



2019 Fort Bend County Fair Outlaw Lawn Mower Race Rules



ALL RULES ARE BASED ON THE USLMRA 2018 RACING RULEBOOK, HOWEVER NOT TO ITS ENTIRETY.

IF IT'S NOT LISTED IN THESE RULES, THEN IT'S NOT LEGAL. ASK BEFORE YOU DO.

ALL ITEMS ARE BASED ON SAFETY, KEEPING COST DOWN AND EVENING COMPETITION FOR EVERYONE.

ANY RULE CHANGES CAN AND WILL BE MADE AS NEEDED

For *over* 20 years the United States Lawn Mower Racing Association (USLMRA) has run primarily for racing enthusiasts and their friends. Members have raced 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.

The Fort Bend County Fair Association also runs this race for racing enthusiast and their friends and families for the love of competition. All who share this philosophy are welcome to participate in these races. These regulation, which include any supplementary regulation issued for the particular event (collectively, the "Rules & Regulation"), are designed for the orderly conduct of lawnmower racing at the Fort Bend County Fair and to establish minimum acceptable requirements for the event. However promulgation of these Regulations is not an admission that the FBCFA has the duty to warn participants of potential hazards of participation. Moreover, these Regulation 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 the participants, spectators or others, nor are they a substitute for the due care which should be exercised by participants in any event. Finally, the FBCFA assumes no liability discharging the FBCFA from such liability. The FBCFA reserves the right to accept, deny, suspend or revoke any participants at any time. The FBCFA racing committee staff, having promulgated these Regulations, may modify, add to, delete from or grant exception 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.

The FBCFA looks forward to another exciting year of this great sport. As in past year we are always looking at reasonable changes we can implement to make this sport safer and more enjoyable. We look at what other racing groups are doing, what mower-build techniques they have and try to improve on them. We reach out and listen to what racers are saying and if what they say make sense and fits our vision then we strongly consider what they have said.

This year we will be making some changes in areas that we feel will make the mower safer, some changes that will help us in how we do business, nothing too drastic keep in mind. -In years pass we would have a section outlining all changes but we felt this kept racers from reading the entire rulebook.

FBCFA is a nonprofit business and steps have been taken to ensure that we can continue running this business in the green for the youth of our communities. Always remember that whenever we do race it will be conducted in a professional manner and we would hope that our members and participants would conduct themselves the same manner.

We hope that everyone has a safe, exciting race and enjoys the fellowship of your fellow racers. For questions concerning these rules, we highly recommend addressing them to our FBCFA Lawn Tractor Racing Chairman.

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,

Marjorie Pollard, FBCFA President
Russell Gibson, FBCFA Director in Charge, Lawn Tractor Racing
Lou Sergeant, FBCFA Co-Chairman/Chief Steward
Willie Trevino, FBCFA Co-Chairman/Chief Timing & Scoring

It is the responsibility of the builder and driver to adhere to, and be familiar with, the requirements of this rulebook. 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 these FBCFA Outlaw Lawn Mower Race Rules. Competitors must be aware that Clarifications are offered in good faith and do not afford specific mowers protection from subsequent protest.

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 asked to leave.

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 furling black flag means the driver must clean up his/her act or receive a full black flag.

WHITE: One lap to go. When Crossed with GREEN it means halfway-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 the** driver's meeting before the race. 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

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. The Race Day Chief Steward has final say on all protests.**

M) 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, and Checkered).

N) Drivers involved in an incident must be inspected in the grid area at the discretion of the Technical Inspector(s) and the Race Day Chief Steward.

O) All mowers involved/causing a caution/accident will be moved to the end of the racing order after it's determined that they are safe to continue.

P) The first three finishers in each class of a feature Race ***MUST*** return to the start/finish line for racer interviews and/or trophy presentation unless otherwise directed (victory laps are permitted).

Q) **No onboard communication devices or spotters on the side of track are allowed**

R) Starting in 2012 rolling starts will replace Le Mans starts for all classes

S) Starting grid will be determined by a random draw during registration for heat races, not by time trials.

T) Due to the extreme speeds and the width of the New FXS & FXT classes the race day Chief Steward will determine if 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.

U) **The racing order for all FBCFA classes will be** by a random draw during registration.

V) In KIDS Class **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 2nd Caution goes to the rear. X) 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.

II. RULES OF THE PITS & GRID

A) A Pit Crew Team can consist on driver and up to one other person. All teams must register both driver and crew member at the FBCF Outlaw Lawn Mower Race desk.

B) Persons 10 to 17 years of age may be on the grid as a Pit Crew Member with an approved parent's consent form on file with the FBCFA Race Day Chief Steward.

C) **Mower pit speed is 5 mph maximum.**

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) Drivers are responsible for the conduct of his/her guests and crew, even while on the track.

J) Unauthorized personnel shall not enter the racing course. 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 FBCFA from liability.

