

BAMA-TENN

MOWER RACING ASSOCIATION



The Cure For A.D.D.
(Adrenaline Deficit Disorder)

MOWER RACING SERIES

2016 RACING SEASON RULES AND REGULATIONS

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The Bama-Tenn Mower Association (BTMRA) is an organization designed for lawn mower racers by lawn mower racers. This sport provides racers, their families and friends the opportunity to get involved with competitive racing with an effort to give affordable and safe classes.

This rulebook provides the standards that regulate the operations within BTMRA racing events.

While the information contained within this rulebook will provide acceptable guidelines for building a race eligible machine, this document does not guarantee the safety of the driver or others around him/her. However promulgation of these Regulations is not an admission that the BTMRA 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. BTMRA assumes no liability, thus removing BTMRA from said liability. Participation in BTMRA sanctioned events provides the implication that the driver will abide by the rules listed herein as well as any additional necessary amendments to this document.

A lot of time, money, and energy have been spent on mower fabrication, engine building, and traveling to and from race venues. Keep that in mind when racing and race clean and safe.

Although mishaps will happen from time to time on the track, let's look out for each other and

keep ourselves and our mowers in the same conditions when we started the race as when we leave. Let's keep this sport what it was meant to be- FUN-AFFORDABLE and FAMILY ORIENTED.

General Regulations

1. On Track Regulations

Any **deliberate** actions to circumvent the safety features of a mower at any race or **safety gear such as not tightening helmet** will result in sanctions for the driver. These sanctions will include a minimum of the following:

- Total loss of points for said event
- Suspension from 2 race events **immediately** following the incident

Based upon the severity of the incident sanctions may be increased at the discretion of the BTMRA representatives and/or their board of directors. Actions to deliberately violate the rules for any mower class will result in the same sanctions found above. **No** alcoholic beverages or illegal drugs are allowed within the controlled area of the racing activity, including the pit area.

- a. Any person who is actively participating in a race event (at any level) who has consumed alcoholic beverages, illegal drugs, or controlled substances that is mind and/or motor skills altering may not participate in any capacity.
- b. Completing a safe pass is the responsibility of the overtaking driver. **Bumping** will be tolerated. This means if you initiate a pass and during execution you realize you cannot complete the pass in a safe manner then it is up to the overtaking driver to return to a safe position on the track while avoiding contact with other racers You will gain more respect by taking yourself out then placing the other racers in an unsafe situation causing personal injury and mower damage. We understand that some contact may occur it is racing. BTMRA race staff will be as fair as possible but on track safety is our primary concern.
- c. If you are being overtaken by another racer and it is clear that they are faster make room for the overtaking racer and let them pass.
- d. **If officials see you bump and pass a yellow will be thrown and the positions reversed. AND IF YOU SPIN or WRECK SAID PERSON YOU WILL GO TO THE REAR and said person will again regain his position!!!. Bumping will not be tolerated!!!**
- e. The racer that causes an incident will restart the race at the end of the field. This will be determined by the track officials.
- f. **Yellow flag laps do not count.** Once yellow is out positions are locked. If you just passed someone before reaching the start finish line you do not retain that position. We go back to the last completed green flag lap for gridding the field. Yes we know lap traffic may be between you and the one your racing. If it was that way prior to caution it will be that way on restart. If you shut off you will be allowed to refire and return to your original position. Only on yellow flags will this apply. And only after an official gives crewmember permission.
- g. All restart gridding is set by timing and scoring. Flaggers do not keep track of positions only the leader to control the race.
- h. Flags will be used to communicate to the racers the following on track conditions:

Green: The race/practice is underway when displayed.

Yellow: CAUTION, DANGER. No passing on the entire track and the drivers will form a single line at a safe pace speed and close up to the leader and follow the starter's directions.

Yellow n White: The field is not bunched up for restart. If this is displayed, close it up.

Red: Stop all racing action immediately and shut off your engine. This flag is used in emergency situations where personal injury has occurred or the track is blocked.

Blue with Yellow: Stripe: Faster mowers are approaching, drivers should yield track position to race leaders.

Rolled up Black: This is your only and final warning to stop whatever your doing. The next will be an open black flag.

Black: This for driver or equipment infractions. The driver must safely exit the track and consult with the Chief Steward. A furlled black flag is a warning to a driver to clean up his/her act or receive the full black flag indicating he/she needs to exit the track.

White: One lap to go. Crossed white and green indicates race is **halfway** complete.

Checkered: End of race or practice session. Winner may choose to make a victory lap with the checkered flag. The remaining drivers will complete the lap and safely exit the track to the pit area.

