



The Future of Racing Begins Here.

Tri-County Microd Club Rule Book

CAR OWNER'S NAME: _____

Code of Conduct3
 Objective 3
 Parent and Guest Code of Conduct 3
 Drivers Code of Conduct 3
Spirit of the Rule4
Disciplinary Policy.....4
Membership.....4
Unsportsmanlike Conduct.....5
 UNSPORTSMANLIKE CONDUCT CAUSES FOR DISQUALIFICATION 6
General Rules.....6
 Microds - Requirements, safety, inspection 6
 GENERAL STANDARDS 6
Driver Rules / Age Requirements.....7
Driving Regulations8
 RACING TIMES/SIGN IN 9
Engine Teardowns and Inspections9
Scoring Rules and Procedures.....10
Lineup Procedures and Rules.....14
 LINE-UPS FOR HEAT RACES 14
 LINEUPS for ELIMINATION RACES 15
 LINEUPS for #1 FEATURE and #2 FEATURE RACES 16
 LINE UP GRID CHART - Junior Novice 18
 LINE UP GRID CHART - Novice 19
 LINE UP GRID CHART - MR-I and CAMMER 20
Championship Rules21
Tri-County Microd Club Motor Claimer Rules.....22
Random Post-race Inspection Checks22
 (TOP 4 FEATURE FINISHERS): 22
Protests.....22
Car-Motor Protest Inspection.....23
Post-Race Inspection Penalties24
Microd Specifications.....24
Engine Specifications.....26
 JR NOVICE and NOVICE 4HP MOTOR SPECS 26
 MR1 6.5 Horsepower Specs 27
 Cammer 6.5 Horsepower Specs 28
Pit Steward Duties29
Flagger Rules and Regulations30
Pit Person Regulations32

Code of Conduct



All drivers, parents/guardians, pit personal and anyone directly involved in the operation of a car is required to read, sign, and honor the following Code of Conduct:

*"Children's racing is supposed to fun for the children. As none of us are perfect, many parents, fans, flagmen, officials, and board members do not realize that their actions, whether verbal or nonverbal, can have a lasting emotional effect on children. Parents, fans, officials, and board members who follow this simple code can help reinforce what racing is all about.... **BEING FUN FOR EVERYONE.**"*

Objective

The objective of this code of conduct is to ensure that we as members and guests of TCMC act in a responsible manner. We as Parents/Guardians or Spectators have an obligation to our children to conduct ourselves in a manner representative of common sense. TCMC expects all members and guests to uphold the proper level of courtesy, understanding, and good sportsmanship.

Parent and Guest Code of Conduct

- Remember that children participate in sports for their enjoyment, not yours.
- Encourage children to participate, do not force them.
- Refrain from using profane and abusive language and/or obnoxious behavior.
- I will be a positive role model for my child and encourage good sportsmanship by showing respect and courtesy, and by demonstrating positive support for all racers, flaggers, officials, and spectators at all times. I will lead by example.
- Never argue with an official, if you have a complaint there are appropriate procedures in place to follow. I will lead by example.
- I will not engage in any kind of unsportsmanlike conduct with the flaggers, officials, racers, parents, or spectators. I will lead by example.
- I will teach my child to race by the rules and to resolve conflicts without resorting to hostility or violence. I will lead by example.
- I will demand that my child treat other racers, flaggers, officials, and spectators with respect regardless of race, creed, color, sex, or ability. I will lead by example.
- I will teach my child that doing one's best is more important than winning, so that my child feels like a winner every time. I will lead by example.
- I will respect the officials and their authority during races and will never question, discuss, or confront the flaggers or officials during any race. I will lead by example.

Drivers Code of Conduct

- Participate in accordance with the rules.
- Respect the judgment of the officials, never argue with an official, or flagger.
- Control what you CAN control such as, Attitude, Mouth and Behavior.
- Treat all participants in your sport, as you like to be treated.
- Participate for your own enjoyment and remember we are doing this for fun.
- Remember, always show good sportsmanship, and set a good example for others.
- To accept both victory and defeat with pride and compassion; never being boastful or bitter.

REMEMBER RACING IS ONLY A GAME. IT IS NOT A MATTER OF LIFE OR DEATH FOR THE DRIVER, PARENTS/GUARDIANS OR FANS

Failure to abide by this Code of Conduct can result in disciplinary action by the Board of Directors including but not limited to, Disqualification, Suspension or Forfeiture of TCMC membership.

Spirit of the Rule

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

Proposals for rule changes must be submitted to the President by January of the upcoming racing season.

No proposals will be accepted after January and no rule changes will be made after March 1.

Rule supplements, additions, or corrections shall be announced by the President immediately following the approval by the TCMC Officers and Directors. Upon such announcement, the rule changes become binding and enforceable.

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.

ENFORCEMENT: Participants (members) violating any rule can be subject to the disciplinary policy 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.

Disciplinary Policy

1. A warning will be issued for the first offense.
2. A Second offense (not necessarily the same event) will result in 2 weeks suspension for you and your cars.
3. 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.'
4. After a third offense, re-entry into the club will be at the discretion of the TCMC Board and its Officers.
5. All warnings/infractions are carried over into future seasons.

