



*2010  
Rule Book  
and  
Plan Book*

CAR OWNER'S NAME \_\_\_\_\_

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## SPIRIT OF THE RULE

ALL members of the Tri-County Microd Club, including racing officials and personnel, mechanics, pit personnel, drivers, and sponsors are deemed to be fully aware of all TCMC Microd rules and they are expected to abide by these rules and guidelines.

Proposals for rule changes must be submitted to the President at the January meeting. No proposals will be accepted after the January meeting. No rule changes will be made after March 1. Rule supplements, additions, or corrections shall be announced by the President (or Head Director) immediately following the Club's Officers & Directors' decisions. Upon such announcement, the rule changes become binding and enforceable.

**ENFORCEMENT:** Participants (members) violating any rule can be subject to the discipline in accordance with these rules and the decisions of the TCMC Officers and Directors. Such discipline may be in the form of loss of a driver's finish and award, suspension, expulsion, loss of membership, or any combination thereof.

**MEMBERSHIP** in the Tri-County Microd Club shall be available to anyone:

- a. TCMC memberships are available at an annual fee
- b. Memberships and Insurance are **MANDATORY** for all drivers, pit personnel, mechanics, race officials, family members, and friends, who wish to remain within the confines of the track/pit area during the race program, and must be purchased annually.
- c. Each family with a Microd registered to race in the Club **MUST** obtain a **TCMC RULE BOOK** and **PLAN BOOK**. The rulebook should be carried to all TCMC race events and meetings.
- d. The **ONLY** personnel permitted through the pit gate while the race is running will be members (drivers, officials, mechanics, owners, etc.) with current TCMC Membership and Insurance.
- e. Any **VULGAR** and **OFFENSIVE** language, unsportsmanlike conduct, or assault by anyone on another member, driver or race official **WILL NOT BE TOLERATED** and will result in disciplinary action by the Officers and Directors of the TCMC.
- f. **NO ALCOHOLIC BEVERAGES OR ILLEGAL DRUGS** will be consumed on the premises. Violation of this rule will result in immediate expulsion.
- g. **NO PETS** or **BICYCLES** will be allowed during the racing program (including intermission).
- h. **NO** glass bottles on premises.

**Weekly Sponsors:** The maximum number of sponsors that can be signed up to sponsor any given week is unlimited.

## UNSPORTSMANLIKE CONDUCT

1. Any infraction of any items detailed in Driver Rules, General Rules, etc. in the TCMC RULE BOOK, failure to obey directions of race officials, or any action or conduct that is unfair or unbecoming to the good sportsmanlike conduct of microd racing and TCMC can result in penalties, disqualification, suspension, and even forfeiture of TCMC membership.
  - a. Examples of unsportsmanlike conduct or offensive behavior:
    1. Unacceptable or illegal engine or microd alterations
    2. "Monkeying" with another competitor's engine or microd
    3. Team driving or blocking on the race track
    4. Abusive or vulgar language or behavior
    5. Use of alcoholic beverages or illegal narcotics on the TCMC premises
    6. Contact or assault in an aggressive manner (i.e., fighting, excessive arguing)
    7. Weaving, crowding, cutting in, and other unsafe driving maneuvers by a microd driver on the race track.
  - b. It should be noted that occasional, minor driving errors such as bumping, minimal contact, and inability to anticipate another driver's moves are all part of racing - as long as such instances are minimal and not detrimental to the safe and fair conduct of the race. Also, sometimes these racing occurrences are often difficult to avoid completely and may not always be judged as intentional. There can be no protests on judgment calls for this reason.
2. In order to operate successfully and fairly the members and officials of TCMC are requested to use unbiased yet firm judgment in all racing situations. Such fair and equal judgments will produce the desired results of good microd racing conducted with a sense of safety and fairness to everyone.

## UNSPORTSMANLIKE CONDUCT CAUSES FOR DISQUALIFICATION

1. Weaving - Zigzag driving in an attempt to prevent another car or cars from passing.
2. Forcing - Intentionally and without need for racing room, turning towards another car causing the driver to go off of the established racing surface or to lose speed trying to avoid the car doing the forcing.
3. Crowding - Putting a car into any space that is not legitimately wide enough, either between other cars or driving off the established racing surface to pass.
4. Cutting in - Turning in front of another car without full clearance. Judging whether this action is intentional or simply an error in the driver's judgment can be tough, however, warning a driver of possible disqualification helps to prevent such errors in judgment.

NOTE: If a driver continues to commit any of these driving infractions a disqualification will result. It is the responsibility of each driver and their pit person to understand these terms and the penalty for disregarding them.

## UNSPORTSMANLIKE CONDUCT (continued ...)

### PROTESTS

1. Any recorded car owner may elect to protest a race, another microd engine, a race official's decision, etc., if they believe that they have substantial claim or evidence. NO protest may be made on a judgment call.
2. All protests must be written out clearly, indicating the situation in as much detail as required, and clearly stating the basis of the protest. This must be done within 10 minutes of the end of your race for that day and the protest must be signed by all requesting parties and submitted to an officer or director, preferably the Club President or Head Inspector.
3. It is the duty of the TCMC Board of Directors and Officers to review and answer any legitimate protest as soon as possible or feasible.
4. With the exception of factual clarification, **any Officer or Director directly involved in a protest will be excused from that portion of a protest meeting.**

## GENERAL RULES

### A. Microds - Requirements, safety, inspection

1. All microds must be built according to the specifications detailed by the PLAN BOOK used by the Tri-County Microd Club.
2. INSPECTIONS
  - a. All microds must be inspected by the Club Inspection Team prior to any racing (practice or regular race event). Those meeting the TCMC specifications and safety standards will be issued an inspection sticker by the Head Inspector.
  - b. If any specification(s) is not met, a ONE-WEEK grace period may be allowed to correct the infraction (provided it is not a safety-related infraction) at the discretion of the Club's Head Inspector.
3. CAR NUMBER RESERVATIONS: Microds that are to race in a new season, in the same class as they were registered in the previous season, may keep the same number, as long as the driver is a participant of the first race. When moving to another class, the car may retain that number if it is not reserved or in use. Otherwise, all requests for numbers (new or from past season) are on a first-come basis. No numbers will be assigned with an ALPHA character. **Two digit numbers maximum.** See Treasurer to reserve car numbers.
4. SAFETY NETS are mandatory on the left side cockpit opening on ALL microds.
  - a. If the driver's seat is in the center or to the right, then an additional net is required on the right side cockpit opening.
  - b. All nets must be installed securely and with a quick-release system.
5. PROTECTIVE SHROUDS or GUARDS: All engines in all microd classes must have protective shrouds or guards for Flywheels, Chains, Belts, Pulleys, Clutches, Gears, etc. along with protective fenders for wheels (refer to PLAN BOOK).
6. FIRE EXTINGUISHER: Each Microd family is required to have a working fire extinguisher in their pit area. (The club provides two (2) extinguishers within the in-field area of the track.)
7. PIT PERSON: ONE and ONLY ONE (1) Pit Person per car is allowed on the track infield when that car is racing. No coaching from the pit person to the driver is allowed when the race is in progress.
8. DRIVER: No car can be driven in a race unless the driver who qualified that car is the same driver to compete in the race on that date.