- i. Driver must keep **both hands** on the steering wheel, except to momentarily operate other controls. Driver's body may **not** be intentionally positioned out of the mower seat onto or over the mower fender.
- j. If you leave the course during the race re-enter the track as close as possible to the exiting point. Exiting the course and reentering in order to gain position will result in the driver being placed at the rear of the field.
- k. If the mower stalls move the mower to a safe place at least 10 feet off 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! Drivers if you break then get off the mower and assist in moving the machine off the track. Officials will not PUSH YOU on the mower!!! That is grounds for disqualification. If you spin get going as soon as you can safely, do not sit a wait and watch the field come around to draw a caution!!! This is grounds for a black flag!!!
- l. Anyone dismounting a mower in anger will be removed immediately from that race. Anyone touching another racer or track official in anger will be removed from the property where the race is being held.
- m. Unsafe off track driving will not be tolerated and will result in disqualification.
- n. **Drivers must attend all drivers meetings.** ANY driver not attending the drivers meeting will start at the rear of the feature but only after meeting with the Chief Steward for a briefing on the day's racing information regardless of how you qualify!!!
- o. Starting positions will be determined by random draw and or time trails this to be decided day of race and all classes and races will be a rolling start.
- p. **Protests against another driver or his/her mower must be lodged in writing with the Race Day Chief Steward 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.**

2. Pit Area and Track Regulations

- Mower pit speed is 5 MPH maximum.
- Long pants, closed shoes and shirts are required in the track area.
- Refueling: Driver must dismount and engine must be shut 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.
- Mower must be completely stopped before driver dismounts.
- Track crews are under the direction of the Track Steward at all times.
- The driver is responsible for the conduct of his/her guests and crew, even while on the track.
- Only authorized personnel and drivers shall enter the racing course during racing activity. **All individuals entering the pit area, including crew members and guests, must sign a release discharging BTMRA from liability.** All individuals entering the track area must have a wrist band.
- No pets are allowed on the racing course.
- BTMRA reserves the right to limit pit space. Campers and RV's may be permitted on race day only if space permits.
- No vehicles other than racing mowers and official vehicles such as tow mowers shall be on or near the track.
- Entry fees shall be: BTMRA regular point's series races are 15.00 and 5.00 per additional class. BTMRA special events like AAMC will be 45.00 per class and 5.00 per additional class. All others in pits not BTMRA members Pit FEE is 10.00 ea.

3. Driver Eligibility

- a. Drivers must be a member of the BAMA-TENN Mower Racing Association. Annual Membership fees paid to BTMRA will be 30.00 per driver. If more than one driver exists in the immediate family each additional membership is 10.00. BTMRA will offer a visitors membership if a visiting racer does not compete full time (less than 50% of scheduled Races) for 15.00. **AAMC racers do not have to be a member of any group!!**
- Drivers must be at least 4 years of age. Drivers 4 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 Mini Mod, KS and JP drivers a Parental Consent form can be filled out by a parent or legal guardian prior to the event.
- c. Minor Drivers participating One parent or legal Guardian must be present at track.

- d. All drivers must sign a release discharging the BTMRA from liability.
- e. Drivers should conduct themselves in a professional, mature manner while on the track. If a driver feels there is an issue requiring attention, he/she will bring the issue to the Chief Steward in an appropriate manner. When addressing an official it will only be said driver not the entire crew. Only acceptations is if driver is a minor its then Mandatory driver has parent or guardian with them. **If your entire team confronts an official you will be ejected from the event.** Failure to do so will result in removal from the remainder of the day's racing action. **Drivers you are fully responsible for the actions of his pit crew or patrons in his pit at all times even while on the track.**

4. Driver Safety Equipment

- **EVERY** driver must wear an automobile racing or motorcycle-type full-face helmet-with chin guard approved by the U. S. Department of Transportation or the Snell Foundation. All helmets must be in GOOD condition.
- The helmet must fit snugly and be securely buckled when driver is on the track. IF staff see you remove helmet without un-strapping simply grabbing it with thumb and lifting your done for the day. We have preached it enough from here out zero tolerance!!!
- Goggles or a face shield are required. Glasses are not adequate protection.
- All drivers must wear long pants without excessive rips and/or holes, long sleeved shirt, neck brace, full-fingered gloves and leather over the ankle boots on the track. Tennis shoes are not acceptable. Chest protectors and other anti-abrasive suits are highly recommended. No loose clothing on the track.
- Each pit must have liquid fire rated fire extinguisher easily accessible and **visible at all times.**

