekend without having to qualify for the USLMRA STA-BIL Keeps Gas Fresh Finals. The 2012 U.S. Open will be a free event. Racers will pay no race fees, and USLMRA membership is not required to participate, but will definitely be appreciated. 1<sup>st</sup>-5<sup>th</sup> Place trophies will be awarded in U.S. Open Classes

For questions concerning these rules, we highly recommend addressing them on the FREE Yahoo Club site at, <http://groups.yahoo.com/group/USLMRA> , or the USLMRA Message Board site at <http://www.letsnow.com/about/tal-ki-forum/#/> so our members may see the questions and answers. You may also contact the designated staff members by e-mail for answers to any questions you may have.

Let us all remember that we should strive to maintain professionalism in our Appearance and conduct, and we hope to keep participation fun, affordable, safe and competitive. For those who wish to spend time seeking loopholes in the rulebook, or defeat the spirit of the rules; we suggest you are racing in the wrong organization.

Sincerely,

Bruce Kaufman—USLMRA President  
Kerry Evans—USLMRA Vice President of Administration  
Manny Torres --- USLMRA Race & Technical Director

Home of the STA-BIL Racing Series

*It is the responsibility of the builder and driver to adhere to, and be familiar with, the requirements of this rulebook.*

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- 7) A License may be issued to a racer for any class at the discretion of the Race Day Chief Steward for situations including, but not limited 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 16 to 18 who has previously raced in at least four (4) STA-BIL Series races.

**II VETERAN RACERS OBTAINING A PRO LICENSE**

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**V. SPECIAL CIRCUMSTANCES**

USLMRA realizes special circumstances may arise regarding Licensing. Racers are encouraged to communicate with the National Chief Steward or Race Day Chief Steward to discuss their situation.

# GENERAL COMPETITION REGULATIONS

## I. RULES OF THE TRACK

A) No driver who has consumed any alcoholic beverage on the day of an event may 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 when the green flag is waved.

**YELLOW:** Take care, Danger. **NO PASSING ON ENTIRE COURSE**. Drivers form a single line and close up with the leader, and follow the Starter's directions.

Very slow machines may signal following machines to pass under yellow.

**YELLOW & WHITE:** These two flags drawn together by the starter are to indicate that the field is not sufficiently bunched for the restart. If you see this signal, close it up!

**RED:** Stop racing immediately. Clear the course as much as possible.

**BLACK:** Generally 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:** One lap to go. Crossed with GREEN means ½ way point.

**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 reenter 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 track/off-track driving practices may result in disqualification.

J) **All drivers must attend all announced driver's 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 driver's 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) Grid positions will be determined on race day by random public draw during registration.

L) 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 final say on all protests.**

- M) In the JP & IMOW Class we will still use the Le-Mans Style Start; however drivers will no longer be required to ***“Run to their Mowers!”*** This is to accommodate Handicapped, and Elder racers who have difficulty running across the track and are completely over whelmed by the young drivers in this class. The IMOW 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 the mower and mount the mower, start it and begin to race. At no time will the driver JUMP over the back seat/fender to mount the mower.
- N) Laps will be counted under the yellow flag. However, there will be a minimum of two laps, under green, after a yellow to finish the race (Green, White, Checkered).
- O) 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.
- P) All mowers involved in an accident will be moved to the end of the racing order after it's determined that they are safe to continue.
- Q) 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), or risk disqualification.
- R) No onboard communication devices or spotters on side of track are allowed
- S) Staring in 2012 rolling starts will replace Le Mans starts for all classes except JP and IMOW. Local Chapters and affiliated clubs may still use Le Mans if they wish.
- T) 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 IX, 2
- U) Due to the extreme speeds and the width of the New FXS & FXT classes No more than 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.
- V) Due to the addition of 4 new classes we have changed the racing order for all National Points Races: starting in 2012 it will be JP, AP, G/P/K, IMOW, GP, SP, CP, FX, BP, FXS, & FXT
- W) In JP & IMOW ***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 crossed 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.

## II. RULES OF THE PITS & GRID

- A) No person under 16 years of age shall be on the grid. Persons 10 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 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 and 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 direction of the Chief Steward or Pit Steward at all times.
- I) Driver’s 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. All individuals entering the controlled area which includes but is not limited to the racing course, grid and pit area, including crew members and guests, must sign a release and display 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 be:

\$20.00 maximum for USLMRA-sanctioned STA-BIL Points and Local Chapter races; \$30.00 for the **STA-BIL Keeps Gas Fresh Finals**.

O) **"EFFECTIVE IMMEDIATELY"**: Only one person shall be allowed on a racing lawn mower. This will include 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 a registered as a racer for the event."

**No exceptions will be made to this rule.**

### III. DRIVER ELIGIBILITY

A. All Drivers **must** be members of the United States Lawn Mower Racing Association.

B. Drivers must be at least 8 years of age. Drivers 8 to 17 years of age may compete with an approved parent's consent form on file with the Race Day Chief Steward at each event. For KS and JP drivers a 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 you race at a facility. Once one is signed for a particular facility, it is good for the year.

C. Age of a racer on race-day, is the age a racer will reach before Sept. 1<sup>st</sup> of the race year.

EXAMPLE: If you are 9 years old now but, will be 10 years old before Sept. 1<sup>st</sup> you can race this season in the J/P class. If you are 17 years old now and will be 18 years old before Sept. 1<sup>st</sup> you can race the Pro. Classes in that year, with required Prepared Class Experience.

*Appendix: For US Open an ILMSA you do **NOT** have to be a USLMRA Member, but it is highly encouraged.*

### IV. DRIVER SAFETY EQUIPMENT

A) Every **KS, JP, IMOW, GP, GPK, Prepared Classes, FX, FXS, & FXT** driver must wear an automobile racing or motorcycle-type **full face helmet** approved by the U.S. Department of Transportation or the Snell Foundation.

B) Whenever held, Stock drivers must wear an automobile racing or motorcycle-type helmet approved by the U.S. Department of Transportation or the Snell Foundation.

C) The helmet must fit snugly and be securely buckled when driver is on the track. Long hair must be kept tucked inside the helmet.

D) Goggles or a face shield are required. Glasses are not sufficient.