## GENERAL RULES and PROCEDURES

1. All NEW drivers must present their birth certificate (or legal birth document) to the Club Secretary by the first race (warm-up or practice races included) of the season.
2. Any discrepancy in a race (i.e., scoring, results, protests, etc.) is to be written as completely as possible and presented to the President or a Club Director within 10 minutes of the completion of your race. Under NO circumstances in anyone allowed to approach the Scorers, Judges or Flagger with a complaint. (Also reference Protest Rule #2). No protest on judgement calls.
3. Only authorized personnel are permitted in the Scorer, Judges or Flaggers Stand or area. **THERE ARE NO EXCEPTIONS TO THIS RULE.**
4. Once the pre-season warm-up/practice sessions are over and races begin, whatever class a driver starts the season in, then that driver must remain in that class. (Legitimate circumstances that may cause exception to this rule must be presented to the Officers and Directors).
5. All Drivers are eligible to receive a trophy/award at the end of the year, provided they have competed in at least three (3) race programs.
6. **A quota of at least two (2) races must have been raced before a MID-SEASON or END of SEASON CHAMPIONSHIP Race can be raced.**
7. Public Liability Insurance will be in effect for every race event under the sponsorship and jurisdiction of the Tri-County Microd Club.
8. Any Questions, Interpretations, Etc. of the TCMC Rules by any member should be brought to the immediate attention of the TCMC Officers and Directors.
9. PROTEST/COMPLAINTS of any Microd Car or Engine:
  - a. Any registered car owner making a protest or complaint on any specific microd car or engine **MUST** post a \$30.00 Fee to have that car or engine checked for legality.
    1. If the protest is justified and upheld, the complaintant's \$30.00 fee will be returned.
    2. If the protest is found to be unjustified, the owner of the car or engine being protested will receive the \$30.00.
  - b. **All complaints must be written, signed and submitted to an Officer or Director before being enacted upon by the Club's Officers and Directors.**
  - c. Tear down of a protested engine will be done by the owner (or person authorized by the owner) under the supervision of an Inspection Team, who will check the engine in question. Illegality or refusal of requested engine tear down or car inspection will be considered a forfeiture and result in the loss of awards that may have been won. This forfeiture will be considered a disqualification and will result in disqualification in the next two races.
  - d. For any microd car/engine found to be illegal and being disqualified, re-inspection at the next race event is **MANDATORY**
  - e. Any of the Club Directors has the authority to ask for a re-inspection at any time.
  - f. All protests must be submitted within ten (10) minutes of the completion of your day's events.

GENERAL RULES and PROCEDURES (continued) . . .

10. RANDOM POST-RACE INSPECTIONS (TOP 4 FEATURE FINISHERS):

- a. The top four (4) cars must proceed immediately to the Impound Area after the feature race. Cars remain in impound area until it is determined which class will be subject to the random tech inspection for the evening. (Cars from the final feature must remain for the 10 minutes allowed for protests.)
- b. Only the top 3 feature finishers go through tech inspection. (The fourth place car only goes through tech if the one of the top three finishers doesn't pass tech.)
- c. The Envelope that is drawn at the pit meeting will be opened once the Cammer race has begun to determine what Random Tech Inspection will be required. The classes that are not affected may return to their pit spot. When the Cammer race is complete, the top four cars must proceed to the impound area for either the random inspection or to wait the 10 minute time frame for protests/claimers.
- d. The Envelopes for possible Inspection and tear down may contain (but not limited to): restrictor plate, gas, weight, and cylinder head for each class. Possible extras to be added at the discretion of Officers.

11. Determination of Starting Positions:

- a. Drivers will "draw" for starting positions in Heat Races.
- b. Starting positions for Feature Races will be "inverted" based upon finishing positions in Heats and Elimination Races (if run).

12. Track Availability:

- a. Practice day and time will be decided on by the Officers and the Directors and will be announced. No cars on track without one Officer or one Director present.
- b. Sundays - NO engines may be started before 2:00 PM. THERE ARE NO EXCEPTIONS TO THIS RULE.
- c. Saturday warm-up laps start at one hour prior to race event.

13. It is the responsibility of ALL members to READ and FOLLOW the rules of the Tri-County Microd Club for they are written with the intent of being enforced.

## DRIVER RULES

These rules should be read and understood by all microd drivers, their family members, pit personnel, car owners, and race officials.

1. All Drivers must wear a certified safety helmet with a secure chinstrap and approved face shield or goggles that fit properly during all race events.

2. Driver Protection/Safety Clothing and Equipment:

A. Required:

1. Neck Collar
2. Long-sleeved shirt, sweatshirt, or jacket (Sleeves must not ride up)
3. Long Pants
4. Shoes or Sneakers (NO open-toe shoes)

B. Optional: (These items are strongly recommended)

1. Gloves
2. Knee Pads
3. Arm Restraints
4. Full Face Helmet

3. MICROD DRIVER CLASSES and AGE REQUIREMENTS:

### JUNIOR NOVICE

- Must be at least Five (5) years of age.
- Must be less than eight (8) years old (8<sup>th</sup> birthday after May 1<sup>st</sup>).
- Driver who reaches 8<sup>th</sup> birthday before May 1<sup>st</sup> must move up to Novice Class.
- Three (3) year maximum in this class.

### NOVICE

- Must be at least eight (8) years old on or before May 1<sup>st</sup>.
- Cannot be over ten (10) years old (11<sup>th</sup> birthday after July 15<sup>th</sup>).
- Three (3) year maximum in this class.

### MR 1

- Must be at least nine (9) years old WITH one-year experience in Novice Class.
- Drivers who are 11 - 13 years old (11<sup>th</sup> birthday on or before July 15<sup>th</sup> and 14<sup>th</sup> birthday after July 15<sup>th</sup>): No previous experience necessary.
- A new or inexperienced driver 14 years old (14<sup>th</sup> birthday on or before July 15<sup>th</sup>) has the option of racing in this class for one year only (at the approval of Club Officers and Directors).

### TC CAMMER

- Must be at least twelve (12) years old (12<sup>th</sup> birthday on or before July 15<sup>th</sup>) WITH two years experience.
- Drivers who are 13 - 17 years old (13<sup>th</sup> birthday on or before July 15<sup>th</sup> and 18<sup>th</sup> birthday after July 15<sup>th</sup>).

