

2007 Lincoln Trail Fall Classic

Rules and Regulations provided by:



RACE STEWARD: He or She shall be the principal in charge of all racing activities. He or She has the authority to penalize, disqualify or reject any entrant for violation of these rules.

CHIEF FLAG PERSON: Appointed by the Race Steward to be the starter of the events. He or She has the authority to penalize or reject any entrant for violation of these rules.

CLASS RULES

Harris Metals 200k

Limited Trucks *Cast Iron* motors - maximum 4 cylinders - Engine must remain in stock location - Firewall material substitution is not allowed. Firewall must retain original thickness and material type. - 1 bbl carburetor with choke attached (may be tied open) - fuel injection as delivered from the manufacturer for make and model - stock exhaust and intake manifolds - front shocks must remain in stock position - maximum 2 shocks per wheel - shocks must be readily available at less than \$100 each - doors must open - overall width limited to 64" - steel bodies with bed intact - Differential as delivered from the manufacturer for make and model, 4.00 maximum gear ratio, gears may be welded for positive traction - tire height limited to maximum of 30 inches- 2500 lbs minimum weight with driver - 2 wheel drive only

Limited Cars Air cooled factory VW engines only - sedans or rails - single 30 or 34 PICT Carb 30 PICT may be modified - no modifications allowed to 34 PICT - overall width limited to 70" tire height limited to maximum of 30 inches - 1500 lbs minimum weight with driver - 2 wheel drive only

Open 4 Cylinder Truck 4 cylinder limit, overall width limited to 70" - 2500 lbs minimum weight with driver - 2 wheel drive only

Open 4 Cars 4 cylinder limit, overall width limited to 80" - 1500 lbs minimum weight with driver - 2 wheel drive only

Outlaw Cars/Trucks overall width limited to 80" - 1500lbs minimum weight with driver

Mini Buggies

Superlite

Suspension -Open; 70 inch Width MAX.

Wheels and Tires- ATV style wheels and tires ONLY.

Frame- Frame MUST be in good condition with a MINIMUM of 1 inch tubing and MINIMUM of 1 inch gussets. Main roll cage thickness must be a MINIMUM of 095 mild steel or chrome molly tubing. NO SQUARE tubing.

Bumpers- MUST be safe and may NOT protrude beyond the track of the car.

Arm Restraints or Window nets are required.

Muffler- Required

Engine- 250cc 2-stroke and 450cc 4-stroke MAX. Single cylinder ONLY.

Superlite Modified

Suspension -Open; 70 inch Width MAX.

Wheels and Tires- ATV style wheels and tires ONLY.

Frame- Frame MUST be in good condition with a MINIMUM of 1 inch tubing and MINIMUM of 1 inch gussets. Main roll cage thickness must be a MINIMUM of 095 mild steel or chrome molly tubing. NO SQUARE tubing.

Bumpers- MUST be safe and may NOT protrude beyond the track of the car.

Arm Restraints or Window nets are required.

Muffler- Required

Engine- 480cc 2-stroke and 800cc 4-stroke MAX. Twin cylinder MAX.

GENERAL:

1. Each vehicle must complete and satisfactorily pass the inspection of a Technical Inspector before being allowed to participate in any event. No vehicle shall be allowed on the race course for practice or warm-up until it has passed the technical inspection and the entrants have completed all registration procedures. The Official Starter or other race Official must be at the starting position.
2. It is the full responsibility of the entrants, owners, and sponsors to meet all LTOR rules and specifications.
3. All vehicles must be in the designated pit or staging area following the parade and or practice laps. All drivers must be ready to compete at the scheduled time for his or her entered event. Any driver not ready may be sent to the rear of the field or disqualified at the discretion of the Chief Starter.
4. All entrants when operating vehicles on the race course must wear an approved helmet, protective clothing, safety belts and shoulder harnesses, and all doors (if any) must be properly secured at all times, including warm-up, practice or parade laps.
5. No vehicles may be pulled or pushed across the finish line, it may finish by coasting, moving on a starter motor, or be physically pushed by its occupants.
6. **FLAGS:** Race flag designations are as follows:
 - Green- Start of race
 - White- One lap remaining
 - Yellow- Slow Down, Use CAUTION, NO PASSING!
 - Red- STOP immediately, proceed to the Chief Starter
 - Blue & Yellow- Move over for faster vehicle to pass
 - Black- Leave track immediately
 - Black/White Checkered- Finish of event
7. Drinking of intoxicating beverages in the pit area or the race course is strictly forbidden. Any competition entrant and/or crew member who appears to be under the influence of alcohol or narcotics will be subject to immediate disqualification at the discretion of the Race Director.