THESE SAME PENALTIES WILL BE ISSUED FOR ALL RULE INFRACTIONS

Membership

- a. Membership in the Tri-County Microd Club shall be available to anyone:
- b. It is the responsibility of anyone who is in the pits to have signed the waiver for the current race event prior to conducting any business or preparing for the race. ****PARENTS AND/OR GUARDIANS ARE RESPONSIBLE FOR MINORS SIGNING IN EACH RACE****
- c. TCMC memberships are available for an annual fee
- d. Memberships and Insurance are MANDATORY for all drivers, pit personnel, race officials, family members or friends who wish to remain within the confines of the track/pit area during the race program and must be purchased annually.

- e. 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. Rule book and Plan Book are both available for download at www.tricountymicrod.com .
- f. The ONLY personnel permitted through the pit gate while the race is in progress will be members (drivers, officials, mechanics, owners, etc.) with current TCMC Membership and Insurance.
- g. VULGAR and/or OFFENSIVE language, unsportsmanlike conduct, or assault by anyone on anyone WILL NOT BE TOLERATED and will result in disciplinary action by the Officers and Directors of the TCMC. **Members are responsible for their invited guests.**
- h. NO ALCOHOLIC BEVERAGES OR ILLEGAL DRUGS are to be consumed while on the premises AND anyone under the influence of alcohol or illegal drugs will be in violation of the rules. Violation of this rule will result in immediate expulsion.
- i. NO PETS allowed.
- j. NO BICYCLES allowed.
- k. NO glass bottles on premises.

Unsportsmanlike Conduct

1. Any infraction detailed 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 disciplinary actions.
 - 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 racetrack.
 4. Abusive or vulgar language or behavior.
 5. Use of alcoholic beverages or illegal drugs on TCMC premises.
 6. Contact or assault in an aggressive manner (example, fighting, excessive arguing)
 7. Weaving, crowding, cutting in, or other unsafe driving by a microd driver on the racetrack.
2. 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.**
3. In order to operate successfully and fairly, 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 and help to ensure a sense of safety and fairness to everyone.

UNSPORTSMANLIKE CONDUCT CAUSES FOR DISQUALIFICATION

- Weaving - Zigzag driving to prevent another car or cars from passing.
- Forcing - Intentionally and without need for racing room, turning towards another car causing the driver to go off the established racing surface or to lose speed trying to avoid the car doing the forcing.
- 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.
- 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.

General Rules

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. SAFETY INSPECTIONS
 - a. All microds must be inspected yearly by the Club Inspection Team prior to entering the racing surface. (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 Head Tech 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 Secretary to reserve car numbers.
4. FIRE EXTINGUISHER: Each Microd family is required to have a working fire extinguisher visible in their pit area. (The club provides two (2) extinguishers within the in-field area of the track.)
5. PIT PERSON: Mandatory-ONE (1) Pit Person, age 18+, per car is to be on the track infield when that car is racing or practicing. **No coaching from the pit person to the driver is allowed when a race is in progress.** Limit 1 person in infield per car.

GENERAL STANDARDS

1. **Under NO circumstances is anyone allowed to approach the Scorers, Judges or Flaggers with a complaint.**
2. Only authorized personnel are permitted in the Scorer, Judges or Flaggers Stand or area. **THERE ARE NO EXCEPTIONS TO THIS RULE.**

3. Public Liability Insurance will be in effect for every race event under the sponsorship and jurisdiction of the Tri-County Microd Club.
4. 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, Director or Appointed Safety personal 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.
5. Any Questions, Interpretations, Etc. of the TCMC Rules by any member should be brought to the immediate attention of the TCMC Officers and Directors.

Driver Rules / Age Requirements

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 DOT certified full face or moto-cross style [a helmet with a chin-guard] 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. Arm (wrist) restraints
 3. Long-sleeved shirt, sweatshirt, or jacket (Sleeves must not ride up)
 4. Long pants (jeans)
 5. Shoes or sneakers (NO open-toe shoes)
 - b. Optional: (These items are strongly recommended)
 1. Gloves
 2. Knee pads
3. MICROD DRIVER CLASSES and AGE REQUIREMENTS:
 - a. 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.
 1. JUNIOR NOVICE
 1. Must be at least five (5) years of age.
 2. Must be less than eight (8) years old (8th birthday after May 1st).
 3. Driver who reaches 8th birthday before May 1st must move up to Novice Class.
 4. Three (3) year maximum in this class.
 2. NOVICE
 1. Must be at least eight (8) years old on or before May 1st.
 2. Cannot be over ten (10) years old (11th birthday after July 15th).
 3. Three (3) year maximum in this class.
 3. MR 1
 1. Must be at least nine (9) years old WITH one-year experience in Novice Class.
 2. Drivers who are 11 - 13 years old (11th birthday on or before July 15th and 14th birthday after July 15th): No previous experience necessary.