5. Technical Inspection

- All mowers entered in any BTMRA event must be inspected for compliance by the Technical Inspector prior to participating in practice or racing. \
- Drivers it is MANDATORY to complete the registration process and sign insurance releases prior to entering the tech line.
- Drivers may be questioned on the content of this document and must pass in order to practice or race.
- All required safety equipment must be present at technical inspection.
- Kill switch lanyard length shall be as short as necessary to effectively stop the mower as quickly as possible. Lanyard length shall not exceed 40" when fully extended. This device must be commercially available for racing and/or recreational vehicles such as ATVs, jet skis snowmobiles, etc. Homemade and/or magnetic switches are not allowed. Tether must be physically attached to your wrist or upper body or belt loop with a clip. A Jet ski type wrist band is acceptable. Slip knots over your wrist and or attaching to your legs is not acceptable.
- Any driver, guest, crew member or official that displays behavior that is considered dangerous to other drivers, guests, crew members or spectators may be removed from the event by authorized event officials.
- If it is the opinion of a BTMRA official that a **GOVERNED CLASS** mower is out of compliance with rules for these classes said mower may be internally examined. This may include removal of cylinder heads, opening of transmissions, etc. See sanctions in Section 1
- Initial build inspection will occur at the test and tune/tech day or first race a driver attends. Subsequent inspections will be for safety issues. If a mower is involved in an on-track incident at a Race, it will receive a full inspection at the next Race before being permitted to return to competition. **BTMRA officials reserve the right to inspect any machine at anytime for reason with out prior notice or warning.**
- Organizers reserve the right to reject at any time any mower, which in their opinion, represents an attempt to defeat the spirit of these rule, even though it complies with the letter of them.
- Mowers with a governed engine with a 3650 RPM maximum. RPM's will be checked at tech inspection, and following the feature race. **At the discretion of BTMRA staff** mowers may be impounded, If mowers are not impounded its drivers responsibility to ensure mowers remain legal. Mowers failing the inspection following the feature race will be disqualified losing all points for the day.
- Failing to report to the designated area for impound or post race inspection will result in the loss of points for the day. DO NOT shut off engines after race until post race rpms have been checked. Doing so will result in DQ.

6. Mower Class Requirements and Designations

Mower Specifications

ALL MOTORS MUST BE OF LAWN MOWER ORIGIN

<u>CLASSES</u>	<u>Engine Type</u> lawn mower origin	<u>OEM Rated HP</u> <u>NO KOHLERS</u> <u>Any Classes</u>	<u>Wheelbase</u>	<u>Front Rim Size</u>	<u>Rear Rim</u> <u>Size</u>
Stock Only at special events	Governed engine	Stock Governed 3650 RPM	Factory Stock	Stock	Stock
Mini Mods 10:1 ratio	Governed Engine 6.5 max	Stock Governed 3650 rpm	37-38"	6" max	6"max
Super Stock AND J/P 8:1 ratio	Governed engine- Single cylinder VIB or OHV	Stock Governed 3650 RPM 33ci max	Factory Stock	13"-15"tires	16" tires 15 psi max
Sp	Valve in block single cylinder 4 stroke	8.5 and over	39" unaltered minimum	5" minimum	6"minimum 8" maximum
CP	Single OHV and Twin Opposed VIB	20 HP and under	39" unaltered minimum	5" minimum	6" minimum 8" maximum
GP Open Ratio	Governed engine- Single OHV or VIB	Stock Governed 3650 RPM 33ci max	39" unaltered minimum	6" minimum	6" minimum 8" max
BP	All overhead valve and 2- cylinder 4stroke	49 ci max	42" unaltered minimum	6" minimum	6" minimum 8" maximum
FX	Single Cylinder 4 stroke	33 ci max	37" min. 42" max. on mid-engine chassis 45" max on pan style chassis	5" minimum 6" maximum	6"minimum 8" maximum
Limited Modified Single	33 Max cubic inches	Stock Governed 3650 RPM	42" minimum 48" maximum	5" minimum 6" maximum	6"minimum 8" maximum
Limited Modified Twin	49 max cubic inch	Stock Governed 3650 RPM	42" minimum 48"maximum	5" minimum 6" maximum	6"minimum 8" maximum
Super Modified Single	Single Cylinder 4 stroke horizontal or vertical	33 ci max	42" minimum 48" maximum	5" minimum 6" maximum	6"minimum 8" maximum
Super- Modified Twin	Twin cylinder 4 stroke flathead or ohv vertical or horizontal	49 ci max	42" minimum 48" maximum	5" minimum 6" maximum	6"minimum 8" maximum
Kid Karts	6.5 max	6.5 hp max Ungoverned	factory	6" max	6" max
Adult Karts	6.5 max	6.5 hp max ungoverned	factory	6"max	6"max

- No overhead cams allowed

7. Mower Specifications

Modified/Prepared Classes (J/P is Junior Prepared– S/S is Super Stock –SP is Sportsman – CP is Mod-X – GP is Mod-XR – BP is Super Sportsman FX is Pro-X)

IMPORTANT SAFETY NOTE

It is **MANDATORY** that there are **absolutely** no alterations to a stock flywheel. This is to include removing the magnets and/or removing metal from the flywheel in various locations. Altered flywheels are not tested under any standards for safety and may not withstand high rpms. **Billet flywheels are mandatory in any AND ALL ungoverned class.**