INFRACTIONS: All penalties imposed are at the discretion of the Chief Flag Person and may included but are not limited to: stop & go, loss of position, loss of lap, or disqualification. Some penalties may be imposed post race pending track workers reports.

Infractions may include but not limited to: ROUGH DRIVING - RACE COURSE CUTTING
PASSING ON A YELLOW FLAG

DRIVER OF RECORD: A person named to be the primary operator of the entered vehicle. All prize monies will be paid to the driver of record.

TEAMS: A team is considered a single car that has a maximum of five (5) Drivers and five (5) Navigators.

ENTRANT RULES:

1. Drivers must be at least sixteen (16) years of age and have a valid driver`s license. Navigators must be at least fifteen (15) years of age.
2. Those under eighteen (18) years of age must provide a minor`s release signed by a parent or guardian.
3. ALL Drivers of Record, MUST attend the driver`s meeting. Failure to do so will result in disqualification with no refund of fees paid. Roll calls may be made. Team Drivers and members are encouraged to attend.
4. A Driver of Record shall not permit any person other than a qualified, registered Team Driver in the driver`s seat during competition.

SAFETY REGULATIONS

S-1. HELMETS: A Snell Memorial Foundation 1990 or newer approved helmet is required.

S-2. PROTECTIVE CLOTHING:

- A. A driving suit that effectively covers the body from the neck to the ankles and wrists, manufactured of fire resistant material, is recommended. It is recommended that Nomex type underwear be used. Drivers and Co-Drivers shall not wear nylon.
- B. Gloves are recommended and made of leather and/or other fire resistant material containing no holes.
- C. Shoes and socks made of fire resistant or low flammable materials (i.e., nomex, nomex lined, 100% wool or cotton socks and all leather shoes) should be used.
- D. Drivers and Co-Drivers SHALL wear goggles or face shields made of impact resistant materials at all times.

S-3. RESTRAINT SYSTEMS: All occupants in all vehicles SHALL utilize either a five (5), six (6) or seven (7) point restraint system meeting the following specifications:

- A. All straps shall be in new or perfect condition with no cuts or frayed layers, chemical stains or excessive dirt. The buckles MUST be of the metal-to-metal quick release type. The shoulder harness SHALL be 3" of the two strap over-the-shoulder type. There must be a single release common to the lap belt, shoulder harness and anti-submarine belt(s).
- B. Shoulder harnesses should be mounted per the manufacturer`s specifications.
- C. All belts must be mounted directly to a main structure member.
- D. It is recommended that belts older than 3 years be replaced.

S-5. ROLL CAGES AND ROLL BARS:

- A. These specifications are MANDATORY and represent the MINIMUM requirements.
- B. All vehicles in competition must be equipped with a roll cage. Roll cage structures on vehicle whose weight is less than 2000 pounds are to be a minimum of 1 ½ inch O. D. by .090 wall cold rolled steel tubing. Roll cage structures on vehicles whose weight is 2000 to 3000 pounds are to be a minimum of 1 ¾ inch O. D. by .095 wall cold rolled steel tubing. Vehicles whose weight is over 3000 pounds are to be a minimum of 2 inch O. D. by .120 wall cold rolled steel tubing. (Threaded pipe, pipe fittings, lap weld pipe, square tubing, magnesium or aluminum is not permitted in any construction of roll cages or roll bars.) Low carbon (mild) steel tubing is recommended.
- C. All roll cage construction must be securely mounted, braced and gusseted. All welds must be gusseted.