3. A new or inexperienced driver 14 years old (14th birthday on or before July 15th) has the option of racing in this class for one year only (at the approval of Club Officers and Directors).
4. CAMMER
 1. Must be at least twelve (12) years old (12th birthday on or before July 15th) WITH two years' experience.
 2. Drivers who are 13 - 17 years old (13th birthday on or before July 15th and 18th birthday after July 15th).
4. NEW DRIVERS must pass a driver's school before being allowed to race. **The board reserves the right to approve or deny any driver the right to race until they are able to do so.**
5. 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.
6. 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).
7. All Drivers are eligible to receive a plaque at the end of the race season, provided they have competed in at least one (1) race programs. All drivers that race Championship race receive a trophy.
8. Drivers must have competed in a minimum of two (2) Feature races to qualify for end of season CHAMPIONSHIP Race.

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 moving under their own power at any time in the pit area!***
3. All microds are always to enter and exit the pit area using the designated entrance and exit.
4. The flagger may give (display) the green flag to the drivers when they come out of turn 4 or use a specific spot not close to flagger stand, for instance - 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 driver 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. Disabled and/or penalized microds may be directed to exit the racing surface and return to their pit under the direction of a race official. ***THIS DIRECTION WILL BE GIVEN CLEARLY BY A RACE OFFICIAL AND IS NOT THE STANDARD PROTOCOL.***
7. Drivers must always remain inside their cars 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.)
8. Drivers must signal with one upraised hand when slowing to leave the track during or after a race.

9. Any driver causing a race to be restarted three (3) times in JR. NOVICE/ NOVICE will be disqualified for that race (DQ'd).
10. Any driver causing a race to be restarted three (3) times in MR1/ CAMMER will be disqualified for that race (DQ'd). *****RULE CHANGE - TO BE VOTED FOR/AGAINST AFTER FIRST 5 RACES OF 2021 SEASON*** MAY CHANGE BACK TO TWO (2) TIMES.**
11. 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.
12. 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 racetrack safely at the discretion of the driver.*
13. Cones will be placed around racing track, not limited to corners, up to one foot from the racing surface. Contact of any sort noticed by a flagger, head scorer or judge MAY warrant a YELLOW flag.
14. Once a race has begun, if a car enters the pit area that car cannot return to the track for the remainder of that race.
15. ALL engine changes between races MUST be reported to the Head Scorer. Failure to report such will result in disqualification.
16. 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 titled "Flagger Rules and Regulations."
17. Any driver intentionally or carelessly causing an accident or yellow flag incident will be penalized and/or disqualified at the discretion of the flagger.
18. Improper passing is the main cause of race cautions. Both drivers and pit-personnel are responsible for understanding proper passing techniques.

RACING TIMES/SIGN IN

1. All drivers and cars MUST be signed-in and draw starting position number 15 minutes PRIOR to the start of Pit Meeting. (*ie. 5:30 PM pit meeting means the driver must sign-in and draw number by 5:15 PM*)
2. Any car/driver not signed-in 15 minutes PRIOR to Pit Meeting WILL start in scratch (last) position in ALL race events for their class on that day. (Fast main if there are two or more mains in that class).

Engine Teardowns and Inspections

1. May be conducted following the completion of ANY TCMC race program.
 - a. Requires 3 Race Officials, Officers or Board member approval, no protest form required.
2. Will also be conducted upon receipt of a written request from any registered car owner in accordance with the rules (with protest form and fee submitted).

3. 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. The number of impounded microds is not limited to four (4).
4. The engine tear-down technical inspection will be supervised by the Head Inspector or other authorized TCMC official. The actual engine disassembly will be performed by the microd owner (or person who is authorized by the owner).
5. NOTE: ***Refusal of an authorized engine tear-down 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 driver and car will not be allowed to race the next two race programs.***
6. Any microd or engine that is determined to be illegal or not up to the required specifications will be disqualified. Furthermore, that microd/engine may be required to be re-inspected before the next scheduled TCMC race program after suspension for the same items.
7. Any illegal parts found will be confiscated.

Scoring Rules and Procedures

1. Only authorized race officials are allowed in the scoring 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, Flaggers, 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 lineups.
 - 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).
 - e. Video replay may be used at discretion of Head Scorer and Flagger during any race event.
3. Scorers (There should be 1 or more scorer(s) at Head Scorer's discretion.).
 - a. Scoring to be tracked by MOTOSPONDER RFID scoring and timing system with scorers and "visual line" scoring used as a supplement.

- b. In circumstances where the MOTOSPONDER RFID scoring system malfunctions, scorers may be used as follows:
 - 1. All scorers will use “visual line” scoring.
 - 2. In cases 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 (for example flagger, video replay judge, etc.)
- 4. Judges (Feature Race Events)
 - a. Minimum three (3) judges per Feature Race.
 - 1. Two race judges positioned outside tower to monitor assigned corners.
 - 2. One video judge monitoring video-replay of race.
- 5. Scoring Procedures and re-alignment of a Race
 - a. Each microd (by car number) will be recorded 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 Scorer(s) 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 Scorer(s) 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 Scorer(s) 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).
 - f. The NUMBER of LAPS completed at any time in a race will be the SAME as the number of completed columns on the scoring sheets. A column is complete if either:
 - 1. The lead car has crossed the start/finish line.
 - 2. All microds currently running in the race have crossed the start/finish line.
 - 3. In the event of a caution during a lap where the lead car has crossed the start/finish line, 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 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.