4. General Driver Age Rules:

a. Once racing season starts, no driver will be allowed to drop back to a lower class (See General Rules #4)

b. Whatever class a driver starts in, that driver must remain in that class (General Rules #4)

## DRIVING REGULATIONS

1. Drivers must have both hands on the steering wheel during a race (except when signaling with a raised hand to indicate slowing down or leaving the track).
2. Driver is to stop car and shut off motor before entering the pit area. Absolutely NO cars are to be under their own power at any time in the pit area!
3. All microds are to enter and exit the pit area using the designated entrance and exit at all times.
4. The flagger may give (display) the green flag to the drivers when they are in any location on the front straight-away between the 4<sup>th</sup> turn and the start/finish line. Once the Green Flag is displayed, passing is allowed.
5. Any microd disabled during a race (including the pace laps) is to be moved to the center of the infield area NOT the outside of the track, for safety. Disabled cars MUST be at least ten (10) feet off the racing surface (Circle painted in the infield) before repairs or restarts can be attempted. A black flag will be given to the child if this is not adhered to. An area will be designated near the back stretch flagger as the only place where the cars will be waved back onto the track.
6. Drivers are to remain inside their cars at ALL times with ALL Safety Equipment in place whenever their car is in the infield area. If not, the car/driver can be disqualified for that race. (NOTE: exceptions will be made when the driver is directed by a race official to get out of the car for such things as a safety check.)
7. Drivers must signal with one upraised hand when slowing to leave the track during or after a race.
8. Any driver causing a race to be restarted three (3) times will be disqualified for that race (DQ'd).
9. There will be one (1) black flag warning, and the next black flag displayed to the driver for that race will indicate the car/driver has been DQ'd and should move the car immediately to the infield area. We are trying to encourage good sportsmanlike conduct.
10. Cars returning to the race surface from the infield when the race is in progress MUST re-enter along the backstretch near the backstretch flagger. The only exception being when cars remain under their own power and have not been touched by any pit personnel they may re-enter the race track safely at the discretion of the driver.
11. Cones will be placed in each corner approximately six-inches to one foot from the racing surface. Contact of any sort noticed by the flagger, head scorer, or judge will warrant a YELLOW flag.

## DRIVING REGULATIONS (continued) . . .

12. Once a driver takes their car into the pit area AFTER ENTERING THE RACE TRACK, that car cannot return to the track for the remainder of that race.
13. ALL engine changes between races MUST be reported to the Head Scorer. Failure to report such will result in disqualification.
14. RACE FLAGS - At any time during a race, the flagger(s) may display any one of the standard race flags, which signal the drivers to what is happening during the race.
  - a. It is the responsibility of ALL Drivers (and their pit person) to learn and understand the meaning of the race flags.
  - b. For a complete list of the race flags and their meaning, refer to the section entitled "Flagger/Starter Rules and Responsibilities."
15. Any driver intentionally or carelessly causing an accident or yellow flag incident will be penalized and/or disqualified at the discretion of the flagger.

## RACING TIMES/SIGN IN

1. All drivers and cars MUST be signed in 15 Minutes PRIOR to the start of the Race Event.
  - a. Any car/driver arriving after 20 Minutes after start of the race event WILL start in scratch (last) position in ALL race events for their class on that day.

## ENGINE TEARDOWN and INSPECTIONS

- a. May be conducted following the completion of ANY TCMC race program (at the discretion of the Head Inspector).
- b. Will also be conducted upon receipt of a written request from any registered car owner in accordance with Rules (With the enclosed Protest Form and Fee submitted).
- c. When it has been determined and announced that engine teardowns or inspections are to take place, the subject microd cars (with engines in place) will be impounded as indicated in the procedures outlined in General Rules. However, the number of impounded microds is not limited to four (4).
- d. The engine teardown technical inspection will be supervised by the Head Inspector. The actual engine disassembly will be performed by the microd owner (or person who is authorized by the owner).
- e. NOTE: Refusal of an authorized engine teardown or microd inspection will result, in disqualification of the microd engine/car involved, with a penalty of forfeiture of any awards won and their finishing position during that entire race programs events. In addition the child will not be allowed to race the next two (2) additional races.
- f. Any microd or engine that is determined to be illegal or not up to the required specifications will be disqualified. Also, whenever such occurs, that microd/engine MUST be re-inspected before the next scheduled TCMC race event for the same items.

## SCORING RULES and PROCEDURES

1. Only authorized race officials are allowed in the Scoring Stand Tower during the running of any TCMC Race Program. \*\*\* NO EXCEPTIONS \*\*\*
2. The Head Scorer is in charge of all scoring procedures.
  - a. The Head Scorer will be assisted by other Scorers, Directors, Flagger, Judges and Officials as deemed necessary.
  - b. As soon as possible, after the completion of each race, the Head Scorer will list the "official finish" of that race.
  - c. After tallying the results of each race, the Head Scorer uses these results for race line-ups.
  - d. The Head Scorer, while observing the race in progress and keeping track of the lead microd, also serves in the capacity of a judge to assist the Flagger (whenever necessary).
3. Scorers (It is recommended that there be at least three (3) other scorers).
  - a. All Scorers will use the "Visual Line Scoring". If for any reason the Visual Scoring Method is not used, then the scoring method described in the NYSMA Rules of Racing may be substituted.
  - b. In circumstances where scorers may disagree or show different positions or results, THE MAJORITY SHALL RULE. If there is no majority (for whatever reason), then the Head Scorer shall be responsible for the final decision. In such circumstances, the Head Scorer may also ask for the assistance of other race officials (i.e. flagger, etc.)
4. Scoring Procedures and Re-alignment of a Race
  - a. All Scorers will visually record each microd (by car number) as it crosses the start/finish line in each lap of the race in progress.
  - b. When the Yellow Flag (Caution) is displayed by the Flagger and/or Head Scorer indicates "Yellow or Caution" the Scorers will indicate such on their score sheets by writing a diagonal line and writing "C" (caution) and the car# that the penalty is assessed on.
  - c. Whenever there is a Penalty, Warning, Disqualification or any other unusual situation, the Head Scorer and/or Scorers should note such on the appropriate place on their score sheets. Such notes will be available for any post-race requirements.
  - d. Initial re-alignment order (before any penalties) once the race has been stopped (in circumstances after the completion of the FIRST lap) will be the order in which the cars crossed the start/finish line on the lap prior to the displaying of the Yellow or Red Flag (whichever came first)

NOTE: The instant the Yellow or Red Flag is displayed, the Scorers will stop recording and draw a diagonal line on their Score Sheets, on the lap the race was halted.

- e. The re-alignment order is the same order in which the cars (numbers) are on the score sheets, starting with the prior lap recorded at the time the race was halted. Any car number which was not shown (recorded on the score sheets) in that lap will be lined up behind those cars, which did cross the start/finish line in that prior lap. The order of these lapped cars, if there is more than one, will be determined by the order they were running in on the previous lap or laps (if necessary).