E) Every driver must wear long pants, long-sleeved shirt or jacket, full-finger gloves and leather over-the-ankle footwear on the track. Motorcycle leathers or antiabrasion karting suits are highly recommended. No loose clothing (un-tucked or un-buttoned shirts, etc).

F) An approved, racing neck support is **MANDATORY** in **KS, JP, IMOW, Prepared, FX and Open**

- G) Driver must have a full 10BC-rated fire extinguisher in his/her equipment.
- H) It is highly recommended but not mandatory that Drivers wear Chest Protectors of their choice for their safety

## V. MOWER ELIGIBILITY

- 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's & IMOW'S will remain on track for RPM & Air Pressure check Inspection after feature races. JP & IMOW racers at the discretion of the Chief Steward may be required to have gear ratio checked as a group, participation is mandatory if this is determined to be needed. GP & GPK Racers will remain on the track to have RPM check for compliance after feature races.
- B) The generally accepted category is riding mowers and lawn tractors with rear tires 20 inches diameter and under. Mowers from England (with trailer seats) may compete. Grass catchers are not permitted. **See class rules for engine size limits.**
- C) Final determination of eligibility and classification is up to the Chief Technical Inspector. **Note: Race Day Chief Steward if the Chief Technical Inspector is not available.**
- D) A STA-BIL Fuel Stabilizer and/or a STA-BIL Series sticker **must be displayed in clear view on the right side and front of mower.**
- Appendix: It is not required for Open event but recommended.*
- E) Organizers reserve the right to reject at any time any mower, which in their opinion represents an attempt to defeat the spirit of these Regulations, even though it complies with the letter of them.

## VI. 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's & IMOW'S will remain on track for RPM & Air Pressure check Inspection after feature races. JP & IMOW racers at the discretion of the Chief Steward may be required to have gear ratio checked as a group, participation is mandatory if this is determined to be needed. GP Racers Will remain on the track to have RPM check for compliance after feature races
- B) Drivers may be tested by race officials at any time for knowledge of flag procedures and these Regulations. Drivers must pass all tests in order to practice or race.
- C) Drivers must show their personal safety equipment at Technical Inspection before practicing or racing at any event.
- D) The Race Day Chief Steward shall have the right to remove from competition at any time any driver, crewmember 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.

E) *If, after reading these Regulations you need a clarification, you are encouraged to contact one of the Staff members PRIOR TO RACE DAY. We want everyone to race, BUT we are creating fairness, safety, consistency and enforcement of USLMRA rules.* Competitors must be aware that Clarifications are offered in good faith and do not afford specific mowers protection from subsequent protest.

F) *USLMRA Staff*  
(see page 2)

## 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.**

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. Decks cannot have any type of bumper/Guard around it unless it is Factory designed. All prepared classes and JP/IMOW must have a factory type deck not home design.

*Appendix: For US Open and ILMISA, Deck may be simulated.*

B) No overhead cam engines allowed except in the stock class. No liquid cooled engines in any class

C) All non-stock mowers MUST be equipped with an automatic throttle closing device. Stock mowers MAY be so equipped if desired.

D) 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 mower and driver. Velcro is **not** acceptable. Pressure switches are not allowed. Kill switch must remain in closed position (engine not running) until driver mounts 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.**

E) Mower brakes must be in good condition, easily operated and operating on at least two rear wheels.

F) Brakes may be improved in any way.

G) Throttle and brake controls may be relocated.

1.) All mowers *in all classes* be fitted with sturdy double return springs mounted at two different mounting points on both ends to help eliminate throttle from sticking or failure to completely close when released.

Below are two photos to help understand these precaution measures: (these are just some examples 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 **this is incorrect!** They must be mounted on two separate mounting brackets. This way if for any reason one breaks you will still have one spring attached.



For V-twins and different style carburetors' used on FX's, the same principle must be used. For example FX's using Mikuni or the CV style Keihn Carburetors the Slide Spring can count as one return spring and you must have a separate external spring attached as the safety spring.

H) **FRAME:** Discrete strengthening is allowed. **Front and rear axles must use original frame as primary mounting point.**

I) 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.

J) Mowers must be safe and complete, all parts and panels in place, with no missing nuts, bolts, cotter keys, etc.

K) All exposed chains and sprockets must be fitted with metal guards, which will direct a broken chain downward.

L) Mowers must be neat and clean, with paint in new or very good condition. No No excess dirt, oil, grease, rust or primer. Sponsor graphics must not interfere with mower's racing numbers or class letters.

M) No front bumpers, nerf bars or push bars.

Appendix: For US Open and ILMISA, Bumpers are allowed, but not recommended.

N) **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.**

O) Race numbers should be a minimum of 3" high and of a sharply contrasting color from their background, and should 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 pre-registered 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.

P) **All** positively charged terminals must be insulated with a cover or heavy tape, and battery must be well secured.

Q) No offset or stagger. Body must be mounted in the center of the wheels. **Tires must match in Size, Brand and tread design per axle (with the exception of FX, FXS, & FXT and Open Class).** Lawn mower seats only, in the stock location, no lower than the tops of the fenders or exposed rear tires and on centerline. Offset measured from centerline to the outside of tire sidewall. Wheelbase may not be altered.

R) Glass headlights must be taped or removed.

S) Maximum width 38" **sidewall to sidewall** unless otherwise stated in the class build section.

T) Steering wheels and handlebars may be replaced with any commercially available pieces, but not substituted for each other. Steering Wheels may not be mounted off center unless originally mounted offset. Steering columns must pass through the original hole in 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 carter pins, or close pins. **Handlebar type grips may not be added to steering wheels in any class.**

U) Tires must be lawn tractor tires. No Snow Hog, tiller, A.T.V, commercial mower or performance compound or competition kart tires. **Flat tires will be black-flagged!**

V) No centrifugal and/or torque converter clutches except in FX, FXS, & FXT or Open Classes.

W) Minimum 4" ground clearance to frame, 2 1/2" ground to deck unless otherwise stated in class build section.