- **a. Cutting blades must be removed.**
- b. Cutting decks must be securely mounted in near stock location. Decks must be as wide as the body edge or running boards whichever is wider. You can cut a portion of the deck and weld it to the frame or running board. Must use steel mower deck.
- c. Mowers must maintain a minimum of 2.5” ground clearance under the lowest point of the deck.
- d. Mowers must maintain a minimum of 4” of ground clearance under the lowest point of the frame. Unused brackets and non-structural material may be removed to gain clearance.
- e. Exhaust design is open, but must terminate away from the driver and competitors, in a **rearward and downward** direction without creating a safety hazard.
- f. Starter and functional battery must be on board, either electric or pull rope.
- g. Rear wheels must be secured to the rear axle with shaft locks, center bolts, thru-bolts or snap rings which must be safety wired for safety.
- h. All mowers shall have an automatic, throttle closing device with two return springs mounted in two separate locations in case one fails you have a back up!!!



- i. Kill switch lanyard length shall be as short as necessary to effectively stop the mower as quickly as possible. Lanyard length shall not exceed 40” when fully extended. This device must be commercially available for racing and/or recreational vehicles such as ATVs, jet skis snowmobiles, etc. Homemade and/or magnetic switches are not allowed. Tether must be physically attached to your wrist or upper body or belt loop with a clip. A Jet Ski type wrist band is acceptable. Slip knots over your wrist and or attaching to your legs is not acceptable.
- j. Mower brakes on **open gear ratio** mower must be upgraded to a brake system on the rear axle.
- k. Brakes may be hydraulic or mechanical **and must be axle mounted in any open gear ratio class.**
- l. Throttle and brake control may be relocated.
- m. The steering wheel, seat, body and frame must be centered between the right and left wheels. Offset is not permitted. **ALL retaining bolts must be double nutted cotter pinned or safety wired.**
- n. Drive line may be modified from the engine pulley to the rear wheels. All classes must use a shift able lawnmower transmission or transaxle. Vari-drives may be used if originally equipped.
- o. No centrifugal or torque converter clutches.
- p. Rear axle may use locked differential, live or solid axle. No single wheel drive. Aluminum rear axles are permitted.
- q. Wheels must be the same size on each axle, of any origin, but made of metal. Duel or tandem wheels are forbidden. **Stock OEM steel wheels are forbidden in open gear ratio classes.**

- r. Front axle and steering may be modified or fabricated. Front axles may be pinned, bolted or welded into place. No suspension allowed. All modifications and fabrications are subject to the judgment of the technical inspector.
- s. All steering linkage **must be spherical threaded rod ends (Heim Joint type)** and retained with double nuts or cotter pinned or castle nuts and cotter pins or safety wired.
- t. Footholds and seat side boosters must be minimally designed so as not to entangle body parts. Foot guards/nerf bars should be no higher than 4" from the bottom of the bar to the top and be flush with the bottom of the frame. Bars should be 2" off of the rear tire. With wheels turned to extreme position, there should be 2" of clearance between tire and bar. May not extend out beyond sidewall of tires. In other words flush with tires not beyond!!
- u. External ignition systems and aluminum flywheels are authorized.
- v. **All** steering and wheel retention fasteners must terminate with **double** locking nuts, castellated nuts with cotter pins, washers with new cotter pins, shaft locks, or locking bolts. Cotter pins, E-rings and C-rings alone, bent nails, hitch pins, over center pins are not permitted.
- w. Mowers may reach a maximum width of **40"**sidewall to sidewall.
- x. Carburetors must be of lawnmower origin and from the same manufacturer as the engine block. ALL mowers will be required to have dual return springs on the throttle.
 - y. Pump gas, and race fuel may be used. The addition of nitrous oxide, rocket fuel, alcohol or other oxidizers **by a racer is not permitted**. No AIR PLANE FUEL OR combustion enhancing substances may be added to the crankcase oil or air cleaner assembly. Any attempt to circumvent this rule will result in disqualification from the event. No electric fuel pumps.
- z. All engines must be naturally aspirated. Blowers, turbochargers, and water injection systems are not allowed.
- Aa. Tires must be lawn tractor tires in all prepared classes.
- Bb. Substituted steering wheels are permitted. They may not be mounted offset unless originally mounted offset. This wheel may not be pegged or have steering devices attached to them. Hand throttle and brake controls are permitted.
- Cc. All positively charged terminals must be insulated with a cover or heavy tape or liquid tape. Battery must be well secured with **metal strap and or battery box** on the mower, **Bungee straps are not sufficient. Any battery mounted outside of the frame must have the sides encased in steel a minimum of 1/8" thick 2/3 of the way up the sides of the battery and must include an additional hold down support.**
- Dd. All mowers must be safe and complete with all parts and panels in places with no missing fasteners. Machines that have been involved in a on-track incident resulting in removal of body parts will only be allowed back on the track after the mower has been inspected to determine if its return would present a safety issue.
- Ee. All exposed sprockets, chains, rotating shafts and pulleys must be fitted with metal guard's 1/8 inch thick minimum deflecting a broken chain downward and preventing entanglement with mower parts.
- Ff. Mowers must be free of sharp edges, projections and protrusions.
- Gg. A rear bumper is highly recommended and should be no wider than the rear tire width, fabricated from either 1" or 3/4" outer diameter tubing with radius bends and installed a maximum of 2" from closest surface of the rear tire. Recommended height of no higher than 8". The bumper should be centered on the rear axle. The intent of the bumper is to prevent mowers from "climbing" the rear tires and making contact with a driver. No other bumpers are permitted, even those offered as factory options.
- Hh. Seats if present must be of lawn mower origin. Seat is defined as being a separately attached device on which the driver will place his body during racing competition. They should be securely mounted to the mower, on the center of the frame. Seats **may be modified** and be adjusted more towards the front or rear of the mower along the center line to help achieve better weight balance for handling.
- Ii. **The lowest portion of the seat pan must be a minimum 13"high from the ground.**
- Jj. Sheet metal should be as delivered from the factory with the following exceptions:
- Kk. Where original factory sheet metal is not available or is damaged in a way that renders it unsafe or unusable sheet metal from another similar model mower that would otherwise be eligible to race may be used.

