



Fraser Valley Lawn Mower Racing Association

Revised February, 2007

IT IS THE RESPONSIBILITY OF THE BUILDER AND DRIVER TO ADHERE TO, AND BE FAMILIAR WITH, THE REQUIREMENTS OF THIS SECTION.

RACING CLASSES

ORIGINAL

Up to 12 HP. Will race on road course or modified ovals.

OPEN

Up to 18 HP. Will race on oval or modified oval course

NOTE: There may be some specialty races that have special courses designed for the occasion.

ENGINE & DRIVE TRAIN

ENGINES

Engines will be those designed for riding lawn mower usage. Recognized engines include Briggs & Stratton, Tecumseh, Robin, Wisconsin, Kohler Kawasaki & Honda.

ENGINE MODIFICATIONS

All engines will be "out of box stock". The only internal modifications allowed will be replacing valve spring retainers on overhead valve engines. Engines may be rebuilt, and must not exceed manufacturers stock specifications with stock replacement parts. No performance enhancing parts may be used. Ignition must be stock, however, older points systems may be replaced with stock electronic ignition. Stock timing only. External modifications are limited to removing the muffler and replacing it with a header, disconnecting the governor, and replacing or modifying the air cleaner. Crankcase ventilation system may also be modified. Carburetor jets on gravity systems may be repositioned to solve stalling but must not exceed the stock jet size.

STARTERS

Electric or pull start only. No push starting, or external starting units. All electric start mowers must have a hard mounted, protected, operating battery on board, capable of starting the engine. Jump/push starts may be allowed if the unit has been damaged during the race.

GAS TANK & FUEL

Gas tanks must be securely attached and reasonably protected. Pump gas only. No octane boosting fuel additives may be used. Fuel additives such as Sea-Foam may be used as long as they do not affect the octane rating of the fuel. Stock fuel systems only. No auxiliary fuel systems (nitrous oxide, etc.). In-line fuel shut off valve is required. The shut off valve must be easy to reach and clearly visible. Electric fuel pumps are allowed and must have a safety kill switch system approved by the technical inspector. **Note: No fueling a running engine.**

THROTTLES

Any type of throttle may be used. Twist grip, thumb throttle, squeeze grip or foot pedal. Must operate freely and have an operating return spring.

SAFETY KILL SWITCH

Must have a breakaway type, grounded kill switch, which will turn off the ignition if the driver leaves the mower. Must be securely attached to the driver while operating the mower. Cord length must not exceed 30". Commercially prepared switches are required.

TRANSMISSION/TRANS-AXLE/SPINDLES

Transmission must be from a lawnmower. Solid axle recommended. Differential maybe locked and may be strengthened or remade from heavier steel. **NO** go kart spindles. "L" type spindles only. Double locking devices are highly recommended on front and rear wheels.

BELTS & CHAINS

Any exposed belts or chains must have a secure guard.

CLUTCH

Will be a fully functional lawnmower type clutch. Centrifugal clutches on engine shaft only in conjunction with lawnmower type clutch. Cannot be primary clutch drive. Original lawnmower centrifugal clutch must be used. No torque modifying torque converters may be used, such as on Snowmobiles

BODY & FRAME

BODY

Mowers will have lawnmower hood and fenders. May be modified to fit the frame.

FRAME/SUSPENSION

Must have a lawnmower frame. If stock frame is inadequate for racing, it may be reinforced. **No custom frames.** No aluminum frames, front ends, or bumpers. No suspension (shocks & springs). Overall width front and rear not to exceed 36". Ground clearance minimum of 5" to lowest part of frame or front axle. Excludes foot pegs, mower decks, and nerf bars

STEERING

Steering arms and tie rods may be upgraded and strengthened. Strengthened tie rods must be a minimum 3/8" all thread rod with 1/2" square or round stock cover, or equivalent. Steering stops are required. Steering wheel or handlebars may be used.

SEAT

Any style may be used and must be securely fastened.

TIRES/WHEELS

Any type of lawnmower turf or stud tire allowed. Must be in good condition. No snow hogs, stryker, tiller tires, ATV or tractor lug treads. Steel wheels are required and strengthening the wheel is highly recommended. Front wheel bearings are also recommended.

BUMPERS/NERF BARS/SAFETY BARS

Steel front bumpers are allowed. The leading edge of the bumper may not extend forward more than 2" past the leading edge of the hood. The leading edge of the hood will be determined by dropping a line down the nose of the hood to the ground. Bumpers must be within the inboard edge of the front tires. Ends of the bumper must be bent or curved (_____/) and extend rearward far enough to prevent mowers from hooking up. Rear bumpers must not exceed rear tire width. 32" recommended width. No vertical front or rear bumper style nerf bars, unless they are commercially made for riding lawn mowers. Mower deck type side safety bars (ATV style nerf bars) or running boards required. **Foot pegs alone are not allowed.** Side safety bars may not exceed a line between the outside edges of the front and rear tires. Must be securely fastened.