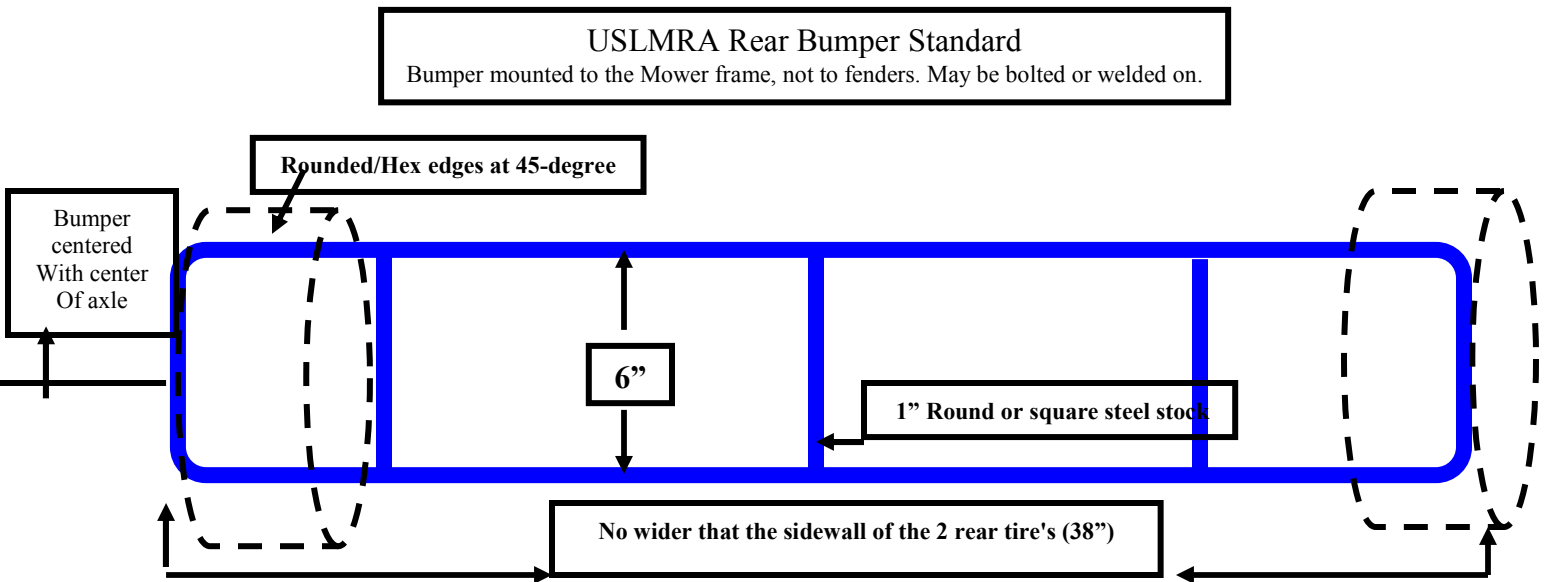
**X) All mowers must utilize a clutch.**

Y) **Flywheels:** Starting in the 2012 Racing season Billet Flywheels will be mandatory in all classes with the Exception of JP, IMOW, G/PK and G/P. USLMRA considers Flywheels to be a major safety issue. As RPM's and speeds increase, it is also highly recommended that in all stock ungoverned classes that a scatter-shield be built and mounted for added safety protection, but not required.

**Note:** It is Mandatory for Billet Flywheels be used on US OPEN CLASS Mowers with Highly Modified Engines.

Z) **Fuel lines must be clamped at all joints.**

AA) **Bumpers:** Will be allowed but not required. If used must be built to these standards:



BB) You will now be allowed to discreetly move and altered Fenders Starting in Racing Season 2011, but not to the extent that it is obviously and excessively moved and altered. The following guidelines are given:

- Trimming fenders so that a  $\frac{1}{2}$ " of clearance between the fender edge and the top of the tire.
- Flaring the fender so that  $\frac{1}{2}$ " of clearance remains between the fender edge and the top of the tire.
- Trimming should follow the contour line of the fender, not merely remove sheet metal in the immediate area.
- Trimming or flaring that results in sharp edges will not be allowed
- Fender should retain it's original look

If in doubt, it is best to check with your local chapter Tech inspector or National tech inspector for further clarification.

## FUEL and FUEL DELIVERY

**The only acceptable fuel is pump gasoline. Additives, other than STABIL Fuel Stabilizer are prohibited. Any apparatus other than the carburetor or fuel injector, 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.**

Electric fuel pumps are not allowed on closed-course machines.

## VIII. RACING CLASSIFICATIONS

Our goal is to continue to expand our appeal to more racers; because of this we are adding 4 new classes GP/K Governed Prepared Kids, GP Governed Prepared For Adults, FXS Factory Experiential Single Cylinder, & FXT Factory Experiential Twin Cylinder:

Race Mowers will only be allowed to enter and race in the class that they were built for, i.e. AP in AP, SP in SP, CP in CP, BP in BP, FX in FX, FXS in FXS, & FXT in FXT. The JP and IMOW classes are the only two that the same mower can run in both classes' races. GPK and GP can run in both classes, this is to allow Parents or another driver to run in the either class

A) **Stock Walk Behind.** Class designation: **Push Mower (Special events only)**

- 1) **Chassis.** Any standard walk mower, Max 22"
- 2) **Engine.** Any vertical shaft allowed, not exceeding 6.75hp. (running or not) All blades must be removed for safety. Any internal or external modifications are allowed.
- 3) **Wheels.** Front not to exceed 6" and rear not to exceed 16".
- 4) **Drive Unit.** Long or short legs are allowed, Must have on long pants and shoes with socks. Upper wear is optional as long as it is covered. Gloves required but helmet is optional.
- 5) **Laps.** May consist of ½ to 1 lap with one pusher to multiple laps in a relay.

B) **Roller Drive Towed.** Class designation: **Self-Propelled (Special events only)**

- 1) **Chassis.** Front roller drive of the cylinder type. With the towed seat.
- 2) **Engine.** May use tuned or un-tuned 4 stroker or the scary 2-stroke screamer.
- 3) **Seat.** May be replaced on the tow buggy and protected from the rear.
- 4) All roller and side covers must be in-place and secure.