6. Illustration of a race re-alignment (for restart).

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

		Original line-up Completed Laps (Columns)						
	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)

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

7. 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 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).
- d. Thirty (30) minute time limit rule supersedes 6.a/b/c when a feature race in any class exceeds the time limit.

8. Thirty (30) minute time limit rule
 - a. All features will have a 30-minute time limit. Time will start with the first green flag and should stop only for a red flagged accident or during extended video replay.
 - b. When the race has reached its thirty-minute limit the flagger will give the leader of the race the checkered flag when they cross the start/finish line.
 - c. In the event there is a caution when the time limit is reached, the finish of the race will be the line-up after any yellow flag penalty are applied.
 - d. When available the race announcer will tell the spectators, the race has reached its limit, NO warning will be given to racers or their pit crew.

Lineup Procedures and Rules

1. The Head Scorer oversees and is responsible for all race lineups.
2. The line-up grid chart is used to determine the number of races and number of cars.
3. All drivers and cars MUST be signed-in and draw starting position number 15 minutes PRIOR to the start of Pit Meeting. (*ie. 5:30 PM pit meeting means the driver must sign-in and draw number by 5:15 PM*) Any car/driver not signed-in 15 minutes PRIOR to Pit Meeting **WILL** start in scratch (last) position in ALL race events for their class on that day. (Fast main if there are two or more mains in that class).
4. Any car unable to make an assigned heat or elimination race line-up position may start in scratch position in one of the remaining heats or elimination race (at the discretion of the Head Scorer), but not in the FEATURE.
5. The lineup procedures detailed herein will be in effect for all TCMC 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#	
9	62	44	19
11	3	6	34
16	19	7	
19	87		
25	27	Heat #2 Car#	
26	6	62	87
41	51	51	91
47	17		
52	34	Heat #3 Car#	
53	91	3	27
58	83	17	83
60	7		

- b. Heat race lineups will be determined by a random draw. Drivers will draw numbers to determine their positions in the heat race lineups at time of race signup.

LINEUPS for ELIMINATION RACES

Limit: 8 cars

- c. 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	2
4	39	9
9	11	5
12		

Heat #2 Car#	Elim #2 Car#	
41	4	62
62	81	6
11	41	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. For other "Exceptions" for Elimination line-ups, refer to Section 7 below, "additional line-up procedures."

LINEUPS for #1 FEATURE and #2 FEATURE RACES

Limit: (8 Cars Jr. Novice) (10 Cars Novice) (12 Cars MR1/Cammer)

- a. If enough cars in that class are present to require a second feature, such car/driver(s) arriving past sign-in WILL NOT be allowed to run the slower FEATURE but will be placed in the faster FEATURE (in scratch position).
- b. Any class with 1 Car over the limit will require two features. An equal number of cars will qualify from the eliminations (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 (1.)
- c. Line up according to finishing positions in the heat and elimination races as follows:
 1. 1 point awarded for every position in the heat
 2. 5 points awarded for every position in the elimination race.
 3. Ties to be broken by number drawn at race sign-in.
 4. Lineup is total points, lowest to highest. (see chart for example)

Car #	Number draw	Heat Finish	Elim Finish	Feature Points
3	50	5	6	35
8	33	6	3	21
11	4	3	1	8
12	8	4	4	24
17	60	5	2	15
20	47	1	2	11
21	28	4	5	29
22	45	3	1	8
23	17	2	5	27
42	13	2	4	22
44	29	1	3	16

Feature lineup	
11	22
20	17
44	8
42	12
23	21
3	

Example:

Car 11 finished 3rd in heat for 3 points and 1st in elim for 5 points for a total of 8 points.
 Car 22 finished 3rd in heat for 3 points and 1st in elim for 5 points for a total of 8 points.
 Car 11 drew a 4 in the random draw and 22 drew a 45 in the random draw. This gives car 11 the pole position in the feature with a tie broken by the lower drawn number.

7. ADDITIONAL LINE-UP PROCEDURES

1. Should a feature split be required due to number of cars, the split will be based on total points with the MDO/DNF, NG and engine changes being placed at the end of the fast feature.

This rule has no bearing on Championship race / races.