## SCORING RULES and PROCEDURES (continued)...

- f. The NUMBER of LAPS completed at any time in a race will be the SAME as the number of completed columns on the Scorer's sheets. A column (i.e. lap) is considered to be complete if either:
1. The lead car has crossed the start/finish line so the Scorers have started a new lap (column), then that PRIOR lap is complete.
  2. All microds currently running in the race have crossed the start/finish line so that there are no more cars to be scored in that column (i.e., the next car to be scored would be the lead car), then that lap is complete.
  3. When the one (1) or two (2) microds that were involved in the incident that caused the Caution/Yellow race stoppage, and were to be the last car(s) scored, as all other car numbers DO appear on that lap column on the score sheets, THEN the Head Scorer has the OPTION to call that particular lap complete.
- g. In the event that the score sheet(s) column has numbers recorded in it, but it is not complete, that lap shall not count when determining the total number of completed laps that have been run.
- h. The lead car (race leader) at the time of the restart MUST start in the first (pole) position. If, after penalties are assessed a lapped car is in the first position that lapped car must be re-aligned at the rear of the field, but in front of all penalized cars.  
NOTE: Such car is not being penalized any position or laps, as long as that car is NOT placed behind any other "lapped cars" that are running in the same lap number.
- i. Any car(s) that is the CAUSE of an accident or yellow/caution flag, as determined by the flagger and judges, must be re-started in the last (scratch) position.
- j. Any car(s) which CONTRIBUTED to the accident or yellow/caution flag MAY be placed in scratch position for the re-start. (This decision will be up to the Flagger(s) and Judges, assisted by the Head Scorer, if necessary)
- k. Any car STOPPING FOR or INVOLVED IN, BUT not CAUSING OR CONTRIBUTING to the accident/yellow caution flag incident, may retain its previous position in the race. (This again is determined by the Flagger and Judges).
- l. A microd must be running under its own power to be scored in any lap or to be scored (counted) on the final lap completing the race.
- m. All microds must pass over the start/finish line on the track surface to be scored (counted) in that lap. The start/finish line is from in front of the Flagger's Stand to the inside of the racetrack.

POSSIBLE EXCEPTION: At the checkered flag when a car is "forced" off the racing surface and crosses the start/finish line on the in-field or as determined by the flagger, Judges and Head Scorer.

5. Illustration of a Race Re-alignment (for restart).

A seven car (7) race is halted in the 7<sup>th</sup> lap for a yellow flag (that is the lead cars had completed six (6) laps and were racing in the 7<sup>th</sup> lap).

Original line-up		Completed Laps (Columns)						
At start		Lap#1	Lap#2	Lap#3	Lap#4	Lap#5	Lap#6	Lap#7
3	22	3	41	41	41	9	9	41
41	9	41	3	22	9	41	(5)	9
16	82	22	9	9	22	82	41	5
5		82	22	3	82	22	82	82
		5	82	82	3	3	22	-----
		9	5	5	5	16	3	
		16	16	16	16		16	

\*(cars circled are lapped cars)

- .1 The yellow flag was displayed in Lap 7 after four cars had crossed the start-finish line.
- .2 Lap #7 is not complete.
- .3 Initial realignment is based upon the order recorded in prior lap.
- .4 Lap #6: 9-5-41-82-22-3-16
- .5 The caution was called on Car #9.
- .6 After penalty, line up: 5-41-82-22-3-16-9
- .7 However, car #5, is a lapped car (one lap down), so the final restart order is 41-82-22-3-16-5-9
- .8 The race has 6 officially completed laps, and all cars have completed 6 laps, except the #5 which has completed 5 laps.

6. Official Completion of a Race

- a. The final two (2) laps of a race must be completed under Green Flag.
- b. If an accident or incident occurs during the final (last) lap of the race, resulting in a yellow and/or red flag, and NO car has crossed the start/finish line receiving the Checkered Flag, then TWO additional laps will be run to complete the race (under Green Flag). Line-ups for the restart will be according to normal re-alignment procedure detailed above.
- c. If the race is halted (yellow and/or Red Flag) during the final lap and some (at least one) of the cars, but not all of the cars, have received the Checkered Flag and crosses the start/finish line first, the race is COMPLETE. The order of finish for those car/drivers not receiving the Checkered Flag will be determined by their positions and number of laps completed after the assessment of any penalties (i.e., according to the normal scoring and re-alignment procedures and rules detailed above).

## LINE-UP, SCORING

### LINE-UP PROCEDURES AND RULES

1. The Head Scorer is in charge of and responsible for all Race Line-Ups.
2. The Line-Up Grid Chart is used to determine the Number of Races and Number of Cars.
  - a. When 13 or more cars are present in any the MR1 or Cammer class or 10 or more in the Jr. Novice or Novice class, the #1 Feature (slow) will be selected first by qualifying an equal number of cars from each elimination and inverting the field.
  - b. The remaining cars will be qualified for the #2 Feature (fast). These cars are also lined up in reverse order followed by DNF's, DQ's, MDO's, Motor Changes, and lastly late entries.
  - c. If there are an odd number of cars, the extra car will be qualified in the #2 Feature (fast).
3. All drivers and cars **MUST** be signed in 15 Minutes **PRIOR** to the start of the Race Event. Any car/driver arriving after 20 Minutes after start of the race event **WILL** start in scratch (last) position in **ALL** race events for their class on that day regardless of their finishes in **HEAT OR ELIMINATION RACES**.
4. Any car unable to make it's assigned Heat or Elimination Race line-up position may start in scratch position in one of the remaining Heats or Elimination (at the discretion of the Head Scorer), but not in the **FEATURE**.
5. The Line-up Procedures detailed herein will be in effect for all TCMC Races, and such procedures or variations of may be used for any other Special or Championship Races.

### LINE-UPS FOR HEAT RACES

Limit: 6 cars

- a. Lined-up according to numbers drawn at sign-in.

Example:

#Drawn	Car#	Heat Line-up
2	44	Heat #1 Car #'s
9	62	44 19
11	3	6 34
16	19	7
19	87	
25	27	Heat #2 Car #'s
26	6	62 87
41	51	51 91
47	17	
52	34	Heat #3 Car #'s
53	91	3 27
58	83	17 83
60	7	

- b. Heat Race Line-ups will be determined by a random draw. Drivers will draw numbers to determine their positions in the Heat Race Line-ups at time of registration.

## LINE-UPS for ELIMINATION RACES

Limit: 8 cars

- a. Line up in reverse order according to finishing positions in the Heat Races, starting with the first heat through the last heat.