MOWER DECKS/BLADES

Mower decks are optional, but encouraged. **NO BLADES.** Blades **MUST** be removed.

BRAKES

Brakes are mandatory. Brakes must be in good condition, easily operated, and operating on at least two wheels. Must function in or out of gear. Brakes may be upgraded and improved in any way.

GLASS/SHARP EDGES

No glass. All sharp edges or projections will be covered or removed before entering the track. Headlights may be mounted for night racing when permanent lighting is not available.

PERSONAL SAFETY GEAR/EQUIPMENT

HELMETS

A DOT approved full face helmets are required. Attached lower face protectors are allowed as long as they protect the jaw area. Helmet face shields are acceptable.

NECK BRACE

Neck braces designed for racing applications are required (Ex. RCI, Simpson, Crow).

CLOTHING

Long pants (no shorts), and long sleeved shirts are required. Gloves are highly recommended.

BODY ARMOUR/ADDITIONAL PADDING

Knee and elbow pads are highly recommended. Body armor, which includes chest, back, and shoulder pad protection are required in all classes. Motocross style chest protectors may fulfill this requirement and is highly recommended.

FOOTWEAR

Heavy shoes that cover the ankles must be worn. **NO** tennis shoes. Motorcycle racing style boots are highly recommended.

SAFETY RULES / GENERAL INFORMATION

NO ALCOHOL OR DRUG CONSUMPTION BY RACERS OR PIT CREW WILL BE TOLERATED PRIOR TO, OR DURING ANY RACE EVENT. Violation will be cause for immediate disqualification from the race.

CONDUCT

Any unsafe action is cause for immediate disqualification. Intentional ramming will be a disqualification. Any un-sportsmanlike conduct by driver or pit crew will be a disqualification.

INSPECTIONS

Every new mower must be checked out by the FVLMRA tech inspector for conformance to the rules prior to entering their first event. All mowers shall be subject to periodic spot checks for safety and conformance.

AGE

Drivers must be at least 18 years old. Insurance forbids anyone under 18 from racing.

LIABILITY WAIVER

All drivers, pit crews, and safety people must sign a liability waiver prior to entering the racing area. Anyone not signed in will not be allowed in the pits or on the track. Wrist bands will be issued at sign in and must be displayed to enter the track or pit area.

RACE TIMES/MEETINGS

All drivers should arrive 1 hour prior to the announced race time. All drivers WILL attend the drivers meeting, usually 30 minutes prior to the first race.

NUMBERS

Numbers must be at least 5" high. Numbers must be displayed on both sides and back in contrasting colors. Front numbers are not required by this association, but are requested at some tracks to aid scoring. Assigned numbers will come from the FVLMRA by request. Numbers will remain in effect from year to year as long as membership dues are current. If a mower is sold, the number will remain with the seller if he/she chooses to keep it. If the seller chooses not to keep the number, they may apply for a new one. Current members must pay dues by the first race or lose the number assigned to them.

SAFETY/TECH COMMITTEE/INSPECTIONS

Members with assigned responsibility and the FVLMRA President have final authority on all matters regarding the safety and conduct of all racers, and any matters relating to racing conditions and mowers. Motor tear down is not a requirement for disqualification. Mowers may be inspected at any time for compliance with existing rules and regulations. All mowers must pass the minimum requirement on the "Tech Card" to be eligible to race. Tech cards must be filled out and signed off before the driver can access the pit area.

DISQUALIFICATION

The FVLMRA reserves 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 the rules.

SAFETY EQUIPMENT

Fire extinguishers and first aid kit must be present at every race. This association highly recommends that each racer have a properly rated fire extinguisher in their pit area.

RACING FEES

\$15.00 for paid members and \$25.00 for others.

PITS

Must be 16 years of age to enter the pits during a racing event. All pit crews and equipment must be kept in the pit area. No excessive speed, stunt driving, or showboating in the pits will be tolerated.

END OF YEAR AWARDS

To be eligible for the Rookie of the Year award, a member must not have raced in more than 3 races the previous year.

Rookie of the Year Voted on by the membership.

Sportsman of the Year Voted on by the membership.

Hard Luck Award Voted on by the membership.

RACE RULES

FLAGGERS

The head flagger controls the race. They are responsible for the starting and control. Safety crews and corner workers will assist the head flagger by keeping him informed of any problems on the track.

FLAGS

The following flags will be used by the FVLMRA.

Green

Raising of the flag signals the start of the race or timed lap.