C) **STOCK.** Class designation: **S (Special events only)**

- 1) **Governed engines, 3650 RPM max. (No load)**
- 2) Any replacement parts used must be exact replacements for original, and may not offer any improvements in power or reliability over the stock part.
- 3) **Maximum 15 PSI tire pressure**
- 4) **INTENT:** A race class for Local Chapters (if desired) and a race day class at STA-BIL National point series races at the discretion of the venue host.

**Stock will not count in US Points standings**

D) **Kids Stock.** Class designation: **KS (US Open Only)**

- 1) Ages 8 to 10 with signature approval of parent and proper Insurance form filed. The child must demonstrate that he or she can start, stop and control all functions of the mower.
- 2) **Engine requirements:** Maximum horsepower 6.75 governed engine at 3650rpm Max., vertical or horizontal shaft engine. Stock only except for Air Box or Exhaust
- 3) **Safety Equipment:** To be the same requirements as other classes. Including Tethered Kill Switch.
- 4) **Drive train:** Must use F/R gearbox, F/R transaxle, or 90-degree gearbox. Multiple speed transmission or transaxle may be used only if higher gears are removed or locked out at the discretion of race director. Centrifugal clutch recommended. ALL moving parts must be completely enclosed on top part of mower with metal shrouds securely bolted or welded directly to frame and/or motor at discretion of technical director.
- 5) **Maximum speed requirements:** This class is regulated by a maximum speed of 5 mph that will be enforced. It is the responsibility of the maintainer of the mower to ensure 5mph speed is not exceeded and will be monitored by the technical director. A 5 mph speed is obtained by an approximate ratio of 16:67:1 depending on motor rpm and circumference of tire.

- 6) **Wheel base and width:** Wheel base minimum is 37 inches, and maximum is 38 inches. Width not to exceed 38".
- 7) **Steering:** Any improvement in steering is recommended. If stock steering is used it will be subject to technical director's discretion.
- 8) **Brakes:** Must be intact and working. Any improvements on brakes are recommended.
- 9) **Wheels and tires:** Rear- 6 inch wheels with 13 inch lawn tires, set at tire rated not to exceed 15psi. Front- 6-inch wheels maximum with lawn tires.
- 10) **Bumpers:** Are allowed but not required. If used must be Built to standard noted in Section VII, AA
- 11) **Frame:** Must be the small 37 inch- 38 inch wheel base MTD/Huffy style frames. Fabricated frames are allowed using the following dimensions: a rectangle measuring 42 inches X 13 inches, using 1 inch X 2 inch rectangular tubing. The front axle must be bolted or welded to one end then rear axle centerline mounted 37 inches-38 inches from centerline of front axle. Front axle must be a minimum 3/8 inch X 2 inch flat iron for front axle. The kingpin measurement from centerline to centerline of front axle should measure between 16 inches and 17 3/4 inches. Maximum frame height 4 inches. Minimum frame height 2 inches.
- 12) **Bodies:** Customized or scaled-down bodies are allowed but must resemble a lawn mower, with an original Lawnmower Hood & Fenders.

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

**INTENT:** To provide a fun and safe opportunity for the kids to demonstrate the driver's ability when in competition with essentially identical mowers. This is a highly regulated class to insure uniformity and safety between KS machines.

E) **Super Stock:** (This is not a National Points Class, May be run in a U.S. Open Event)

Class designation: **SS**

- 1) All rules in **section VII** apply except or those listed below.
  - 2) **Frame:** Must be a Lawn Mower Frame, no Tube Chassis. Discrete strengthening is allowed. Wheelbase minimum 39" and a maximum width of 42". Build is Open, but it must look like a Lawn Mower. And must maintain a 2" minimum frame clearance to the ground.
  - 3) **Engine:** Ungoverned, Single cylinder flathead engines factory rated at 13 HP or less and 28 CI or less.
    - a. **Unaltered** internal engine components from same manufacturer as block. Does not have to be manufactured specifically for Flat Head engines. (Example: This means you can use any Briggs part in any Briggs engine, I.E. OHV rod in Flathead block. However you cannot modify them, I.E. Ground Cams and Balanced cranks are **not** authorized)
    - b. Billet synchro connecting rods (dog bones) are authorized.
    - c. Must appear externally stock, with the exception of Air Cleaner and exhaust.
    - d. Carburetor must be used for that style and brand of engine (Briggs flatheads may use any carburetor available on Briggs flat head engines) Unmodified with the exception of removing the choke, adding adjustable needle, modifying air cleaner attachment (Changing air cleaner attachment to side draft is authorized) and necessary modifications to attach throttle. Throttle modifications not to enhance performance.
    - e. Manifold or Carburetor adapters, spacers or other non-stock adapters are **not** authorized.
    - f. Must have Stock Un-Alter Flywheels. Scatter Shields are **Highly Recommended**.
  - 4) Must have an onboard Starter.
  - 5) Steering Wheel must remain centered.

- 6) Seats must remain centered and above the height of the rear tires.
- 7) **Drive line:** may be Stock or Modified from the engine to a shift-able transmission or transaxle. Vari-drives are allowed if it was stock to the frame. Must have an operational clutch, but no centrifugal clutches or torque- converters.
- 8) Fenders may be altered for tire clearance.
- 9) **Wheels:** must be the same size on both sides, minimum 6” on front and 8” on rear.
- 10) **Tires:** must be the same size on both sides, but may have different brands. Stagger not allowed.

F) **Junior Prepared Class (for Ages 10 – 15)** Class designation: JP

This is a highly regulated class that is specific to the modifications that are done. The intent is to have as nearly identical mowers as possible so that Junior Prepared Drivers can gain experience and develop skills needed to advance to the “Prepared Class” when they become of age.