Heat Finishes		Elimination Line-ups	
Heat #1	Car #	Elim #1	Car#
	6	12	39
	4	11	4
	9	81	41
	12		

Heat #2	Car#	Elim #2	Car #
	41	2	9
	62	5	62
	11	6	73
	2		

Heat #3	Car #
	73
	81
	5
	39

Note: This example does not take DNF(MDO),NG, Engine changes, DQ's and motor changes into consideration

6. All drivers and cars MUST be signed in 15 Minutes PRIOR to the start of the Race Event.
  - a. Any car/driver arriving after 20 Minutes after start of the race event WILL start in scratch (last) position in ALL race events.
  - b. Any car unable to make the line-up in its assigned Elimination may be allowed to start scratch in one of the remaining Elimination Races (at the discretion of the Head Scorer).
  - c. For other "Exceptions" for Elimination line-ups, refer to Section 7 below, "Additional Line-up Procedures."

## LINE-UPS for #1 FEATURE and #2 FEATURE RACES

(Limit: (9 cars Jr. Novice/ Novice) (12 Cars MR1/ Cammer )

- a. Line up in reverse order according to finishing positions in the Elimination Races, starting with the first Elimination through the last Elimination.
- b. Any car/driver arriving after 20 minutes after the start of the race program will be placed in a scratch position (regardless of finish in a HEAT or ELIMINATION Race).
- c. If enough cars in that class are present to require a second feature, such car/driver(s) arriving after the times noted WILL NOT be allowed to run the #2 FEATURE, but will be placed in the #1 FEATURE (in scratch position).
- d. Any class with 10 (Jr Novice and Novice) / 13 (MR1 and Cammer) cars will require two features. An equal number of cars will qualify from the elimination's (2 elimination up to 16 cars, and 3 elimination for 17 cars) for the #1 Feature. All others in #2 Feature, line up similar to (a.)

## 7. ADDITIONAL LINE-UP PROCEDURES

### a. MECHANICAL DROP OUT/DID NOT FINISH (MDO/DNF)

1. A microd that started a race and completed at least one (1) lap of the race, but was unable to take the checkered at the end of the race.
2. MDO in a Heat Race will start scratch in an Elimination Race. When there is more than one MDO car in an Elimination, the one completing the most laps in the Heat will start in a higher position. (The same applies for a Feature Race line-up).

### b. NO GO (NG)

1. A microd that was unable to start an assigned race (for whatever reason) or was unable to take the original Green Flag and complete at least one lap of a race.
2. In any race line-up, NO GO microds are lined up behind any MDO microds (if there are any), in scratch position.

### c. ENGINE CHANGES

1. Any Microd changing an engine between races on that race date MUST report such to the Pit Steward or Head Scorer. Failure to report an engine change will result in the penalty of finishing race position.
2. In any race line-up, ENGINE CHANGES are lined up behind any MDO and NO GO microds (if there are any), in scratch position.

### d. DISQUALIFICATIONS (DQ)

1. Whenever a microd or it's driver has been DQ'd (disqualified) for any reason (other than safety), the subject car/driver will be lined up behind all other microds - MDO's, NO GO's, and Engine Changes (in scratch position).
2. If the Microd was disqualified from a race for only a safety reason, it will be lined-up in its next scheduled race just like an MDO microd (providing the car has been checked and approved by the Head Inspectors)

LINE-UP, SCORING

LINE UP GRID CHART - Junior Novice and Novice

# Cars	Heat	Eliminations	[slow]	[fast]
	JR-6 laps Novice -8 laps	JR-8 laps Novice-12 laps	#1 Feature JR-12 laps Novice-20 laps	#2 Feature JR-12 laps Novice-20 laps
Present	# Cars	# Cars	# Cars	# Cars
5 or less	5	5	-	5
6	3-3	3-3	-	6
7	4-3	4-3	-	7
8	4-4	4-4	-	8
9	3-3-3	5-4	-	9
10	4-3-3	5-5	5	5
11	4-4-3	6-5	5	6
12	4-4-4	6-6	6	6
13	5-4-4	7-6	6	7
14	5-5-4	7-7	7	7
15	5-5-5	8-7	7	8
16	4-4-4-4	8-8	8	8
17	5-4-4-4	6-6-5	8	9
18	5-5-4-4	6-6-6	9	9
19	5-5-5-4	7-6-6	9	10
20	5-5-5-5	7-7-6	10	10
21	5-4-4-4-4	6-5-5-5	10	11
22	5-5-4-4-4	6-6-5-5	11	11
23	5-5-5-4-4	6-6-6-5	11	12

LINE-UP, SCORING (continued)

LINE UP GRID CHART - MR-I and TC CAMMER

# Cars	Heat 8-laps # Cars	Eliminations 12-laps # Cars	[slow] #1 Feature 20-laps # Cars	[fast] #2 Feature 20-laps # Cars
5 or less	5	5	-	5
6	3-3	3-3	-	6
7	4-3	4-3	-	7
8	4-4	4-4	-	8
9	3-3-3	5-4	-	9
10	4-3-3	5-5	-	10
11	4-4-3	6-5	-	11
12	4-4-4	6-6	-	12
13	5-4-4	7-6	6	7
14	5-5-4	7-7	7	7
15	5-5-5	8-7	7	8
16	4-4-4-4	8-8	8	8
17	5-4-4-4	6-6-5	8	9
18	5-5-4-4	6-6-6	9	9
19	5-5-5-4	7-6-6	9	10
20	5-5-5-5	7-7-6	10	10
21	5-4-4-4-4	7-7-7	10	11
22	5-5-4-4-4	8-7-7	11	11
23	5-5-5-4-4	8-8-7	11	12

## CHAMPIONSHIP RULES/LINEUP INFORMATION

- a. Must have two races to race in a trophy race
- b. This race must be prepaid two weeks prior to the race date. The driver will also draw a number to be used for placement in case of a tie in their qualifying position. The lower number will receive the forward position in case of the tie.
- c. Warm up laps at 4:30 - 5:15. Pit Meeting at 5:15, hot laps begin at 5:30 PM
- d. Race line-ups will be posted at the time of the pit meeting. The line-up for hot laps will be the same as the race line-up positions posted on the board, but they will be split into smaller equal sections per class. There will be a maximum of five cars per group. Hot laps are optional. The number of hot laps will be determined based on the number of cars present and the time available. Cars not making their group for hot laps do not have the option to run hot laps later. They must be ready to race when their group is up.
- e. Intermission will be between the hot laps and the feature races. The 50/50 will take place during the intermission.
- f. The first group of Jr. Novice Drivers must be lined up at this time.
- g. The Jr. Novice will be 22 laps and the other races will be 30 laps
- h. The top four cars will be impounded for each feature. Failure to impound your car results in an automatic disqualification for that race and next trophy race.
- i. Tech inspections will be at the discretion of the Officers and may include all classes. Inspection item(s) will be decided on by the Officers prior to the race.
- j. Line-up is based on the season finishes up to this race. The end of season championship line up will include the mid-season championship. The inverted line up for the #2 feature (fast) will start with the cars that have won the most races in the #2 feature (fast) to the drivers that have won the least number of first place finishes. The next cars in the line up will be from the #1 Feature, (slow) the drivers that have won the most first places to the drivers that have won the least number of first place finishes. The remainder of the #2 feature (fast) lineup will be based on the remaining finishes of the #2 feature (fast) races, second to last positions until the #2 feature (fast) Championship Feature is filled.
- k. The inverted line up for the #1 Features,(slow) Championship feature (the slower group) will start with the remaining cars of the #2 feature (fast) who have never participated in the #1 Features,(slow). Any remaining drivers that have participated in both 1 and 2 features will be lined up according to their #1 Features, (slow) finishes. These cars will be followed by second through last place finishes from the #1 Features, (slow) previously raced features.
- l. Cars that are not in position for their feature race will be given a five-lap hold. If the car does not make the original green flag the driver will not be able to race. In case a car(s) does not make the race, the line up will be changed to keep the position in their correct order, zigzagging if necessary.
- m. A Board Member will be a fifth judge located on the flagger's stand to assist with judgment calls and expedite line-ups after cautions.