Yellow

NO PASSING UNDER YELLOW. If the yellow flag is rolled and is waived by a corner flagger, it is a warning of a minor problem ahead. Slow for that problem then resume your speed. If the yellow flag is open and being waved at a corner and by the head flagger, **CAUTION!** Slow immediately. This means a full course yellow. This allows the riders involved to catch up to the pack for the restart. Racers must close up on the leader in a single line formation for the restart. Yellow flag laps do not count towards the total race lap count.

Red

STOP!! All racers must stop immediately and wait for direction from the flaggers.

Black

If the flag is still rolled up, you are being given a warning for some type of violation. Pay attention. If you receive the full black flag, you are disqualified. Leave the track immediately.

Black/Yellow Stripe

Leave the track. You have a problem with the mower. Fix it and return. This is for safety reasons only.

Green/White Crossed
Half way point in the race.
White
Start of the last lap.
Checkered
End of race, timed lap, or practice.

TIME-IN

A double lap time in system will be used. The rider will pull onto the track on a warm up lap. The flagger will give a green flag to start the first timed lap. The flagger will display white flag at the end of the timed lap, which also signifies the start of the second warm-up lap. At the end of the second warm-up lap, the green flag will be displayed starting the second timed lap. At the end of the second timed lap, the checkered flag will be displayed ending the time-in session. The best time of the two laps will be the riders official lap time.

RACE SET UP

All racers will have ample time to report to the track for the start of each race. If a mower has a problem, the head flagger MAY allow additional time or adjust the field for the start. If the late racer arrives after the field has been adjusted, he/she must start at the end of the field. If the field has already started the warm-up lap, they must wait for the field to pass and join in the rear.

STARTS/RESTARTS

Starts will be rolling starts. Racers will line up two abreast. Racers will proceed around the track until the starter determines the lineup to be in order and close enough for a good start. Any driver jumping the start must restart at the rear. A second jump start is grounds for disqualification.

STALLS/OFF-TRACK

If a rider stalls on the track, his first responsibility is to move the mower to a safe position. He may then restart and re-join the field. When you depart the track, you may rejoin the track at the first available SAFE spot. You MUST yield to oncoming traffic, and you may NOT advance your position. Drivers that go off the track intentionally to gain position will be disqualified.

PASSING

Responsibility for a safe pass rests with the overtaking driver.

COOL DOWN LAP

Each driver is required to take 1 lap at dead slow before entering the pit area after the race.

RACE FORMAT

FIRST HEAT RACE (8 LAPS)

There may be several "sets" of races (1A, 1B, 1C, etc.) within each heat race group. Placement will be determined by time-in standings. Last two finishers in each set of heat races moves back one set in the second heat race, and the first two winners of each set move up.

SECOND HEAT RACE (8 LAPS)

Determined by the results from the first heat race.

TROPHY DASH (1 LAP PER RACER)

Line up determined by the finish order of the second set of heat races. Drivers will be inverted for the start, slowest in the front, fastest at the rear. Start may be single file or two abreast, to be determined by the racers at each event. Trophy dash results do not affect the mains.

C-MAIN (10 LAPS)

Number of transfer positions to B-Main determined by the number of racers in the C-Main. Finishing positions will determine the lineup of the B-Main.

B-MAIN (12 LAPS)

Number of transfer positions to A-Main determined by the number of racers at the event.

A-MAIN (15 LAPS)

Total number in the A-Main determined by the number of racers in the event. Not to exceed 14 racers,

LAST CHANCE (10 LAPS, IF REQUIRED)

If a large number of racers are present, a last chance race may be held for advancement to the C-Main.

MISCELLANEOUS RACES

Additional races may be held for amusement only, such as barrel races, backwards races, etc. These races will not be used for placement in ANY regulation race. These are for entertainment only.

TROPHIES/RIBBONS

Trophy Dash	First place only, each race.
C-Main	First & Second place only
B-Main	First, Second & Third only
A-Main	First, Second, Third, & Fourth

Optional trophies may include hard luck, best wreck, longest haul, best looking mower, and/or any other act requiring recognition.

RACE DAY PROCEDURE

REPORT IN

All drivers must be on site 2 hours before the scheduled event start time.

CHECK IN/WAIVER/FEEES

It is the driver's responsibility to find the sign in station and obtain a "Tech Card", fill in the information and have the tech inspector review the mower and safety gear. Once the tech inspector has signed off you bring your card to the treasurer to pay your fees, and sign the waiver. **No Drivers will be allowed to access the track and pit area until this is completed.**

TRACK SET UP/CLEAN UP/EQUIPMENT

All FVLMRA members are required to assist in the track set up, clean up and transportation of gear to and from the race site.