D. All bars must be adequately supported within 6" of the top of the bar, or cross braced to prevent forward or lateral collapse of the roll bar or roll cage. No method of attachment to the main frame shall be other than (a) bolting with a minimum of 2 ½" grade 8 bolts at any location of attachment or (b) welded as an integral portion of the main frame. NO clamps may be used to attach the roll cage or roll bar to the main frame. Flush grinding of welds is not permitted.

E. The top of the roll cage/roll bar MUST be a minimum of 3" above the top of the Driver/co-Driver's helmet when occupants are sitting in their normal sitting positions. It is MANDATORY that any portion of the roll cage or bracing which may be contacted by the occupant's helmet(s) or body(s) shall be covered with energy-absorbing material to a minimum thickness of 1". The energy-absorbing material MUST be covered with duct tape or other similar slow to burn material.

F. Cab or body mounted cages must not be attached to the body structure by direct welding, but must be bolted through and attached by use of doubler plates (one on either side) with a minimum thickness of 3/16".

G. ROLL CAGE DESIGN: All roll cages must be constructed with at least one front hoop, one rear hoop, two interconnecting top bars, two rear down braces and one diagonal brace and necessary gussets.

EXCEPTION: Single seat buggies are not required to have diagonal brace.

H. Any vehicle not equipped with stock steel doors must be equipped with side bars, at least one on each side to protect the occupants from the side. These bars must be parallel with the ground and located vertically in relation to the occupants to provide maximum protection without causing undue difficulty in entering and exiting the vehicle. All trucks and other vehicles 2000 pounds and over must have three bars with three horizontal braces. The side bars must be formed from tubing of the same material and dimension as the roll cage and must be securely attached to the cage's front and rear members. Rear down braces and diagonal braces must angle no less than 30 degrees from vertical.

I. Vehicles equipped with stock steel doors, including inner door panel, must be equipped with at least one side bar on each side to protect the occupants from the side. These bars must be located in relation to the occupants to provide maximum protection without causing undue difficulty in entering and exiting the vehicle and made of the same material as the roll cage.

S-7. FIRE SUPPRESSION EQUIPMENT: It is required that all vehicles in all classes be equipped with a Dry Chemical type or a Halon 1301 system of the following minimum capacities: (No Halon 1211 allowed.)

1. Dry Chemical: 2 1/2 pounds of 1-A:5-B:C Underwriters Laboratory Rating or better. The extinguisher MUST be within EASY reach of the Driver/Co-Driver. The bottle MUST have an all metal, quick release mounting bracket and all metal parts, except the fuel gauge face.

2. Halon 1301: Five pounds is the minimum size allowed. The system should be installed per the manufacturer's specifications.. If the vehicle has a Halon 1301 system, a dry chemical system is not required, but is recommended.

S-8. NETS:

A. Nets shall cover the complete open area of both sides and top of all vehicles. The nets must be fastened every 6 to 8 inches around the outside of the net.

B. The net border or edge and tie downs shall be made of material that is stronger than the netting itself.

C. Acceptable methods of tying the nets into the car include, but are not limited to, hose clamps, snaps, nylon ties, metal hooks and steel rods.

D. Nets shall be installed so the Driver and/or Co-Driver can release the netting and exit the vehicle unassisted regardless of vehicle position.

- E. The netting shall be installed on the INSIDE of the roll cage bars so that it will not be damaged or come off the car in the event of a roll-over or slide on the side.
- F. Nets attached to the floor frame covering the entire opening are approved as long as the door is equipped with a secondary positive latching device.
- G. The roof shall also be covered with sheet metal, sheet aluminum, steel mesh or safety net covering all areas. In addition, it is required that the occupant`s legs be protected in such a manner that prevents them from extending from the body or frame of the vehicle during a roll-over.