- Ll. Replacement sheet metal must fit properly and be as close in shape to the factory panel as possible.
- Mm. Substitute sheet metal should be attached to the frame in as close to the original position as possible.
- Nn. All panels must be securely fastened so as not to create a safety hazard.
- Oo. Substituted panels must be modified to fit properly and safely.
- Pp. Minimal under hood mounting brackets is acceptable.
- Qq. Panel substitution is provided in order to give the opportunity for a racer to run a mower that might otherwise be sidelined. Panels may not be substituted simply to modify or customize a mower's appearance. Panel substitutions that make a mower look radically different than other mowers in a class will not be allowed.

8 BODY/SHEET METAL Modifications:

- The hood and/or its components may be modified to provide clearance to allow tires to turn and steer without contact with sheet metal.
- Sheet metal maybe bent or cut to allow for clearance of modifications otherwise allowed such as air cleaners, exhaust, brakes, clutches or other controls.
- Openings cut in sheet metal shall not be more than 2 inches from the obstruction.
- Fenders may be modified to allow for tire clearance issues due to chassis lowering as well as for handling purposes. Allowable modifications include:
 - ❖ **Trimming fenders such that there remains ½” of clearance between the fender edge and all sides the top of the tire.**
 - ❖ **Flaring of the fender such that there remains ½” of clearance between the fender edge and the top of the tire.**
 - ❖ **1/2” of vertical material must remain on the fender. This will ensure the structural integrity of the fender.**
 - ❖ **Fender trimming should follow the contour line of the fender, not merely remove sheet metal in the immediate tire area.**
 - ❖ **Seat pan area may be modified to allow seat lowering. Seat bottom will be no lower than 13” from the ground. This means seat cutouts are permitted but the area must be closed in so there is no sharp or protruding areas what so ever as in photos below!!!**



- ❖ **Fender trimming or flaring that result in sharp edges will not be permitted.**

Removal:

- Any sheet metal originally on a mower may not simply be removed. A mower originally delivered with fenders must have fenders. A mower originally delivered with a hood must have a hood.
- ll. Race numbers should be a minimum of 5” high and of a sharply contrasting color from its background, and be visible from all four sides of the mower including the rear. Mowers without numbers or mower with same number will be assigned one during registration. Mowers will also have class designation letters of the same size. See individual rules for class abbreviations.
- mm. All mowers must have a functioning mechanical clutch.
- NN. Mowers must present a neat and clean appearance. No written profanity is allowed.
- Oo. Governed classes the engine must be as delivered from the factory, internally and externally, with only the following exceptions; air cleaner, air filter or velocity stack, open exhaust and the removal of the debris screen covering the flywheel to allow quick and easy access to the flywheel nut while checking the 8 to 1 gear ratio (**ratio check for Super Stock and J/P only**).

9 STOCK MOWERS:

- **This class will be held as requested by individual race venues.** Results from races in this class will not count towards Finals.
- These are “as manufactured” riding lawn mowers with governed engines that do not exceed 3,650 RPM.

- Any replacement parts must be exact replacement for the originals. They may not offer any performance improvements over the stock part.
- Tech inspection will be for general operating condition, brakes, safety issues, RPM, and blade removal. Tech inspectors may sanction modifications to ensure safety.