**Special requirements:**

- a. All JP drivers 10-15 years old must be current members of USLMRA
- b. Parents/ legal guardian must be present
- c. Parents/ legal guardian must be available to work corners or in the infield if needed during JP Race

- 1) **TYPE:** Must be a full-size lawn tractor, front engine, stamped steel frame and manufactured as such, as delivered except for the modifications listed below.  
Mid engine frames are not allowed
- 2) **ENGINE: Governed engines, 3650-RPM max. (No Load).** Single-cylinder Over-Head Valve Engines must be stock, complete, and not to exceed a factory rating of 17 horsepower.. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement. Old style L-Head engines may still be used.
- 3) **Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.**
- 4) **Driveline:** Transmission or Transaxle must be shift able and of Lawnmower origin and gear ratio in highest gear is to be no less than 8 to1.  
**Example: *while in the highest gear the rear wheels can turn no more than one revolution every time the engine rotates eight times.*** No Veri-Drives, No centrifugal and or torque converter clutches. Mowers using a chain drive type transmission must use an axle-mounted brake system.
- 5) **Body:** Must be stock, without external alterations, although discrete strengthening is allowed. Hood must be secured. Also Hoods must be hinged or a hole in grill for access to spark plug wire for “RPM” checks. Minimum 4” ground clearance to frame, 2 ½” from the ground to the bottom of deck. 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 can not become entangled in a rollover.
- 6) **Deck:** Mowers must mount steel factory decks. The deck must be at least as wide as either running boards or body edge whichever is wider. Decks may not extend any more than 2” beyond the tire sidewalls on each side. Deck halves may be mounted to running boards. Decks must be secure.
- 7) **Front and rear axles** must remain in stock location. Front spindles are to be

min. 5/8" in diameter. All steering linkages must use ball-type or spherical threaded rod ends. **Shaft locks**, center drilled axle with locking bolts and castellated nuts with cotter pins are acceptable for securing front wheels. Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels. **Cotter pins, E-rings, and C-rings alone, bent nails, hitch pins, over-center pins, and quick-release pins are not sufficient for wheel retention and are not approved.** Rear axle may use open differential, locked, "live" or solid axle. No single wheel drive.

8) **Steering;** Front axle and steering may be reinforced, substituted or fabricated. In the Case of racer-fabricated axles, these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.

**Aluminum may not be used as the material for the one-piece axle.**

9) **Wheelbase;** Minimum 39" unaltered. **Width;** Maximum 38" sidewall to sidewall.

10) **Wheels:** Metal rims 5" minimum front wheels, 8" minimum rear wheels.

Rear tires maximum is 16" diameter as written on the sidewall of the tire.

**Actual Diameter may not exceed 16 1/4" Maximum 15 PSI tire pressure**

11) **Kill Switch:** Mowers must be equipped with an automatic throttle-closing device.

All mowers must be equipped with a kill switch, which will turn off the ignition if the driver leaves the mower. Velcro is **not** acceptable. Pressure switches are not allowed. Kill switch must remain in closed position (engine not running) until driver mounts mower. Additional Switches that can by-pass the kill switch are not allowed under any circumstance.

12) All mower using hand throttles that are adjustable must disable them so that they cannot be adjusted/moved by the driver at anytime during competition. Cables must also be secured so that the engine RPM will not be affected by moving the cable in anyway, or at any time.

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

**INTENT:** To provide a safe opportunity to demonstrate the driver's ability when in competition with essentially identical mowers. This is a highly regulated class to insure uniformity between JP machines. As you can see, these machines are essentially Prepared Chassis' (***AP, SP, CP, & BP***) with IMOW drive trains. This allows young racers to gain race experience at IMOW speeds which will approximately reach 15-20 mph (on a USLMRA US Points Track), but with a more stable platform that can easily be upgraded into the prepared classes when the driver reaches the Minimum age.

G) **IMOW.** Class designation: **I**

This is a highly regulated class that is specific to the modifications that are done. The intent is to have as nearly identical mowers as possible so that this class is based on driving ability.

1) **TYPE:** Must be a full-size lawn tractor, front engine, with steering column

Behind motor, stamped steel frame and manufactured as such, as delivered except for he modifications listed below. Mid engine frames are not allowed

2) **ENGINE: Governed engines, 3650-RPM max. (No Load).** Single-cylinder Over-Head Valve Engines must be stock, complete, and not to exceed a factory rating of 17 horsepower.

After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement. Old style L-Head engines may still be used.

3) **DRIVELINE:** Transmission or Transaxle must be shift able and of lawnmower origin and gear ratio in highest gear is to be no less than 8 to

1 **Example:** while in the highest gear the rear wheels can turn no more than one revolution every time the engine rotates eight times. **No Veri-Drives**

- 4) **BODY:** Must be stock, without external alterations. Hood must be secured.
- 5) Front and rear axles must remain in stock location. Front spindles are to be min. 5/8" in diameter. All steering linkages must use ball-type or spherical threaded rod ends
- 6) Minimum 4" ground clearance to frame, 2 1/2" ground to deck.
- 7) Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.

**Aluminum may not be used as the material for the one-piece axle.**

- 8) Maximum width 38" sidewall to sidewall.
- 9) Shaft locks, center drilled axle with locking bolts and castellated nuts with cotter pins are acceptable for securing front wheels. Cotter pins, E-rings, and C-rings alone, bent nails, hitch pins, over-center pins, and quick-release pins are not sufficient for wheel retention and are not approved.
- 10) **WHEELS:** Metal rims 5" minimum front wheels. 8" minimum rear wheels. Rear tires maximum is 16" diameter as written on the side wall of the tire. Actual diameter may not exceed 16 1/4"

### **Maximum 15 PSI tire pressure**

- 11) Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels.
- 12) **DECK:** Mowers must mount steel factory decks. The deck must be at least as wide as either running boards or body edge whichever is wider. Decks may not extend any more than 2" beyond the tire sidewalls on each side. Deck halves may be mounted to running boards. Decks must be secure.
- 13) Engines must be stock and complete. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement.
- 14) **Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.**
- 15) 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 can not become entangled in a rollover.
- 16) Minimum 39" unaltered wheelbase.
- 17) Rear axle may use open differential, locked, "live" or solid axle. No single wheel drive.
- 18) No centrifugal and or torque converter clutches
- 19) Mowers using a chain drive type transmission must use an axle-mounted brake.
- 20) Hoods must be hinged or with a hole in grill provided for access to spark plug wire for RPM checks
- 21) 24v/ dual/single battery starting systems are not authorized
- 22) All mower using hand throttles that are adjustable must disable them so that they cannot be adjusted or moved by the driver at anytime during competition. Cables must also be secured so that the engine RPM will not be affected by moving the cable in anyway, or at any time.