S-9. SUSPENSION: On all limited trucks, front and rear suspension systems may be strengthened by adding material or replacing parts, but the basic design of the system may not be changed. Suspension springs and their mounts may be modified provided the original spring type and mounting method and placement retained.

S-10. SHOCK ABSORBERS: All vehicles in all classes MUST have at least one shock absorber per wheel in working conditions.

S-11. WHEELS AND TIRES: Tires and wheels must be available in mass produced quantities and available to every competitor.

S-12. STEERING: All steering components MUST be free of defects and in excellent working condition. Questionable units will be rejected. Steering shafts and any joints will be closely inspected. Steering play must be at a minimum, drag link and tie rod ends must be secured and keyed. All welded parts must be reinforced. If the steering shaft is not a factory production item, then the shaft must be welded (not brazed) to the wheel mounting flange. Minimum specifications for the shaft are 3/4" O. D. x .060" wall thickness unless it is an original factory production item.

S-13. BRAKES: All vehicles in all classes MUST have at least one working brake on each wheel. Must apply adequate braking force to "lock-up" all wheels. Turning or steering brakes are allowed. Anti-lock brakes are not allowed.

S-14. IGNITION: Each vehicle must have positive action on-off switch in good working condition and should be located within easy reach of the driver with his/her belt and harness set on and tightly adjusted. The ignition switch shall be marked or labeled "ignition" on and off positions labeled.

S-15. BATTERIES: Batteries MUST be securely mounted with metal-to-metal tie downs. All wet-cell batteries mounted in the driver`s compartment must be fully enclosed, including the side and bottom of the batteries which will contain the quantity of acid in the battery when inverted. Batteries will be considered to be located in the driver`s compartment if there is not a full bulkhead (firewall) separating the driver and the battery.

S-16. LIGHTS: All vehicles in all classes MUST be equipped with and have operating (a) two red or yellow tail lights, (b) two red brake lights, minimum of 3" in diameter. ALL VEHICLES AT ALL TIMES MUST HAVE OPERATING BRAKE AND TAIL LIGHTS.

S-17. STARTERS: All vehicles in all classes MUST be self starting.

S-18. FUEL:

A. Any of the following commercially available gasolines or diesel fuel may be used:

1. Service station type fuel
2. Racing gasoline as manufactured
3. Commercial aviation gasoline as manufactured

- B. No oxygen bearing fuel, including alcohol or nitromethane is allowed.
- C. No fuel additives may be used.

S-19. FUEL CELLS AND SYSTEMS:

- A. All fuel cells **MUST** be securely mounted. A firewall must separate the driver's compartment from the fuel area. **NO** side pod fuel tanks allowed. **NO** G.I. cans or fuel containers similar in construction or purpose will be allowed in or on any vehicle during competition.
- B. A positive locking filler cap (no monza/flip type) **MUST** be used and fuel pick-up openings and lines, breather vents and fuel filler lines **SHALL** be designed and installed so that if the vehicle is partially or totally inverted, fuel **SHALL NOT** escape. If the fuel filler cap is located directly on the fuel tank (within 2" of the tank) a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the fuel filler cap is not located directly (within 2" of the fuel tank) a check valve (tip-over) **MUST** be incorporated in the fuel tank to prevent fuel from escaping. Filler caps must have splash guards to prevent fuel from getting on the occupant(s), engine and exhaust system
- C. Fuel tank breathers **MUST** rise at least half the depth of the tank above the tank and then vent below the tank. A p.c.v. valve is recommended for the end of the vent line.
- D. **FUEL LINES AND FUEL PUMPS::** All fuel lines **SHALL** be run in areas that are protected from damages that might be caused by rocks, dirt, debris, a collision with another vehicle or stationary object. It is recommended that steel braided cable be used for fuel line. If rubber tubing is used for fuel line it **MUST** be soft and flexible and long enough to allow movement. Tubing that has turned hard must be replaced. Hose clamps **MUST** be used on every end of rubber hose. Make sure they are not too tight. Vehicles using electrical fuel pumps **MUST** have a shut off switch that can be reached by the Driver with his/her restraint system tightened down. Fuel pumps **SHALL** only supply fuel to the carburetor(s) or injectors.
- E. It is required that fuel cell foam be installed in all fuel tanks. The tanks should be filled 75% full with foam.
- F. **FUEL CELLS:** Safety fuel cells are Highly Recommended. A substantial cross member must be between the fuel tank and Driver in vehicles with rear mounted fuel tanks.
- G. Fuel cells must meet the specifications established by the FIA (Federal International de L'Automobile).
- H. Safety Fuel Cell Specifications: Safety fuel cells **SHALL** consist of a fuel bladder inclosed in a smooth skinned container. **DOUBLE WALLED FUEL TANKS ARE MANDATORY.**