### TRI-COUNTY MICROD CLUB MOTOR CLAIMER RULES

1. Motor to be claimed has to have won the feature. Claims can be made from Feature 1 or Feature 2 racers of the same class (not necessary the same feature)
2. Ten (10) minute time limit to claim motor after the completion of your race program. Report to the Tech Inspector for claiming.
3. Anyone who finishes the race can claim a motor. (Recorded car owner only)
4. Claimer is on motor as it comes off the track. The only things not included with the motor are: tail pipe, clutch, air cleaner assembly, the 3-inch removable flywheel guard and the restrictor plate.
5. If motor is claimed, both cars will be impounded, and motor will be removed in front of the inspector.
6. If someone refuses to sell their motor, they will be disqualified from the race and will not be allowed to race the next trophy race.
7. Claimer amount is limited to cash only.
8. Claimer amount will be the average catalog price Briggs raptor +35% OR Honda 4hp +10%.
9. When a claimer is being made, the person's whose engine is being claimed will have the option to take the full price allowed, or opt to take the engine from the person who is making the claim plus \$100.00. The claimer will also be given on a first come first serve basis.

### CAM CLAIMER RULES - (Jr. Novice, Novice, MR 1 classes)

1. The top three Cams from either #1 or #2 feature can be claimed. The claimant must have finished the race and be in the same CLASS (not necessarily the same feature).
2. Ten (10) minute time limit to claim cam after the completion of your race. Report to the Tech Inspector for claiming. (Recorded car owner only)
3. If the Cam is claimed, the car will be kept in the impound area and the CAM will be removed in front of the inspector.
4. If someone refuses to sell their Cam, they will be disqualified from the race and will not be allowed to race in the next trophy race.
5. A claimer on a CAM is limited to cash only.
6. Cam Claimer amount will be 50 dollars exchange or 100 dollars outright (the removal(s) or exchange must be made in the presence of the tech inspector.)
7. When a claimer is being made the person whose Cam is being claimed will have the option to take the full price allowed or opt to take the Cam from the person who is making the claim.
8. The claimer on Cam's will also be on a first come first serve basis.

### RANDOM POST-RACE INSPECTION CHECKS

1. Inspection Slips will be drawn before the first race that night and will be opened once the Cammer race has begun to determine what Random Tech Inspection will be required
2. The top four (4) cars from each feature are to be impounded immediately after their feature race.
3. Inspection Checks will Tech for restrictor plates, gas, weight, or cylinder head off (carbon must be removed in front of the inspector). . Possible extras to be added at the discretion of Officers.

## PROTEST INSPECTIONS

\$30.00 Protest Fee gets either the car inspected using the Tri-County Club's Inspection List OR the motor inspected using the Club's Engine Spec Sheets. Cam inspection is part of the motor inspection and is to inspect the lift and fit the jig. A protest must be made within the ten-minute time limit after the finish of that race.

## MICROD SPECIFICATIONS

- A. Any Microd built or purchased and registered with the Tri-County Microd Club, **MUST**:
1. Be built to meet **ALL** specifications, dimensions, material requirements, safety standards, etc., as detailed in the **PLAN BOOK** and any other adopted standards (proposals) in force by **TCMC**.
  2. Aluminum body panels and hoods will be allowed at **TCMC** providing they meet **TCMC** plan book specs.
- B. **ALL** Microds must pass an inspection (by two qualified **TCMC** inspectors) prior to competing in their first scheduled race or any practice session.
1. The Head Inspector (or duly appointed official) is in charge of all microd inspections and weight checks.
  2. Inspections will be conducted in accordance to **TCMC MICROD INSPECTION SHEETS**.
  3. Those microds meeting these inspection standards will be issued a **TCMC Inspection Sticker**.
  4. If any of the inspection or safety criteria are not met, a one-week grace period **MAY** be allowed for correction of the defect(s). That car's participation in that day's race program will be determined at the discretion of the Head Inspector.
- C. At any time, any microd not meeting the specifications as stated in the **PLAN BOOK** or the **TCMC RULE BOOK** may be subject to disqualification and loss of any position or awards earned.
- D. It is the responsibility of each microd owner or family to have an updated **PLAN BOOK** and **TCMC RULE BOOK**, and to be aware of all current microd specifications and safety standards in effect.
- E. Microd Weight and Combined Car/Driver Weight subject to review during the racing season per class and motor combinations.
1. **ALL** Microds in every class must weigh a **MINIMUM** of 200 pounds without gasoline, driver, and added weight.
  2. Minimum Combined Microd/Driver Weights by Class:

<u>Microd Class</u>	<u>Minimum Combined Car/Driver Weight</u>
Junior Novice	330 pounds
Novice	365 pounds
MR 1	380 pounds
TC Cammer	430 pounds

- F. At any time, following completion of any race program, **ANY ELECTED OFFICIAL** may inspect any class of microds (all cars) for any specification or safety standard. If such inspection is announced, all microds in the selected class or classes will be subject to the inspection.
- G. Microd Engine Specifications and Inspections
1. ALL Microd engines for all TCMC sanctioned classes:
    - a. Must be Briggs or Honda 4 cycle and run on only commercially available pump gasoline. NO ADDITIVES (alcohol, nitro, dry gas, etc.)
    - b. All engines must meet the specifications detailed in the current TCMC SPECIFICATION SHEETS for each of the TCMC sanctioned engine classes.
  2. For detailed engine specification requirements, modifications allowed, etc. to the engine/power train drives in each microd class, refer to the section entitled "POWER TRAIN REQUIREMENTS AND MODIFICATIONS" in the PLAN BOOK (section 10) and ENGINE SPECIFICATIONS in the RULE BOOK (see page 26 & 27) and any subsequent adopted proposals. This includes all engine specifications (cubic inches, horsepower, maximum gear ratios, modifications allowed, stock components required, etc.) for all of the sanctioned TCMC Microd classes: Junior Novice, Novice, MR1 or TC Cammer.
  3. All TCMC rules and specifications must be adhered to when running at any time at Tri-County Speedway. (This includes practices.)