**MODIFICATIONS NOT LISTED ARE NOT APPROVED.**

**INTENT:** To provide a safe opportunity to demonstrate the driver's ability when in competition with essentially identical mowers. This is a highly regulated class to insure uniformity between machines.

\*\*\*\*\***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.***

H) **PREPARED:** Class designation: **G/P/K, A/P, G/P S/P, C/P** and **B/P**. These mowers are as delivered from the factory except for the modifications listed below.

- 1) Engine must be originally manufactured for use in lawn mowing equipment and be stock in appearance, with the exception of air filter, air cleaner or velocity stack. Crankshaft must be in original orientation and clearance hole in the frame. Engine may be internally modified.
- 2) Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.
- 3) Starter must be onboard, either electric or pull-rope.
- 4) Driveline may be modified from the engine pulley to the rear wheels, but must utilize a shift able lawnmower transmission or transaxle.
- 5) Rear axle may use open differential, locked, “live” or solid axle. No single wheel drive.
- 6) No centrifugal and or torque converter clutches.
- 7) Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels.
- 8) All steering linkages must use ball-type or spherical threaded rod ends.
- 9) Front axle may be pinned, bolted or welded into stock position. No suspension, no shock absorbers. **Axles must have a 1-piece beam.**
- 10) Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, **these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.**  
**Aluminum may not be used as the material for the one-piece axle**
- 11) Shaft locks, center-drilled axle with locking bolts, castellated nuts with cotter pins, are acceptable for securing front wheels. Cotter pins, E-rings and C-rings alone, bent nails, hitch pins; over-center pins and quick-release pins are not sufficient for wheel retention and are not approved.
- 12) Wheels must be the same size on each axle, of any origin, made of metal. No dual or tandem wheels.
- 13) **DECK:** Mowers must mount steel factory decks: The deck must be at least as wide as either running boards or body edge whichever is wider. Decks may not extend any more than 2” beyond the tire sidewalls on each side. Deck halves may be mounted to running boards. Decks must be secure.
- 14) SAE-rated trailer or lawnmower tires must be used.
- 15) 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 can not become entangled in a rollover.
- 16) Class is determined by the OEM factory rating of the lawn mower engine.
- 17) All parts should be of lawn mower origin with the exception of those specifically mentioned above or otherwise allowed under Sec. VII.

- 18) Hoods and body parts such as fenders may be upgraded from year to year only if the parts are from the mother company and any subsidiary company of said mother company.
- 19) External ignition Systems are allowed.
- 20) Aluminum Flywheels are allowed.
- 21) **Fenders may be discreetly moved and altered as noted in section VII, (BB).**
- 22) **Must use axle mounted brakes, no lawnmower transaxle or transmission mounted brakes.**

**CLASSES DEFINED: (based on OEM BLOCK designation)**

**A/P:** 4 stroke engines **10.5hp and under with a factory maximum stock original displacement of 22 cubic inches and under** 339 CC This includes all engines both Valve-in-Block L Head and Over Head Valve with a maximum displacement of 22ci). 34 minimum unaltered wheelbase. 4 minimum front wheels. 6 minimum rear wheels. **Crankshaft must be in original orientation. Engine plate may be welded to frame rails in as close to the original location as possible.**

**S/P:** Valve-in block single cylinder 4 stroke engines **over 8.5hp** . 39” minimum unaltered wheelbase. Mid engine frames are not allowed. 5” minimum front wheels. 8” minimum rear wheels.

**G/P: ) ENGINE: Governed engines, 3650 RPM max. (No Load).** Single-cylinder Over-Head Valve & Valve in block (“L” Head”) Engines must be Factory stock, complete, and not to exceed a factory rating of 17 horsepower 33ci. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement. Twin cylinders engines and Mid Engine frames are not allowed. . 42” minimum unaltered wheelbase, 6” minimum front wheels, 8” minimum rear wheels, and there is no gear ratio restriction.

**G/P/K:** Age requirements are altered for this class; JP Drivers between the ages of 12-15 years old with no less than 2 years JP Experience and has competed in 4 STA-BIL Points Races are eligible to compete in this class. Build requirement will be identical to the adult GP build requirements.

**C/P:** All single-cylinder overhead valve and two-cylinder valve in block, 4 stroke engines, **20hp and under**. 42” minimum unaltered wheelbase. Mid engine frames are not allowed. 6” minimum front wheels. 8” minimum rear wheels.

**B/P:** All overhead valve V-twin 4 stroke engines, **20hp and under**. 42” minimum unaltered wheelbase. Mid engine frames are not allowed. 6” minimum front wheels. 8” minimum rear wheels.

**INTENT:**

To allow competitors the opportunity to compete in a faster class of racing.

Mowers must maintain a recognizable form of a lawn mower.

**Appendix:** *Some of these classes may be run at a US Open or ILMSA event and the rules may be altered to fit the mowers. The intent it to keep those mowers as close to Prepared Spec. a possible.*

**FACTORY EXPERIMENTAL.** Class Designation: F/X. These are mowers as delivered from the factory except for the modifications listed below.

- 1) **Maximum engine displacement (465cc) single cylinder.** 4-cycle, originally manufactured for use in lawn mowing equipment. They may be internally and externally modified.
- 2) Exhaust is open as long as it exits away from the driver and presents no apparent hazard.
- 3) Driveline choice is open.
- 4) Wheels may be of any origin, made of metal, 10” diameter maximum.
- 5) Kart tires allowed, Snow hogs allowed on front only.