- b. 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 feature race lineup).
- c. 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 lineup, NO GO microds are lined up behind any MDO microds (if there are any), in scratch position.
- d. ENGINE CHANGES
 - 1. Any Microd changing an engine between races on that race date MUST report such to the Head Scorer. Failure to report an engine change will result in an automatic DQ penalty for finishing race position.
 - 2. In any race lineup, ENGINE CHANGES are lined up behind any MDO and NO GO microds (if there are any), in scratch position. (Fast main if there are two or more mains in that class).
- e. DISQUALIFICATIONS (DQ)
 - 1. Whenever a microd or its 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 Tech Inspector)

LINE UP GRID CHART - Junior Novice

	<u>Heat</u>	<u>Eliminations</u>	<u>#1 Feature (slow)</u>	<u>#2 Feature (fast)</u>
	JR - 6 laps	JR - 8 laps	JR - 12 laps	JR - 12 laps
# Cars 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	4	5
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 GRID CHART - Novice

	<u>Heat</u>	<u>Eliminations</u>	<u>#1 Feature (slow)</u>	<u>#2 Feature (fast)</u>
	Novice - 8 laps	Novice - 12 laps	Novice - 20 laps	Novice - 20 laps
# Cars 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	-	10
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 GRID CHART - MR-I and CAMMER

	<u>Heat</u>	<u>Eliminations</u>	<u>#1 Feature (slow)</u>	<u>#2 Feature (fast)</u>
	8 - laps	12 laps	20 laps	20 laps
# Cars 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	-	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

1. Must have started two feature races to race in a Championship race
2. The driver will 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.
3. Warm up laps at 4:30 – 5:15. Pit Meeting at 5:30.
4. Race time limit is 40 minute per race.
5. Race lineups will be posted at the time of the pit meeting. The lineup for hot laps will be the same as the race lineup 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.
6. Intermission will be between the hot laps and the feature races. The 50/50 will take place during the intermission.
7. The first group of Jr. Novice drivers must be lined up at this time.
8. The Jr. Novice race will be 22 laps and the other races will be 30 laps
9. The top four cars will be impounded for each feature. Failure to impound your car results in an automatic disqualification for that race.
10. 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.
11. Line-up is based on the season finishes up to this race. The inverted lineup 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 lineup 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.
12. 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.
13. Cars that are not in position for their feature race will be given one 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 lineup will be changed to keep the position in their correct order, zigzagging if necessary.
14. A Board Member will be an additional judge to assist with judgment calls and expedite lineups after cautions.

Tri-County Microd Club Motor Claimer Rules

1. Motor to be claimed must be from the same class.
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:
 - a. tail pipe (gx200)
 - b. clutch
 - c. throttle linkage
 - d. outerwear filter
 - e. restrictor plate
5. If motor is claimed, microd with motor being claimed is immediately impounded and motor will be removed in front of TCMC official.
6. Refusal to sell a motor will result in a suspension of the registered car owner and driver for the remainder of the race season, as well as loss of any awards or position won in that day's race.
7. Claimer amount is limited to cash only.
 - a. Engine claimer prices will be posted by the first of May.

Random Post-race Inspection Checks

(TOP 4 FEATURE FINISHERS):

1. 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.)
2. 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 does not pass tech.)
3. The envelope that is drawn and signed at the pit meeting will be opened by that same person once the last 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 last 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.
4. The Envelopes for possible Inspection and tear down may contain (but not limited to):
 - a. restrictor plate
 - b. valve springs
 - c. weight
 - d. cylinder head for each class
 - e. possible extras to be added at the discretion Board Members or Officers

Protests

1. Any recorded car owner may elect to protest a race, car-motor, 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 possible, and clearly stating the basis of the protest using the appropriate form. The appropriate form must be submitted within 10 minutes of the end of your race for that day. (Submit completed form to an officer or director, preferably the Club President or Head Inspector.)
 - a. **Race Protest forms available on bulletin board near concession stand.**
 - b. **Car-Motor Protest forms available from Head Tech 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.
5. Any complaints or suggestions need to be in writing and handed to a TCMC Director or Officer. Forms can be found at bulletin board. Incomplete forms will not be addressed.

Car-Motor Protest Inspection

In order to protest a car-motor, the following must exist:

1. Car being protested MUST have a top-4 feature finish on protested race.
2. Car being protested MUST have finished in a better position than protestor.
3. Protestor must be a registered car owner.
4. Protestor must have car in same class and have raced in the feature.
5. Protestor must take microd to impound immediately after race.
6. Protestor did not have any other microds protested during the same race day. (1 Microd Protest per race night per registered car owner.)
7. \$100 (one hundred) cash protest fee is turned in with **completed** Car-Motor Protest form.

Both cars will be impounded and both cars/engines will be inspected.

1. All Car-Motor protest forms must be written, signed, and submitted to an Officer or Director before being enacted upon by the Club's Officers and Directors.
2. All protests must be submitted within ten (10) minutes of the completion of your day's feature events.
3. 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 suspension of registered owner and driver from the next two race dates.
4. Tear down of a protested engine will be done by the owner (or person authorized by the owner) under the supervision of a TCMC Official. (Board Member or Officer, Head Scorer) One TCMC Official per motor being inspected will be required to observe. No other parties to be present inside while motors being inspected by Head Tech Inspector and/or Assistant Tech Inspector unless invited or asked to attend by TCMC Head Tech Inspector.
5. Code of Conduct will be highly enforced during any protest. This includes any members, family and/or friends who are present during teardown.
6. Any illegal parts found on the microd (car-motor) during the protest inspection will be confiscated. Driver will forfeit any awards won and their finishing position for that entire race program. In addition, the registered owner and driver will be suspended for the next two (2) additional race programs.