K) No pets are allowed on the racing course-or in the pits

L) The FBCFA reserves the right to limit pit space. Campers and RV's (Boon-docking) may be permitted on Race day ***only if space allows in the Rodeo Parking Lot.***

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 the FBCFA Lawn Tractor Race.**

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 FBCFA publicity in any way. The person on the mower must be a registered as a racer for the event."

P) Everyone in the Pits, Racers and ~~Guest~~ Crew-Member MUST have FBCFA LTR Wrist Bands provided at the registration table. These wristbands are for the entire racing day. **No exceptions will be made to this rule.**

R) It is the responsibility of the drivers and safety crew that no others, other than driver, pit crew members

and safety and track personnel are allowed in the Racing & Pit & Grid area during races.

III. DRIVER ELIGIBILITY

A. All Drivers must be United States Citizens or hold a permanent residence card.

B. Drivers must be at least 10 years of age. Drivers 10 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 KIDS Class drivers, a Parental Consent form can be filled out by a parent or legal guardian prior to the event.

C. Age on race day, is Sept. 1, so if you are 9 years old now but will be 10 before Sept. 1 you can race this season in J/P. If you are 17 years old and will be 18 before Sept. 1 you can race Pro this year

IV. DRIVER SAFETY EQUIPMENT

A) Every KIDS Class, **GP, GPK, Prepared/Stock 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 anti-abrasion karting suits are highly recommended. No loose clothing (un-tucked or un-buttoned shirts, etc.).

F) An approved, racing neck support is **MANDATORY** in, KIDS Class, **GPK, GP, Prepared/Stock, FX, FXS', and FXT, and is recommended in all races.**

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. TECHNICAL INSPECTION

A) Every mower entered in the 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.

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) 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.

E) Drivers must show their personal safety equipment at Technical Inspection before practicing or racing at any event.

VI. 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 (with the exception of FXS and FXT) around it unless it is Factory designed.

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 **Rear Brake rotors may not be mounted on jackshafts only on rear axles**

G) Throttle and brake controls may be relocated.

I.) 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 Keihin 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 excess dirt, oil, grease, rust or primer. Sponsor graphics must not interfere with mower's racing numbers or class letters.

M) *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.*

N) 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", those racers licensed by USLMRA will have priority on racing numbers, all others with duplicates and will be forced to change if USLMRA racer shows up and registers. Class letters, should be a minimum of 3" high, and be shown on both sides of the mower. It is recommended that you carry tape in the same color of your mower numbering in case your mower number has to change by adding a possible "1" before or after your number to make the mower number unique.

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

P) 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. 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.

Q) Glass headlights must be taped or removed.

R) You will be allowed but not required a Maximum width 40" sidewall to sidewall unless otherwise stated in the class build section.

S) 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.

T) Tires must be lawn tractor tires. No Snow Hog, tiller, A.T.V, commercial mower or performance compound or competition kart tires. Tires must be of same tread design and size on each axle (front tires the same, rear the same). **Flat tires will be black-flagged!**

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

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

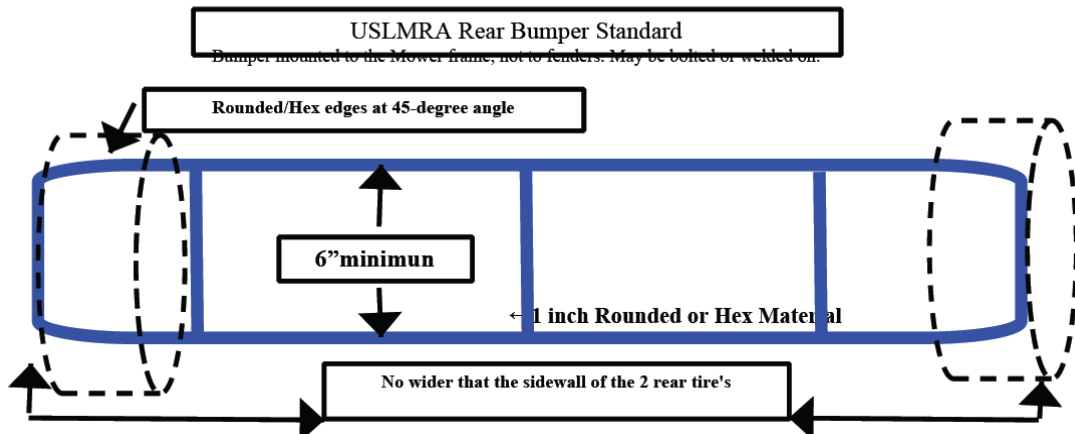
W) All mowers must utilize a clutch.

X) Flywheels: Billet Flywheels are mandatory in all classes with the Exception of KIDS Class ~~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.

Y) Fuel lines must be clamped at all joints.

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

Single Pipe bumpers are NOT of standard and may NOT be used.