10 Mini MODS:

- AGE GROUP: Must be at least 4 years old and no older than 10 years old or at discretion of race director.
- MAX ENGINE: 6.75hp Vertical shaft of push mower origin or horizontal shaft clone engine 6.5hp. 3650 max rpm.
- DRIVE TRAIN: Can use F/R gear boxes or 90 degree boxes and or jack shaft, multiple speed transmissions not allowed. Centrifugal clutches recommended. 10 to 1 final ratio with a 3650 rpm should be app 5 mph will adjust as needed.
- WHEELBASE AND MAXIMUM WIDTH: Recommended width is 34". Wheelbase is 37-38".
- STEERING: Any improvement in steering is recommended, if stock steering is used it will be subject to tech inspector's discretion
- FRAME: Must use the small 37"-38" wheelbase early MTD / Huffy style frames. Fabricated frames are allowed using these dimensions: A rectangle measuring 42"x13" outside, using 1"x2" rectangular tubing. The front axle is place at one end, (MTD uses a piece of 3/8"x2" flat iron for a front axle) 1x2 tubing can be used. From the front axle center, measure back 37"-38" for rear axle centerline. Customized or scaled down bodies allowed, they must resemble a lawn tractor. Ground clearance must be 2 to 4".
- BRAKES: Must be intact and working, any improvement in brakes is recommended.
- WHEELS/HUBS: Must use 6" max diameter wheels, steel or aluminum. Turf tires recommended, slicks allowed.
- BUMPER/SIDE BARS: Rear bumpers are mandatory, must be in 1" from each side of the tire width and installed at the standard 7" height. Secondary loops are recommended. Front bumpers are optional, if installed see general rules.

11 Additional class specifications

GOVERNED CLASSES (SUPER STOCK, J/P, GP/):

- Mowers will use a governed engine with a 3650 RPM maximum. RPM's will be checked at tech inspection, and following the feature race. **At the discretion of BTMRA staff** mowers may be impounded, If mowers are not impounded its drivers responsibility to ensure mowers remain legal. Mowers failing the inspection following the feature race will be disqualified losing all points for the day.
- Failing to report to the designated area for impound or post race inspection will result in the loss of points for the day. DO NOT shut off engines after race until post race rpms have been checked. Doing so will result in DQ.
- Motors may be any single-cylinder valve-in-block (flathead) or overhead valve (ohv) engines **17** horsepower in the original factory location.
- The engine must be as delivered from the factory, internally and externally, with only the following exceptions; air cleaner, air filter or velocity stack, open exhaust and the removal of the debris screen covering the flywheel to allow quick and easy access to the flywheel nut while checking the 8 to 1 gear ratio (**ratio check for Super Stock and J/P only**).
- Transmission or transaxle must be shift able and of lawnmower origin. Vari-drives are not permitted.
- The gear ratio in the highest gear must be 8 to 1- lockouts are not permitted. For example, while in the highest gear, the rear wheels can turn no more than one revolution every time the engine rotates eight times.
- Front tires may be 13"-15" in diameter. Rear tires will be 16" diameter. Tire pressure may not exceed 15 psi **in rear tires**. This will be checked immediately following the feature race **at the discretion of a BTMRA staff member**.
- Mowers must have steel factory decks.
- Mowers must have rear bumpers (see details in section 7gg).
- RPM may not be adjusted at the throttle control lever. **RPM's must be adjusted at the governor spring**. A screw is to be placed at the throttle control box to limit cable travel. If the throttle control is equipped with an adjustable nut at the lever on the steering wheel it must be firmly tightened and taped. No adjustment at this point on the mower is allowed. No cable slack will be permitted.
- Spark plug wires must maintain a minimum 2" section of untaped wire and must be accessible by technical inspectors.
- **Must have stator and choke in place on the motor.**

12. LIMITED MOD SINGLE (LMS) and LIMITED MODIFIED TWIN (LMT)

- DRIVER REQUIREMENTS: Minimum 15 years old with no less than 2 years JP experience and then 16 and up.
- ENGINE: Single 33 ci max. Twin 49 ci max. **Both may use Vertical or Horizontal** must be Factory stock and complete with the exception of stock fuel tank and air filter and adapter. The governor must be intact and set at