7. For any microd car-motor found to be illegal and being disqualified, re-inspection at the next participating race event may be mandatory at the discretion of the board.
8. If the protest is justified and upheld, \$100 fee will be returned.
9. If the protest is found to be unjustified, the owner of the car-motor being protested will receive the \$100. Any fees surrendered to the club will go to the TCMC General fund, zero exceptions to this rule.
10. Any of the club directors has the authority to ask for a re-inspection at any time. This requires a minimum of 3 TCMC Board-members/Officers with a unanimous vote agreeing to such.
11. Any registered car owner failing a car-motor protest inspection due to illegal parts may be subject to further disciplinary action up to and including expulsion from Tri-County Microd Club if a history of failed inspections exists.

Post-Race Inspection Penalties

1. Any illegal parts found on the chassis will be confiscated. Driver will forfeit any awards won and their finishing position for that entire race program. In addition, the registered owner and driver will be suspended for the next two (2) additional race programs.
2. Any motor parts found illegal will be confiscated and forfeiture of any awards and finishing position for that entire race program will be imposed. In addition, the registered owner and driver will be suspended from the next two (2) additional race programs.
3. Any registered car owner failing a post-race inspection due to illegal parts may be subject to further disciplinary action up to and including expulsion from Tri-County Microd Club if a history of failed inspections exists.

Microd Specifications

1. Any microd built or purchased and registered with the Tri-County Microd Club MUST:
 - a. 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.
 - b. ALL microds must pass an annual safety inspection (by a qualified TCMC inspector) prior to competing in their first scheduled race or any practice session.
 1. The Head Tech Inspector (or duly appointed official) is in charge of all microd inspections and weight checks.
 2. Safety inspections will be conducted in accordance with TCMC MICROD SAFETY INSPECTION SHEETS.
 3. Those microds meeting these safety inspection standards will be issued a current TCMC inspection sticker, valid for racing season.
 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.
2. 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.
3. 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.

4. Microd weight and combined car/driver weight subject to review during the racing season per class and motor combinations.
 - a. ALL microds in every class must weigh a MINIMUM of 200 pounds without driver.
 - b. Minimum combined microd/driver weights by class:
 1. Junior Novice 330 pounds
 2. Novice 365 pounds
 3. MR1 400 pounds
 4. TC Cammer 450 pounds
5. At any time during any race program, ANY ELECTED OFFICIAL may inspect any class of microd/microds for any specification or safety standard.
6. Micro Engine Specifications and Inspections
 - a. ALL Microd engines for all TCMC sanctioned classes:
 1. Must be a Honda 4 cycle and run on only commercially available pump gasoline. NO ADDITIVES (alcohol, nitrous, dry gas, etc.)
 2. All engines must be factory OEM unless otherwise approved.
 - b. 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 and ENGINE SPECIFICATIONS in the RULE BOOK and any subsequent adopted proposals. This includes all engine specifications (cubic inches, horsepower, maximum gear ratios, modifications allowed, stock components required, etc.) for all the sanctioned TCMC Microd classes: Junior-Novice, Novice, MR1 or TC Cammer.
 - c. All TCMC rules and specifications must be adhered to when running at any time at Tri-County Speedway. **(This includes practices)**

Engine Specifications

JR NOVICE and NOVICE 4HP MOTOR SPECS

1. Four (4) Horse Honda GX120OUT1QX2 General Purpose engine only - Max Displacement 7.30
2. Stock Bore is 2.36 with .005 allowed for wear.
3. Stock OEM Crank. Stroke 1.700 Max.
4. Camshaft must be Stock OEM. No modifications. Must match proper generation of motor.
5. Stock GX120 OEM Heads only.
6. Stock OEM Head Gaskets only.
7. No modifications to head.
8. Must run OEM Spark Plug or these equivalents:(NGK: BPR6ES) (CHAMPION: 415) (AUTOLITE: 63) (AC DELCO:R42XLS)
9. Stock OEM piston only, No modifications. (Size 2.326)
10. Stock OEM rings only. Must use all three rings.
11. Must use the Stock OEM Block. No modifications.
12. Stock OEM wrist pin must be used.
13. Stock OEM rod only. No modifications.
14. Stock OEM exhaust. No modifications.
15. Stock OEM electronic ignition. Stock timing key is required. No modifications.
16. Stock OEM carburetor only. No modifications. Jet sizes:58-60-62.
17. Stock OEM valves with stock angles only. No. modifications. Valve lash is optional.
18. Stock OEM flywheel must be steel. Stock engine shroud, No modifications. Must match proper generation of motor. Will be checked by serial number and color. No additional fly wheel guard required.
19. Stock GX120 OEM cooling fan, no missing fins, no modifications.
20. Stock OEM 10.8 pounds valve springs and valve retainers. No shimming or double keepers.
21. Stock OEM lifters, push rods and rocker arms. No modifications.
22. Stock Crank case breather tube, no modifications. Must be connected to air cleaner and functional.
23. Stock OEM air cleaner assembly no modifications to housing.
24. Any OEM replacement dry pleated paper filter, foam cover/outerwear cover is optional
25. Stock OEM gas tank. Must be used in the stock location.
26. Pump gas only. No additives (alcohol, nitrous, dry gas, etc.) Some higher-octane pump gases may not pass because they contain additives.
27. Restrictor plates for Jr. Novice/Novice must be obtained through TCMC Club. Available through Tech Inspector.
28. Stock OEM low oil sensor may be disconnected or removed.
29. Stock OEM governor may remain in stock location unhooked from the carburetor or removed.
30. Drum Style clutch only.