S-20. MUFFLER AND EXHAUST SYSTEMS: Each vehicle will be required to be equipped with exhaust installed in such a manner as to direct the exhaust gasses out of the body, rearward, behind the Driver, away from the fuel tank and tires and placed in such a manner that will minimize the producing of dust. Exhaust pipes must extend to the rear, at least 3" behind the driver's compartment.

S-21. ENGINE: No vehicle may replace a complete engine during an event unless that engine has been through technical inspection and marked accordingly.

S-22. TRANSMISSIONS: Every vehicle **MUST** have a functional reverse gear.

S-23. THROTTLES: Each vehicle must have a foot throttle, incorporating positive action return springs attached directly to the carburetor throttle arm and must register a minimum pull of 2 lbs. A positive stop or over-ride prevention system must be used to keep linkage from passing over center and sticking in an open position.

S-24. DRIVE SHAFTS: All front-engine vehicles utilizing open drive shafts must have a retainer hoop securely mounted and located within 6" of the front universal joint.

S-25. OIL COOLERS: All vehicles using supplemental oil coolers/filters MUST mount cooler(s) in such a manner that should a line break, NO oil or spray can reach the occupant(s). It is recommended that steel braided line be used, and that a shroud be installed to prevent oil from hitting the occupant(s).

S-26. AUXILIARY EQUIPMENT: Generator, fan, water pump and a complete functional electrical system MUST be connected and operational at all times. Drive belts must be sufficiently tight to drive equipment in a satisfactory manner and without slippage. Thermostatically controlled accessory fans are allowed.

S-27. SUPERCHARGERS AND TURBOCHARGERS: Not permitted in any classes.

S-28. SEATING: All seats, regardless of stock or after-market, must be securely mounted and reinforced. Stock VW runners must be welded 360 degrees or U-bolted in place. Stock seats are not recommended.

S-29. DRIVER'S COMPARTMENT: Drivers must be able to enter and exit the compartment unassisted with ease, with the vehicle in any position. The driving compartment must be separated by fire walls or bulkheads from any acids or fuels.

S-30. DOORS AND LATCHES: All vehicles in all classes with operating doors MUST have a positive locking mechanism, i.e. retainer strap, pin and clip or stock handle and latch.

S-31. FIRE WALLS:

A . All vehicles MUST utilize an all-metal firewall to separate the driver's compartment from any danger of fire from the engine. A minimum firewall MUST extend from the Driver's shoulder height to the vehicle floor and body sides and be fuel tight. If rear mounted fuel tank or "cell" is higher than shoulder height, the firewall must be extended at least 1" above the fuel tank or "cell". Front engine vehicles, the hood is considered an extension of the firewall.

S-32. BALLAST: Any material used for the purpose of adding to the vehicles weight MUST be permanently attached as a part of the vehicles structure and must not extend in front of the front wheels or in back of the rear wheels or above the height of the front tires. NO liquid or loose ballast is permitted, i.e. water, sandbags, rocks, shot bags, metal weights, ect.

S-33. WEIGHT: Shall be considered dry weight, gas tanks shall be drained, tools and spare MUST be removed, but otherwise race ready.