- 3650 rpm and only adjustable at engine. A pulse fitting may be added to valve cover **or intake** for external fuel pump.
- FUEL DELIVERY: No fuel injection, blower or turbo's. NO electric fuel pumps allowed.
 - IGNITION: STOCK. No timing changes or key alterations.
 - SAFETY SHIELDS: Cowling or safety shields (blower housings) must remain, subject to safety inspection. Engines must be separated by a safety shield or stock cowling (blower housing) from the driver.
 - CHASSIS: ENGINE MUST BE IN THE FRONT. **Mower chassis are recommended but you can build your frame.** IF so frames must be 1x2 or 1x3 rectangular tubing max 15" wide 51" long (end to end) this does not include front axle. Front axles must be welded rigid eliminating the pivoting. **No frames notched and put over kart chassis.** However material (steel round or square) may be added for structural strength. It is mandatory that front axles be bolted or welded rigid eliminating the stock pivoting.
 - RIDE HEIGHT: 2" minimum from lowest point of chassis 4" maximum height.
 - WHEEL BASE: 42" minimum 48" maximum.
 - OVERALL WIDTH: Wheel width max 42" wide. Offset allowed and measured from center of chassis. Maximum offset is center of chassis to outside right tire 23" and center of chassis to outside left tire 19"
 - BODY WORK: MUST USE MOWER HOOD. Can be customized but must retain some resemblance to a lawn tractor. All parts must be securely fastened to chassis i.e. fuel tanks, batteries, bodywork, etc. **Fenders may be fabricated**
 - FUEL: Pump gas only, 97-octane max (no additives). N.O.S is not permitted. No fuel injection, blowers or turbo's. No electric fuel pumps permitted.
 - THROTTLE: Foot or trigger throttles with automatic spring return mandatory. Dual return springs are mandatory.
 - KILL SWITCH: Tractor must have a working tethered kill switch and be fastened to driver any time engine is running. Kill switches cannot be homemade.
 - EXHAUST: Is open, as long as it points down and away from driver and presents no apparent hazard.
 - MOWER DECKS: May be fabricated and must maintain a minimum 2" ground clearance.
 - SEATS: Can be of Kart origin and must be mounted in center of frame. They must be securely mounted. While some degree of inclination is expected with kart seats, drivers should not be seated in a "lay down" position.
 - BUMPERS/NERF BARS: **Are required**, they should meet the following specifications- height within 2" of the centerline of axles, not to protrude beyond the furthest point of body or tires. Maximum width of rear bumper is 38". Maximum width front bumper should remain inside tires and not cover the face of the tire. Side Nerf bars must not protrude beyond the furthest point of body or tires. No sharp edges. No conduit allowed. ALL bumpers and Nerf Bars must have a 1/8" inspection hole drilled in order to check material size.
 - **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.*** Hydraulic brakes mandatory on rear axle. Front Brakes are not allowed. **ALL brake retaining bolts must be double nutted, cotter pinned or safety wired.**
 - DRIVE TRAIN: Is open to live axle, belt or chain drive custom gearboxes or transaxles. Chain guards must be made of at least 1/8" thick material. Centrifugal clutches are permitted **STAR CLUTCHES ONLY** or manual belt clutches. In instances where custom drive train may be hazardous to driver (exposed) protective shields must be installed. ATV drive trains and suspensions are not permitted.
 - STEERING any improvements or modifications to steering are allowed and recommended. NO stock steering allowed. All steering components must be double nutted or drilled and safety wired for maximum safety. Padding must be added to the center of the steering wheel and **Quick release hub locks must be drilled and pinned.**
 - TIRES: MUST be Lawn mower Tires ONLY!!
 - WHEELS: NO STOCK WHEELS must be made of metal. While smaller rim sizes are permitted, 6" front wheels and 8" rear maximum size only. All wheels must have wheel retention in the form of castle nut with cotter pins, lock collars, and snap rings, thru bolts or center bolts. Cotter pins alone are not sufficient. **Snap rings must be safety wired closed.**

14. SUPER MODIFIED CLASSES

SUPER MOD SINGLE (MS) & SUPER MOD TWIN (MT)

- DRIVER REQUIREMENTS: Minimum 16 yrs. of age Super Mod Single and 17 for Super Mod Twin. Driver must have at least 1 yr. of ungoverned class driving experience.
- ENGINE: Single 33 ci max. Twin 49 ci max. **Both may use Vertical or Horizontal. Internal and external modifications are permitted for all engines.** After-market aluminum billet flywheels are MANDATORY. Modifications to the block and heads are unlimited **BUT must use OEM BLOCK n HEADS.**
- FUEL DELIVERY: No fuel injection, blower or turbo's. NO electric fuel pumps allowed.
- IGNITION: Open.
- SAFETY SHIELDS: Cowling or safety shields (blower housings) must remain, subject to safety inspection. Engines must be separated by a safety shield or stock cowling (blower housing) from the driver.