Any questions please contact Tech Inspector

No Modifications to Stock Parts

MR1 6.5 Horsepower Specs

1. 6.5 Horse Honda GX200OUTQX2 Engine Only - Max displacement 12.1.
2. Stock Bore is 2.68 with .005 allowed for wear.
3. Stock OEM crank. Stroke 2.100 Max
4. Camshaft must be Stock OEM. No modifications. Must match proper generation of motor.
5. Stock GX200 OEM Head only.
6. Stock OEM head gasket only.
7. No modifications to head.
8. Must run OEM spark plugs or these equivalents:(NGK:BPR6ES) (Champion:415) (Auto-lite:63)(ACDelco:R42XLS)Stock OEM piston only, no modifications (Size 2.6766)
9. Must Use the Stock OEM block. No Modifications.
10. Stock OEM rings only, must use all three rings.
11. Stock OEM wrist pin must be used.
12. Stock OEM rod only. No Modifications.
13. Stock exhaust, or ¾" EMT conduit pipe only, max length 16" measured from the outside radius from flange to end of pipe. Pipe may be bent in any fashion but cannot be drilled, expanded, or modified in any manner.
14. NO AFTERMARKET PIPES.
15. Stock OEM electronic ignition. Stock timing key is required. No modifications.
16. Stock OEM Carburetor only. Jet Sizes 72-76-78. No modifications.
17. Stock OEM valves with stock angles only. No modifications. Valve lash is optional.
18. Stock OEM flywheel must be steel. Stock engine shroud. No Modifications. Must match proper generation of motor. Will be checked by serial number and color. No additional fly wheel guard required.
19. Stock GX200 OEM cooling fan, no missing fins, no modifications.
20. Stock OEM 10.8 pounds valve springs and valve retainers. No shimming or double keepers.
21. Stock OEM lifters, push rods, and rocker arms. No modifications.
22. Stock Crank case breather tube, no modifications. Must be connected to air cleaner and functional.
23. Stock OEM air cleaner assembly no modifications to housing. Any OEM replacement dry pleated paper filter, foam cover/outerwear cover is optional
24. Stock OEM gas tank. Must be used in the stock location.
25. Pump gas only. No additives (alcohol, nitrous, dry gas, etc.) Some higher-octane pump gases may not pass because they contain additives.
26. Restrictor plates for MR1 must be obtained through TCMC Club. Available through Tech Inspector. No restrictor plate for Cammer.
27. Stock OEM low oil sensor may be disconnected or removed.
28. Stock OEM governor may remain in stock location unhooked from the carburetor or removed.
29. Drum style clutch only

Any questions please contact the Tech Inspector

No Modifications to Stock Parts

Cammer 6.5 Horsepower Specs

1. 6.5 Horse Honda GX200OUTQX2 Engine Only - Max displacement 12.1.
2. Stock Bore is 2.68 with .005 allowed for wear.
3. Stock OEM crank. Stroke 2.100 Max
4. Camshaft must be Stock OEM. No modifications. Must match proper generation of motor.
5. Stock GX200 OEM Head only.
6. Stock OEM head gasket only.
7. No modifications to head.
8. Must run OEM spark plugs or these equivalents:(NGK:BPR6ES) (Champion:415) (Auto-lite:63)(AC Delco:R42XLS)
9. Stock OEM piston only, no modifications (Size 2.6766)
10. Must Use the Stock OEM block. No Modifications.
11. Stock OEM rings only, must use all three rings.
12. Stock OEM wrist pin must be used.
13. Stock OEM rod only. No Modifications.
14. Exhaust open: You may build or buy Header or use stock muffler.
15. Stock OEM electronic ignition. Up to 8-degree timing key allowed.
16. Stock OEM Carburetor only. Jet Size 72-76-78. No modifications.
17. Stock OEM valves with stock angles only. No modifications. Valve lash is optional.
18. Stock OEM flywheel must be steel. Stock engine shroud. No Modifications. Must match proper generation of motor. Will be checked by serial number and color. No additional fly wheel guard required.
19. Stock GX200 OEM cooling fan, no missing fins, no modifications.
20. Stock OEM 10.8 pounds valve springs and valve retainers. No shimming or double keepers.
21. Stock OEM lifters, push rods, and rocker arms. No modifications.
22. Stock Crank case breather tube, no modifications. Must be connected to air cleaner and functional.
23. Stock OEM air cleaner assembly no modifications to housing. Any OEM replacement dry pleated paper filter, foam cover/outerwear cover is optional.
24. Stock OEM gas tank. Must be used in the stock location.
25. Pump gas only. No additives (alcohol, nitrous, dry gas, etc.) Some higher-octane pump gases may not pass because they contain additives.
26. No restrictor plate needed.
27. Stock OEM low oil sensor may be disconnected or removed.
28. Stock OEM governor may remain in stock location unhooked from the carburetor or removed.
29. Drum style clutch only.