AA) You will now be allowed to discreetly move, modify and altered Fenders, så that driver can lower the seat assembly.

The following guidelines are given:

- Trimming fenders so that a 1/2" of clearance between the fender edge and the top of the tire.
- Flaring the fender so that 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 its original look
- Modification to the fender assembly will be allowed to allow the lowering of the seat; however certain guidelines are given (See Photos). Seat bottom will be no lower than 13" from the ground. Fender cutouts are permitted but must have protective trimming to eliminate the possibility of having sharp edges.

Most Preferred Fender/Correct Modifications



Unacceptable/Incorrect Fender Modification



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

BB) 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 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. Electric fuel pumps are not allowed.

VII. RACING CLASSIFICATIONS

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 KIDS Class are the only two that the same mower can run in both classes' races. GPK and GP can run in both classes also, this is to allow Parents or another driver to run in the either class

A) 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

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.

B) KIDS Class (for Ages 10— 17):

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 KIDS Class Drivers can gain experience and develop skills needed to advance to the Stock Class when they become of age.

Special requirements:

- a. All JP drivers 10-17 years old.
- 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 33CC. 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 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, 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, and 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 cannot become entangled in a rollover.

6) Deck: Mowers must have the appearance of a deck. 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 mm. 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 40" 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 in" 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 or moved by the driver at any time 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/Stock Chassis' (AF, SF, CF, & 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 stock classes when the driver reaches the Minimum age.**

**D) PREPARED/STOCK: Class designation: G/P/K, A/P, G/P, S/P, C/P and B/P.
The FBCFA will combine all Prepared Classes into 1 combined STOCK race.**

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 be a 1-niece beam design**
- 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 have 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 cannot become entangled in a roll over.

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 must provide spec's** (This includes all engines both Valve-in-Block L Head and Over Head Valve with a maximum displacement of 22ci). 34" minimum unaltered wheelbase, **Width; Maximum 40" sidewall** to sidewall, 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 **Width,** Maximum 40" sidewall to sidewall, 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 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, Width; Maximum 40" sidewall to sidewall

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, **Width**; Maximum 40" sidewall to sidewall. 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, **Width**; Maximum 40" sidewall to sidewall. 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.

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) sin2le 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 cannot become entangled in a rollover.

16) Handle bar tvne grips cannot 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, **Width**, Maximum 40" sidewall to sidewall

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 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 been a factory built lawn cutting tractors Frame width is 15" max

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.

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 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.

14) Wheel/tires: though offsetting of axles is permitted .tire sizes will be of the same size per axle, example: from left and right the same size for the front and left and right the same size on rear axles.

Factory Experimental Single (FXS) CLASS:

1. AGE GROUP: 18 years old.

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 mm 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" mm wheelbase. 42" max width. No more than 4" of total offset. Offsetting of axles, center of frame to outside of right tire is to be 23" and from center of frame to outside of left tire is to be 19" giving a total offset of 4".

10. **FRAME:** Firewall protection recommended. Discreet chopping of chassis to install after-market clutches, gear box, seats and axles allowed must retain original OEM wheel base Frame width is 15" max

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

12. **WHEELS/HUBS:** Go Kart dirt tires are allowed, min 6" rims on rear and 5" 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 to race in the Stock 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 mm 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" mm wheelbase. 42" max width. No more than 4" of total offset. Offsetting of axles, center of frame to outside of right tire is to be 23" and from center of frame to outside of left tire is to be 19" giving a total offset of 4".

8. **FRAME:** 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 Frame width as 15" max

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

10. **WHEELS/HUBS:** Go Kart dirt tires are allowed, min 6" rims on rear and 5" 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 homemade 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

Code of Conduct

The Fort Bend County Fair Association expects its staff, Local, racers, general membership, and volunteers to always act in a courteous, professional manner for the benefit and growth of lawnmower racing.

The driver is responsible for the conduct of his/her guests and crew, even while on the race track.” Should anyone attending the 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 disqualification without prior notice. Actions or conduct that may lead to disqualification include, but are not limited to:

1. A conscious effort by a member to ignore or circumvent in any way, FBCFA rules as defined in this Rulebook.
2. Verbal assault, either public or written, of any FBCFA committee member, volunteer, or other FBCFA member.
3. Physical assault of any FBCFA committee member, volunteer or FBCFA 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 FBCFA, its staff, volunteers and fellow members.
6. Any conscious effort to undermine the ability of the FBCFA, its staff, volunteers and fellow members to conduct their activities at any race venue hosting a FBCFA event.
7. Any disruptive behavior, which, in the opinion of track officials and staff and/or FBCFA staff, interferes with the orderly conduct of sanctioned and/or affiliated lawn mower races. Any member of the FBCFA Staff or Committeeman 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 FBCFA Office Staff, stating the specific reason(s) for the appeal.