- 6) Rear axle should use shaft locks, center bolts or thru-bolts to secure rear wheels.
- 7) All steering linkages must use ball-type or spherical threaded rod ends.
- 8) Front axle may be pinned, bolted, or welded into position. No suspension, no shock absorbers. Axle must have 1-piece beam. Center-pivoted axles may be dampened.
- 9) Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, these will be subject to the judgment of the Tech Inspector as to their apparent safety for racing.
- 10) Shaft locks, center drilled axle with locking bolts, castellated nuts with cotter pins, and washers with new cotter pins are acceptable for securing front wheels. Cotter pins, E-rings, and C-rings alone, bent nails, hitch pins, over-center pins, and quick-release pins are not sufficient for wheel retention and are not approved.
- 11) Throttle and brake controls may be relocated.
- 12) **Must use axle mounted brakes, no lawnmower transaxle or transmission mounted brakes.**
- 13) Cutting deck may be simulated, to extend no more than 2" beyond tire sidewall.
- 14) Stagger is allowed, however offset is **not**.
- 15) 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 can not become entangled in a rollover.
- 16) **Handle bar type grips can not be added to steering wheels!**
- 17) Mid-engine frames may be updated, but must retain the form of the original factory frame. Mid-engine frame updates must follow the following specifications:
  - a. 15 inch maximum width outside to outside of the frame (rails).
  - b. The frame may not exceed an overall length of 48 maximum.
  - c. 42 inch maximum wheelbase, center front to center rear axles.
  - d. **Must be replaced with steel only. Round tubing is not allowed.**
  - e. Hoods, grills and fenders must be original or retain the original form.
- 18) Pan chassis frames may be altered to shorten wheelbase. The minimum wheelbase on altered pan chassis frames is 42 inches center front to center rear axles. They must retain the original pan chassis and body parts.
- 19) Engine must remain in original position (front, mid or rear) in reference to the steering column and the seat.

**INTENT:**

F/X machines are mowers that no longer function as lawn mowers, but maintain the appearance that they do.

**FXS & FXT Class (Basic Rules )**

1. **ENGINES:** Each Class has a specific maximum Horse power rating (OEM rating) and max cubic inch displacement. Any allowable modifications will be stated for that class, **If it does not say you can do it, it's not allowed.** Billet flywheels Required. All cooling fins and safety shields must be intact. No diesel or liquid cooled engines in any class.
2. **CHASSIS:** Frames, parts, must retain original manufacturers (OEM) specifications (no chopping) re: wheel base, length and width unless modifications specified in particular class. Material (steel) may be added for structural strength. It is recommended that front axles be bolted or welded rigid eliminating the stock pivoting. No rear engine lawnmowers must be front

engine traditional style lawn tractor with a hood covering the engine and rear fenders. No handlebars, to prevent a racer from being pierced in the event of a roll over. All tractors must have a 2" min ground clearance. All tractors must have been a factory built lawn cutting tractors.

**3. BODY WORK:** Can be customized (where allowed) but must retain some resemblance of a lawn tractor. All parts must be securely fastened to chassis i.e. fuel tanks, batteries, body work, etc.

**4. FUEL:** Only pump gas unless specified in that class.

**5. BRAKES/CLUTCHES:** Must be intact and working. If not equipped with a neutral gear all tractors must have a clutch lock out so machine can be pushed by hand. When running a centrifugal clutch, driver must be seated on machine to have it started **or rear wheels securely off the ground.**

**6. THROTTLE:** No fixed throttles. Foot and trigger throttles will have the two return springs as mandated in ALL CLASSES. No solid throttle cables must be braided cable like a bicycle brake cable.

**7. KILL SWITCH:** Tractor must have a working commercially manufactured tethered kill switch and be fastened to driver when on track in BOTH CLASSES.

**8. EXHAUST:** Is open, as long as it points **down and away** from driver and presents no apparent hazard. No stacks.

**9. SPINDLES/AXLES:** Front spindles must be drilled and cotter pinned or safety pinned. Rear axles must be locked up with axle lock collars. Rear axles must be in stock location and if a custom front axle is allowed it must be located close to the original location and not on top of chassis

**10. MOWER DECKS:** If mower deck is left on, blades must be removed and the deck must be securely fastened to chassis. Minimum ground clearance is 2".

**11. SEATS:** Must be mounted in center of frame from one side of the frame to the other side. Go karts seats allowed

**12. BUMPERS/NERF BARS:** Max width front: Inside tires not to cover front face of the tire. Side nerf bars are flush to the outside of tires. No sharp edges. Rear bumpers and side bars when equipped must have a standard height of 7" from the ground and must stay in from the outside of the tires 1/2" on each side. Rear bumpers must be of round tube design to prevent climbing. A closed or continuous loop bumper is the only authorized bumper on the rear. Side crash bars/nerf bars, when equipped must be installed no more than 1.5" in from outside of tires. They must have a kart style secondary hoop that can withstand side impact.

**13. NUMBERS:** All tractors must have a visible number. Minimum 3" height is recommended, on a contrasting background.

### **Factory Experimental Single (FXS) CLASS:**

**1. AGE GROUP:** 18 years old with 1 full year experience in prepared class to race in FXS.

**2. MAX ENGINE:** single cylinder Max 18hp or 33ci OEM rated OHV or Opposed twin Flat Head 46 ci maximum flathead coming from the lawn equipment origin (4 cycle engines). No

fuel injection.

### **3. OHV ENGINES**

- OHV engines 33ci or less.
- internal modifications allowed
- carburetors size/type open
- custom intake manifolds allowed
- external ignition devices are allowed, cross brands of lawn tractor OEM ignition systems allowed
- External shields must remain stock.
- Mandatory billet flywheel

### **4. NOTE: IF the rules don't say you can do it, YOU CAN'T!**

### **5. FLAT HEAD TWIN ENGINES:**

- 46ci max displacement, factory oversize pistons used to repair engine accepted
- internal modifications allowed
- carburetors size/type open
- custom intake manifolds allowed
- external ignition devices are allowed, cross brands of lawn tractor OEM ignition systems allowed

### **6. FUEL:** Pump racing fuel allowed. No electric fuel pumps

**7. DRIVE TRAIN:** Centrifugal clutch, traditional belt clutches allowed. 90 degree gear boxes, jackshaft setups allowed. All chain guards must be a min thickness of 1/8" aluminum or steel.

**8. STEERING:** Direct steering is mandatory, must use lock nuts on all connections.

**9. WHEELBASE AND MAXIMUM WIDTH:** 39" min wheelbase. 42" max width. No more than 4" of total offset. (Take a measurement from the centre of your frame to the outside of your right tire and doing the same on the left side. With this the difference should be no greater than 4")

**10. FRAME:** 2" minimum ride height. Firewall protection recommended. Discreet chopping of chassis to install after market clutches, gear box, seats and axles allowed, must retain original OEM wheel base.