S-34. FLOORBOARDS AND PANS: Floorboards or belly pans are required on all vehicles and MUST be held on by the minimum of 6, 1/4" bolts per side if the floor is not an integral part of the body chassis.

S-35. BUMPERS AND NERF BARS: All vehicles in all classes SHALL have front and rear bumpers. However, NO hazardous front or rear bumpers, frame heads, nerf bars will be allowed. No angle iron bumpers will be allowed. All installations are subject to approval by the Technical Inspector.

S-36. MIRRORS: A rearview mirror is recommended on all vehicles.

S-37. SKID PLATES: Skid plates must be designed of metal and installed so as to prevent any accumulation of fluid.

S-38. STORAGE: All spare parts and equipment carried on or within the vehicle MUST be securely fastened so as to eliminate their moving during an event.

S-39. FENDERS: On all vehicles required to have fenders, the fenders must be securely attached to the vehicle. The removal of fenders for any reason other than damage incurred during an accident, after the race has officially started, will cause the vehicle to be disqualified.

S-40. BODIES/CHASSIS: All body components shall remain on the vehicle (accidental damage accepted) during the entire event.

S-41. NUMBERS:

A. Each vehicle SHALL be required to carry the following identification numbers and/or letters as a minimum requirement.

B. Visible from the side- numbers on both sides and one number visible from the rear. Side numbers should be at least 8" high with a 1" stroke. Rear numbers are to be a minimum of 6" high.

C. All numbers must be easily read by the scorers at all times.

S-42. FASTENERS: All nuts, bolts and their component parts on the vehicle drive train (engine mounts, U-bolts, etc.) chassis and suspension system, steering or any other deemed necessary MUST be secured by one of the following: safety wire, lock nuts, cotter keys or lock washers. Bolts MUST have thread showing through the nut.

S-43. HOSES: All fuel, brake or cooling lines MUST be securely fastened in place. This includes metal lines, hose clamps or aircraft fittings on the ends, tie wraps along the line or safety wired.

S-48. VENTILATION AND FORCED AIR SYSTEMS: All vehicles using one or more of these systems MUST mount fresh air intake in such a location as to make it impossible for the pump to pump any smoke, oil vapor or mist, exhaust fumes, battery acid fumes or other matter which might cause the occupant(s) to have difficulty breathing. The system SHALL NOT be mounted over the fuel tank, near an oil cooler or the battery. Rigid metal ducting is suggested for pumping air from remote locations. The flexible hose lines should be fire resistant material.

Notice: LTOR reserves the right to alter these rules and regulations in the name of safety and fair play.

WARNING

OFF ROAD RACING IS A HAZARDOUS ACTIVITY

PARTICIPATION MAY RESULT IN SERIOUS INJURY OR DEATH. COMPLIANCE WITH THESE RULES DOES NOT INSURE OR IN ANY WAY GUARANTEE THE SAFETY OR WELL BEING OF PARTICIPANTS IN **LTOR** PROMOTED EVENTS OR ACTIVITIES. NO EXPRESSED OR IMPLIED WARRANTIES OF SAFETY OR FITNESS FOR A **LTOR** PROMOTED EVENT OR ACTIVITY SHALL BE INTENDED BY OR RESULT FROM THE PUBLISHING OF OR THE COMPLIANCE WITH THESE RULES AND REGULATIONS. PARTICIPATION IN ANY **LTOR** PROMOTED EVENT OR ACTIVITY IS AT THE PARTICIPANT'S OWN RISK. BY ENTERING A **LTOR** PROMOTED EVENT OR ACTIVITY EACH PARTICIPANT AGREES TO BE BOUND BY THE RULES AND REGULATIONS COVERING ANY SUCH EVENT OR ACTIVITY ALL PARTICIPANTS WILL BE REQUIRED TO SIGN A **WAIVER AND RELEASE OF GENERAL LIABILITY** BEFORE ANY PARTICIPATION IN ANY **LTOR** PROMOTED EVENT OR ACTIVITY.