## **Engine Specs - MR1 & TC CAMMER 5 HORSE MOTOR SPECS**

1. Five (5) Horse Briggs and Stratton Engine Only
2. Boring of block is allowed to a max +.030 with +.010 for wear. Max bore 2.6025. Block may be sleeved.
3. Stock Crank. No forged cranks allowed. Stroke 2.4370 + or - .010 for wear. Any steel crank gear allowed.
4. MR1 Cam Maximum Cam lift is .233 measured at zero lash. Removal of compression relief bump on intake lobe is okay. TC CAMMER open Cam. Any cam may be used.
5. MR1 Cam requirement: All cams used in the MR1 class must be a DynoCam 233SS cam.
6. Stock head gasket.
7. Five (5) horse head only, no modifications to head, except milling of gasket surface to remove warpage is allowed. Minimum valve pocket depth is .280. No machining of valve pocket area to gain clearance. There will be a third measuring spot in the center of the head  $\frac{1}{2}$  inch from the plug hole with the measurement being .280
8. Stock piston (Briggs Logo), no modification allowed except for milling of piston top to get a desired piston deck height.
9. Stock or stock replacement style rings.
10. No modifications to block, except block may be decked to gain desired piston height.
11. Stock wrist pin must be used.
12. Racing rod is optional - stock center-to-center height 3.8733 Max. + or - .015 only.
13. Open Exhaust.
14. Stock electronic ignition or megatron (Briggs Logo). Key is non-tech item.
15. No porting or polishing allowed to intake or exhaust port.
16. Stock carburetor with attached gas tank. No modifications allowed. No stock appearing carburetor allowed, .700 Max. venturi. Smaller ones may not be opened up to .700.
17. Stock valves with stock angles only. Valve lash is optional. No modification bottom side of valve.
18. Flywheel must be stock 5.0 Horse only and steel. Minimum weight 5lb 12oz
19. Stock Springs and retainers. No shimming or double keepers. Upper valve spring retainers may be used.
20. Stock lifters only. Length 1.60
21. Crank case breather open.
22. Air cleaner's open. Not to be used to obtain forced induction.
23. Pump gas only. No additives (alcohol, nitro, dry gas, etc.) Some higher-octane pump gases may not pass because they contain additives. See track inspector for details.
24. Restrictor plates TCMC Approved restrictor plate only. The only modification allowed is slotting of the lower mount hole for ease of removal, slot is to be no wider than the width of the mounting hole. Restrictor plate must be mounted with signature facing up and toward the carb. It is illegal to bypass the restrictor plate by any means. Restrictor plate size is subject to review during the race season and beyond.( MR1, .500 )(TC CAMMER, .660)

**\*\*Any other questions call the Tech Inspector.**

## ENGINE SPECS - JR NOVICE and NOVICE 4HP MOTOR SPECS

1. Four (4) Horse Honda GX120 Engine Only - Max displacement 7.30
2. Stock Bore is 2.400 with .005 allowed for wear.
3. Stock OEM Crank. Stroke 1.700 Max.
4. Camshaft must be Stock OEM. No modifications.
5. Stock OEM head gasket only.
6. No modifications to head, except milling of gasket surface to remove warpage is allowed. Minimum valve pocket depth is .230. Must run OEM Spark Plug or these equivalents: NGK: BPR6ES, CHAMPION: 415, AUTOLITE: 63, or AC DELCO: R42X1S
7. Stock OEM piston only, No modifications.
8. Stock OEM rings only. Must use all three rings.
9. Must use the Stock OEM Block. No modifications.
10. Stock OEM wrist pin must be used.
11. Stock OEM rod only. No modifications.
12. Stock OEM exhaust. No modifications.
13. Stock OEM electronic ignition. Stock timing key is required. No modifications.
14. Stock OEM carburetor only. No modifications. Max .699 venturi.
15. Stock OEM valves with stock angles only. No. modifications. Valve lash is optional.
16. Stock OEM flywheel, must be steel. Stock engine shroud, No modifications. No additional fly wheel guard required.
17. Stock OEM valve springs and valve retainers. No shimming or double keepers.
18. Stock OEM lifters, push rods and rocker arms. No modifications.
19. Crank case breather open.
20. Air cleaners open. Not to be used to obtain forced induction.
21. Stock OEM gas tank. Must be used in the stock location.
22. Pump gas only. No additives (alcohol, nitro, dry gas, etc.) Some higher-octane pump gases may not pass because they contain additives. See track inspector for details.
23. Restrictor plates for Jr. Novice .420; Novice .500
24. Stock OEM low oil sensor required and must be functional.
25. Stock OEM governor may remain in stock location unhooked from the carburetor or removed.
26. All of the above rules are subject to change by the Board at any time.

**\*\*Any other questions call the Tech Inspector.**

## PIT STEWARD DUTIES

1. The Pit Steward(s), with the Officers and Directors, will have full authority of all pit area activities. This includes getting the cars lined up for each Microd Race.
2. Drivers **MUST** stop their cars before they enter the pit area at a spot so marked or designated.
  - a. **AT NO TIME** is any microd permitted to be under its own power in the designated pit area - - - **ABSOLUTLEY NO EXCEPTIONS** - - -
  - b. **ALL** microds are to enter and exit the pit area at the designated areas only.
3. Practice/Warm-ups. The track will be open for practice/warm-ups prior to scheduled races, as indicated by the Club President or Head Director.
  - a. **NO ONE** will be allowed on the track for practice until the proper track/racing officials (Pit Steward, Flagger, etc.) are ready and in position.
  - b. During intermission absolutely no microd/driver or other children are allowed to run or practice on the race track.
  - c. If time permits, a short practice session may be held after the intermission period. (Such practice will be announced in advance). Permission to be asked of the Pit Steward or Flagger.
4. All microds (with their drivers) are to be lined up in order at the Track Entrance area (well in advance of their scheduled race). Line-up's for all race events will be posted in advance on the Line-up Board.
5. Head Inspector or other Track Official will be in charge of impound area.
6. The Steward(s) are responsible for performing the following prior to each event for all microds/drivers in all classes.
  - a. Post the line-ups for all races on the Pit Line-up Board(s) as soon as they are received from the Head Scorer.
  - b. Check all microd drivers for the proper safety dress attire, including: helmet and face shield or goggles, long sleeved shirt or jacket (sleeves must not ride up), long pants, shoes or sneakers, and neck support collar.
  - c. Check the brakes of all microds before they leave the Pit Line-up area prior to each race.
  - d. Make other visual checks of any other safety items such as seat belts, shoulder harnesses, window net, engine compartment covers (clutch, flywheel), and any other items as time permits.