**11. BRAKES:** Hydraulic Brakes are mandatory. Front brakes optional

**12. WHEELS/HUBS:** Go Kart dirt tires are allowed, max 8" rims on rear and 6" on front. Lawn mower tires, kart dirt tires, and mini sprint tires are authorized. Custom steel or aluminum rims allowed, No Stock Lawn Mower Wheels. Custom hubs or spindles must have lock collars, lock nuts or new HD cotter pins to prevent movement.

**13. BUMPER/SIDE BARS:** Side/crash bars mandatory, see general rules. Closed loop rear bumper mandatory, Front bumpers optional in this class, see general rules.

**14. MINIMUM WEIGHT:** 450 lbs with driver

## **Factory Experimental Twin (FXT) CLASS**

- 1. AGE GROUP:** 18 Years old with 1 year experience in prepared class to race in FXT.
- 2. ENGINE OPEN:** V-Twin vertical or horizontal Max 22 HP max 44ci OEM Rated 4 cycle lawn equipment engines. Internal and external modifications allowed for all engines. After market aluminum billet flywheels are mandatory. Modification to block and heads are open. Ignition is open.
- 3. FUEL:** Pump racing fuels permitted.
- 4. Fuel pumps:** no electric fuel pumps are allowed
- 5. DRIVE TRAIN:** Is open to live axle, belt or chain drive custom gear boxes or transaxles. Centrifugal clutches allowed. Where custom drive train may be hazardous to driver protective shields must be installed, all chain guards must be a min thickness of 1/8" aluminum or steel. ATV drive train and suspension not allowed. No all wheel drive machines allowed.
- 6. STEERING:** Direct steering is mandatory. No plastic steering wheels unless it is the type that is reinforced with steel.
- 7. WHEELBASE AND MAXIMUM WIDTH:** 42" min wheelbase. 42" max width. Offsetting of axles, centre of frame to outside of right tire is to be 23" and from centre of frame to outside of left tire is to be 19" giving a total offset of 4".
- 8. FRAME:** 2" minimum ride height. IT is recommended that engines are separated by a safety shield or stock cowling from the driver. Discreet chassis modifications allowed for axle installation and reinforcement. Scalloping of frame allowed in getting seat down on tunnel type chassis.
- 9. BRAKES:** Hydraulic brake mandatory. Front brakes are Highly Recommend.
- 10. WHEELS/HUBS:** Go Kart dirt tires are allowed, max 8" rims on rear and 6" on front. Lawn mower tires, kart dirt tires, and mini sprint tires are authorized. Custom steel or aluminum rims allowed, **No Stock Lawn Mower Wheels**. Custom hubs or spindles must have lock collars, lock nuts or new HD cotter pins to prevent movement
- 11. BUMPER/SIDE BARS:** Closed loop rear bumpers and left side crash bars are mandatory and right side crash bars recommended. Front bumpers optional in this class. See general rules
- 12. BODY:** Body can be home made but must resemble a lawn tractor. No sharp edges. Rear fenders must not be wider than the bulge or widest part of the rear tires.
- 13. MIN WEIGHT:** Min weight with driver is 500lbs

## **IX. 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 **STA-BIL National Lawn Mower Racing Series (aka US National Points) races**. Points are awarded and trophies given for points winners in each class. Series point's winners will be announced at the conclusion of the **STA-BIL Keeps Gas Fresh Finals**. First through fifth place points winners will receive prizes and/or trophies. You are still allowed to make 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 for the following:

**STA-BIL Nationals Championship Weekend** will consist of a practice day, the **STA-BIL Keeps Gas Fresh Finals** and the **U.S. Open**.

a. The **STA-BIL Finals** will be a run Saturday night, to determine the USLMRA Points Champions per class.

b. The **U.S. Open** will be run a Sunday afternoon/ evening.

Qualifying will take place on Saturday afternoon prior, and Sunday

### **1) Qualifying for STA-BIL Keeps Gas Fresh Finals:**

Racers in the STA-BIL Keeps Gas Fresh Finals *must qualify by class* competing in a minimum of two (2) 2012 USLMRA STA-BIL National Lawn Mower Racing Series (aka US National Points Races) races. Note: competing in Local Chapter races no longer factors into qualifying for Nationals Weekend.

### **2) Procedure to set the starting line-up for the STA-BIL Keeps Gash Fresh Finals:**

The Top Ten racers in points in each class will grid by descending order, 1<sup>st</sup> thru 10th 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) Procedure for the Points Tie Breaker for the STA-BIL Keeps Fresh US Points Championship:**

In the event of a TIE in points at the conclusion of the STA-BIL Keeps Gas Fresh 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 with the most breaking the tie
4. If this still does not settle the issue, we then go to the number of events attended
5. Finally the Points and race finish in the STA-BIL Keeps Gas Fresh Finals will be included in the determination of U.S. Points Champions as the final tie breaking process.

**INTENT:** It is possible that in the event of a tie for US National Points, a racer who finished behind another racer in the STA-BIL Keeps Gas Fresh Finals can still finish higher in year-end U.S. Points.

This is by design and is intended to factor in a racers' performance over the duration of the season rather than use the finish in the STA-BIL Keeps Gas Fresh Finals as the 1st 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 point's 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 on 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 drivers 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 crossed the Start/Finish line at the start and the racer causing the 2<sup>nd</sup> Caution goes to the rear.

**\*\*Racers DQ'D will receive no points only "race credit" towards Qualifying for the Sta-Bil Nationals for any race they received a disqualification (DQ).\*\***



## ***Code of Conduct for USLMRA Members***

The United State 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 Sta-Bil National 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/Sta-Bil Racing Series Rulebook (Sect. II, par. 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. 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.

Actions or conduct that may lead to suspension, revocation or probation include, but are not limited to:

1. A conscious effort by a member to ignore or circumvent in any way, USLMRA rules as defined in the Sta-Bil Racing Series Rulebook.
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.
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.
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.

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 is defined as Bruce Kaufman, Kerry Evans, and Manny Torres. Contacts for National Executive Staff members are published in page 11 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.