Any questions please contact the Tech Inspector

No Modifications to Stock Parts

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. It is REQUIRED that the Pit Steward wear a safety vest that will be supplied by the club.
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 moving 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 Board member.
 - a. NO ONE will be allowed on the track for practice until the proper track/racing officials (Pit Steward and Flagger) are ready and in position.
 - b. During intermission absolutely no microd driver or other children are allowed to drive or practice on the racetrack without Board approval.
 - c. If time permits, a short practice session may be held after the intermission period. (Such practice will be announced in advance).
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). Lineups for all race events will be posted in advance on the lineup board.
5. Head Inspector or other Track Official will oversee impound area.
6. The Steward(s) are responsible for performing the following prior to each event for all microds/drivers in all classes.
 - a. Check all microd drivers for the proper safety dress attire, including:
 1. Helmet
 2. Face shield or goggles
 3. Arm (wrist) restraints
 4. Long sleeved shirt or jacket (sleeves must not ride up)
 5. Long pants
 6. Shoes or sneakers
 7. Neck support collar
 8. Window net
 9. Seatbelts fastened and tight to driver.
 - b. Check the brakes of all microds before they leave the pit lineup area prior to each race. ALL CARS MUST BE ABLE TO BRING THEIR REAR WHEELS TO A FULL LOCK WHEN TESTED, CARS NOT PASSING THIS TEST MUST RETURN TO THE PIT AREA UNTIL BRAKES ARE REPAIRED AND PASSED BY HEAD INSPECTOR. **THERE ARE NO EXCEPTIONS TO THIS RULE.**
 - c. Make other visual checks of any other safety items such as engine compartment covers (clutch), and any other items as time permits.

Flagger 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, Instant Replay Official, etc.. It is REQUIRED that the Flagger, Assistant Flagger and Back Stretch Flagger wear a safety vest that will be supplied by the club. Flagger is required to flag from the stand.

2. The RACE FLAGS:



- a. **Green Flag** - GO Continue racing; also indicates start.
- b. **Yellow Flag** - CAUTION - reduce speed and DO NOT PASS or change position.
- c. **Red Flag** - STOP!! Stop your car safely and as quickly as possible; an unsafe situation has occurred.
- d. **Red Flag 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.
- e. **Two Crossed Flags** - Two rolled crossed flags indicate that the race is now halfway completed.
- f. **Black Flag** - Leave the racetrack 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.
- g. **Rolled Black** - Pointed directly at the driver, indicates a WARNING to the driver of the car it is pointed at.
- h. **Two Rolled Flags** (Held in parallel) - indicates there are two (2) laps remaining until the finish of the race.
- i. **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.
- j. **Checkered Flag** - Finish. The race is complete.
- k. **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 (1st place) microd driver of the feature race carries the checkered flag and the 2nd 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 come out of turn 4 or use a specific spot not close to the start/finish line. Once the Green Flag is displayed, passing is allowed.
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 realigned in single file.
7. When a yellow flag occurs on original start, penalties may be incurred for driver infractions and assessed in realignment. 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 a lap has been completed or not 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 realigned, 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 Head Scorer).
11. Any car/driver that fails to keep up with the field during the start or the restart 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. **Any car during a caution regardless of their position that does not slow down after repeated warnings may be put to the back (scratch) position for the restart. (At the discretion of the Head Flagger.)**
13. 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 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 lineup positions will simply move up in their row to fill in the place of the missing car.
14. Any car that does not take the original green flag at the start of a race cannot enter in that race.
15. 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.**
16. 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 realigned and re-started.
17. 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, Head Scorer and Judges).
18. 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.
19. The race will be stopped - **RED FLAGGED** - whenever any microd flips or tips over.

Pit Person Regulations

1. 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 without flagger permission.
2. During a caution - a Yellow Flag Situation - pit personnel from the infield may not assist a disabled microd unless directed to by flagger.
 - a. If a pit person must cross the track, DO SO IN A SAFE MANNER.
 - b. DO NOT, at any time, cross the track when the Green Flag is out.
 - c. A disabled microd on the track must be pushed inside the safety circle BEFORE attempting repairs.
 - d. NO one other than the pit person is allowed on the track or infield.
3. If during the racing program a pit person crosses the white infield line to approach a flagger, judge, scorer or attempts to enter scoring tower that pit person will be subject to disciplinary policy.