## FLAGGER (STARTER) RULES AND REGULATIONS

1. The Flagger (Starter) has ABSOLUTE control of all microd races and will be assisted by other Race Officials - Judges, Assistant Flagger, Head Scorer, Race Director. It is recommended that the Flagger and Assistant Flagger wear highly visible (bright colored) clothing especially for night racing. It is also recommended that the Flagger flag from the Flag Stand.
2. The RACE FLAGS:
  - Green Flag** - GO Continue racing; also indicates start.
  - Yellow Flag** - CAUTION - reduce speed and DO NOT PASS or change position. Note: A red flag often may follow to stop all cars at the start/finish line for a line-up prior to a re-start.
  - Red Flag** - STOP!! Stop your car safely and as quickly as possible; an unsafe situation has occurred.
  - Red with Yellow Diagonal strip** - Displayed after yellow flag to tell the drivers that they will be stopped and realigned at the flagger stand on the next lap.
  - Two Crossed Flags** - Two rolled crossed flags indicate that the race is now halfway completed.
  - Black Flag** - Leave the race track and drive your car into the center infield area. This flag may indicate a serious problem with your car or that you have been disqualified (DQ'd) from the race.
  - Rolled Black** - Pointed directly at the driver, indicates a WARNING to the driver of the car it is pointed at.
  - Two Rolled Flags (Held in parallel)** - indicates there are two (2) laps remaining until the finish of the race.
  - White Flag** - One (1) lap to go until the finish of the race. Will also be displayed to signal drivers that the Green Flag for start or restart of a race will come on the next lap.
  - Checkered Flag** - Finish. The race is complete.
  - Blue with yellow diagonal stripe** - Hold position for faster car coming up.
3. The "original" Green Flag is the first green flag thrown (constitutes the start of the race) regardless if the lap is complete or not.
4. When the Flagger displays the Checkered Flag at the lead car on the last lap, the race is complete. ALL CARS should continue racing until they have passed the start/finish under the checkered flag.
  - a. The winning (1<sup>st</sup> place) microd driver of the Feature race carries the checkered flag and the 2<sup>nd</sup> place driver carries the white flag for one parade/victory lap after the race has ended, if time allows.
5. At the start of any race, the flagger may give (display) the green flag to the drivers when they are in any location on the front straight-away between the 4<sup>th</sup> turn and the start/finish line. Once the Green Flag is displayed, passing is allowed. (\*\*Amended 3/10)
6. Re-starts will be double file up to the halfway point of each race. Exception if there are a total of three (3) original and/or re-starts before the half-way point, then the race will be re-aligned in single file.

7. When a yellow flag occurs on original start, penalties may be incurred for driver infractions and assessed in re-alignment. The flagger may consult judges, assistant flagger, and head scorer, as necessary, before assessing any penalties.
8. Penalties must be assessed (if any) at the time of infraction. (In other words, not several laps later.)
9. Yellow flags will be counted starting at the onset of a green flag, whether or not a lap has been completed.
  - a. Any car that experiences mechanical or driver difficulty during the first start may be given another (second chance) to start in the car's scheduled position. If the same trouble occurs on the second start, that car/driver may be asked to withdraw to the infield area.
10. Restarts: After completion of the first lap, all restarts will be re-aligned, with the line-up in the order that the cars crossed the start/finish line during the previously completed lap (at the discretion of the Scorers).
11. Any car/driver that fails to keep up with the field during the start or the re-start of a race (on pace laps or yellow flag laps) will be placed in scratch position. This decision is the sole responsibility of the Flagger.
12. FIVE LAP RULE (at the initial start of any race).
  - a. A total of five (5) laps will be allowed before the original start of a race, if it is necessary, when waiting for the car or cars.
  - b. Upon any first lap (initial race) re-starts, cars must assume that position in which they actually started the race from, not necessarily the position they were scheduled to start from.
  - c. This FIVE LAP RULE may be applied only ONCE for the original start of a race. The Pit Steward will assist the Flagger for counting the five laps.
  - d. When this FIVE LAP RULE is to be used, the Flagger will signal to the drivers on the track by holding up his/her hand with all FIVE (5) open fingers displayed.
  - e. At the end of the five (5) laps, if the disabled car cannot get started the line-up positions will simply move up in their row to fill in the place of the missing car. They will not zigzag for the position.
13. Any car that does not take the original Green Flag at the start of a race cannot enter in that race.
14. Cars disabled during a race (including pre-race pace laps) MUST be taken or pushed into the center of the infield AT LEAST TEN (10) FEET OFF the track surface (INSIDE THE PAINTED INFIELD CIRCLE), before ANY repairs or re-start is attempted. A BLACK FLAG WARNING WILL BE GIVEN TO THE DRIVER IF THE CAR IS NOT MOVED INSIDE THE PAINTED CIRCLE.
15. If a car or cars are in a dangerous/unsafe position, the Flagger will display the Yellow Flag (or Red Flag, if necessary) and the race will be re-aligned and re-started.
16. Any car or cars CAUSING and/or CONTRIBUTING TO an accident will be placed at the rear of the field in scratch position when the race is re-started. (This decision may be determined by the Flagger, Judges and Head Scorer).

17. During a race caution, if a car is not involved in the caution, if you chose to work on your car that car will lose its position. This car will be lined up after the cars that remain out on the track, after the cars involved in the caution, and then follow the order in which they come back on to the track. Therefore, if your cars go in during a caution, the first one back onto the track will go ahead of the other infield cars, but will line up behind the rest of the cars on the track.
18. The race will be stopped - RED FLAGGED - whenever any microd flips or tips over.
20. The final two (2) laps of a race **MUST** be completed under the Green Flag (as indicated in RULES of RACING). For additional details of this rule, refer to the section "Official Completion of a Race" in the "Scoring Procedures" section of this rulebook.

#### PIT PERSON REGULATIONS:

- a. Pit person **CANNOT** leave the infield area and enter the pit area once the car has entered the racing surface until completion of the race.
- b. During a caution - a Yellow Flag Situation - pit personnel from the infield may assist a disabled microd.
  - If a pit person must cross the track, **DO SO IN A SAFE MANNER**.
  - **DO NOT**, at any time, cross the track when the Green Flag is out.
  - A disabled microd on the track must be pushed inside the safety circle **BEFORE** attempting repairs or re-starting of the car.
  - **NO** one other than the pit person is allowed on the track or infield.
- c. If during the racing program a pit person crosses the white infield line to approach the flagger, judges, or scorers that pit person will be penalized as follows:
  - A warning will be issued for the first offense
  - A second offense (not necessarily the same event) will result in 2 weeks suspension for you and your car(s).
  - A third offense (not necessarily the same event) will result in suspension for you and your car(s) for the remaining race season with forfeiture of all moneys paid.

**[THESE SAME PENALTIES WILL BE ISSUED FOR ALL RULE INFRACTIONS]**