- CHASSIS: ENGINE MUST BE IN THE FRONT. Mower chassis are recommended but you can build your frame. If so frames must be 1x2 or 1x3 rectangular tubing max 15" wide 51" long (end to end) this does not include front axle. Front axles must be welded rigid eliminating the pivoting. **No frames notched and put over kart chassis.** However material (steel round or square) may be added for structural strength. It is mandatory that front axles be bolted or welded rigid eliminating the stock pivoting.
- RIDE HEIGHT: 2" minimum from lowest point of chassis 4" maximum height.
- WHEEL BASE: 42" minimum.
- OVERALL WIDTH: Wheel width max 42" wide. Offset allowed and measured from center of chassis. Maximum offset is center of chassis to outside right tire 23" and center of chassis to outside left tire 19"
- BODY WORK: MUST USE MOWER BODY WORK. Can be customized but must retain some resemblance to a lawn tractor. All parts must be securely fastened to chassis i.e. fuel tanks, batteries, bodywork, etc. **Fenders may be fabricated**
- FUEL: Pump Gas, racing fuel or alcohol only, 114-octane max (no additives). N.O.S is not permitted. No fuel injection, blowers or turbo's.
- THROTTLE: Foot or trigger throttles with automatic spring return mandatory. Dual return springs are mandatory.
- KILL SWITCH: Tractor must have a working tethered kill switch and be fastened to driver any time engine is running. Kill switches cannot be homemade.
- EXHAUST: Is open, as long as it points down and away from driver and presents no apparent hazard.
- MOWER DECKS: May be fabricated but must appear to be a deck to and must maintain a minimum 2" ground clearance.
- SEATS: Can be of Kart origin and must be mounted in center of tractor. They must be securely mounted. While some degree of inclination is expected with kart seats, drivers should not be seated in a "lay down" position.
- BUMPERS/NERF BARS: **Are required**, they should meet the following specifications- height within 2" of the centerline of axles, not to protrude beyond the furthest point of body or tires. Maximum width of rear bumper is 38". Maximum width front bumper should remain inside tires and not cover the face of the tire. Side Nerf bars must not protrude beyond the furthest point of body or tires. No sharp edges. No conduit allowed. ALL bumpers and Nerf Bars must have a 1/8" inspection hole drilled in order to check material size.
- BRAKES: Hydraulic **rear** brakes **are** mandatory **and must be mounted on the axle**, front brakes highly recommended and **all retaining bolts must be double nutted or pinned.**
- DRIVE TRAIN: Is open to live axle, belt or chain drive custom gearboxes or transaxles. Chain guards must be made of at least 1/8" thick material. Centrifugal clutches are permitted. In instances where custom drive train may be hazardous to driver (exposed) protective shields must be installed. Discreet chassis modifications are allowed for axle installation and reinforcement, but must maintain OEM stock wheelbase. ATV drive trains and suspensions are not permitted.
- STEERING any improvements or modifications to steering are allowed and recommended. NO stock steering allowed. All steering components must be double nutted or drilled and safety wired for maximum safety. Padding must be added to the center of the steering wheel. **Quick release hub locks must be drilled and pinned.**
- TIRES: Go kart dirt slicks or grooved tires are allowed, (no snow hogs or deep lug tires).
- WHEELS: Must be made of metal. While smaller rim sizes are permitted, 6" front wheels and 8" rear wheels are strongly recommended. All wheels must have wheel retention in the form of castle nut with cotter pins, lock collars, and snap rings, thru bolts or center bolts. Cotter pins alone are not sufficient. **Snap rings must be safety wired closed.**

15. GO KARTS

We will run two classes of Go-Karts. We will run them for points. There will be two classes Adult and Kids. Rules are as follows.

ENGINE: 6.5 maximum. Billet flywheels mandatory. Must USE Stock block and heads.

All engines must run aftermarket flywheel. Be it billet aluminum or steel.

Fuel is open. All Fuel lines must be secured with clamps of some type zip ties is acceptable.

All steering and brake components must have double nuts or cotter pinned or castle nuts and cotter pins or safety wired.

Karts must run Numbers a minimum of 5" in size of contrasting colors easily seen.

Tires choice is open. Bodies are not required.

All drivers are required to wear all the safety gear as required for the mower drivers.

IF you break get off and help get kart off the track don't just sit there and expect someone to push you and the kart!!!

16. BTMRA Point Structure

Drivers participating in BTMRA sanctioned club points races will receive points for their finishing position. These points will be recorded with the BTMRA office on a database that covers all BTMRA racers. Points will accumulate through the calendar year. All drivers will retain 100% of the points they have accumulated throughout the racing season. At the conclusion of racing season points series champions in each racing class will be announced at our Annual Banquet.

In order to receive points for completing a race the mower must start the event and complete a minimum of one lap under green flag. You must run at least 50% of races to qualify for points. **We will drop your two worse races of the year. Meaning if we have 12 races your 10 best will be used to determine end of year points.**

400 points for 1st place finishing position
350 points for 2nd place finishing position
300 points for 3rd place finishing position
250 points for 4th place finishing position
200 points for 5th place finishing position
150 points for all other finishing positions

Race day Format...

We will have a timed practice. This will determine your qualifying times. These times will determine your start position for heats. Heat will be 15 laps. Your finish order for heats will determine your starting position for features. Our maximum field in any class will be 10 mowers. If we have a class with more than 10 we will break them down into two groups and you will have to race into the feature.

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