



2012 HANDBOOK

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WWW.NWLMRA.ORG

Section	Contents
1.	Introduction
1.1	- General Information
1.2	- Website
2.	Contacts Page
2.1	- Committee
2.2	- Useful Contacts
2.3	- Life Members
3.	Membership
3.1	- Conduct of Members
4.	Administration
4.1	- Registering for Events
5.	Safety
5.1	- Liability Insurance
5.2	- Alcohol
5.3	- Pits & Paddock
5.4	- Fire Extinguishers
5.5	- Race Wear
5.6	- Warning Flags
5.7	- Standard Class Races
5.8	- Race Etiquette
5.9	- Definition of a Novice Driver
5.10	- Disciplinary Action
5.11	- Complaints
6.	Race Day Procedure
6.1	- Race Day Timetable
6.2	- Scrutineering
6.3	- Signing-On
6.4	- Championship Races
6.5	- Starting Grids for Championship Points Races
6.6	- Non-Championship Races
7.	Timing of Races
7.1	- Personal Transponders
7.2	- Race Results
8.	Eligibility of Lawn Mowers
8.1	- Homologation
8.2	- Forbidden Lawn Mowers
9.	General Rules
9.1	- Racing Lawn Mower Groups
9.2	- Specific Rules
9.3	- Group 1
9.4	- Group 2 Roller
9.5	- Group 2 Wheels
9.6	- Group 3
9.7	- Group 4
9.8	- Standard Class
10.	Endurance Races
10.1	- Inter-club Endurance Races

1. Introduction

The North West Lawn Mower Racing Association (NWLMRA) was formed in 1982 in Astley, near Manchester. It originally held race meetings in and around the North West of England, but this has expanded over time and now also includes the North East, Midlands and North Wales

Please remember, if the Handbook doesn't say you can do it, then you can not do it

And, if in doubt, always contact a Committee Member

1.1 General Information

"The Association is run for, and by, fun loving motor racing enthusiasts who find competing more enjoyable than winning"

To this end, no Cash Prizes will be offered and Sponsorship is actively discouraged. Points are awarded for designated races at each Championship Round. These Points go towards a Championship Table and Annual Trophies are awarded at the end of each Racing Season

Race meetings are generally held at Fete's, Show's and other summer events organised around the country. Club Members are encouraged to contact local organisations and charities that organise shows where we could hold a race meeting. Please contact a Committee Member before making any commitments on behalf of the club

Race Meetings are open to self-propelled domestic Lawn Mowers. Different styles of Lawn Mower are classified into different groups. See Section 8 for more details

The NWLMRA prides itself on its fun-filled family atmosphere, and whilst we all like to have a bit of fun, Lawn Mower Racing can be dangerous. Therefore, please make every effort to abide by the clubs rules for your own and everyone else's safety

1.2 Website

The NWLMRA has a website that can be viewed at www.nwlmra.org

Announcements will be made on the website from time to time. Please check the website for information on a regular basis, and before you leave for any race meetings. The club benefits from the use of an active forum, which can also be accessed from www.nwlmra.org

2. Contacts Page

The Committee exists to serve the needs of the Association's Members. They will help with all matters concerning Lawn Mower Racing. If you need help or advice please contact a Committee Member

2.1 Committee

Chairman	Daz Whitehead	07710 770303	daz@nwlma.org
Vice-Chairman	Tony Dwight	07802 669736	tony@nwlma.org
Committee Members	Andy Howard	07885 476880	ahoward@howardfarms.co.uk
	Dave Southall	07973 482147	dave@nwlma.org
	Andy Foxon	07866 511347	andy@nwlma.org
	Elaine Foxon	07885 888683	elaine@nwlma.org
	Mark Oldham	07912 446391	mark@nwlma.org
	Sarah Oldham	07970 116448	sarah@nwlma.org
	Pete Collishaw	07957 856318	pete@nwlma.org
Chris Nicholls	07702 927093	chris@nwlma.org	
General questions should be sent to			committee@nwlma.org

2.2 Useful Contacts

New Members Point of Contact	Phil Brooks	01257 475344	contact@nwlma.org
Club Sales	Pete Collishaw	07957 856318	parts@nwlma.org
Do you have an Event we can race at?			events@nwlma.org
Got a question about membership?			membership@nwlma.org
Have you got a question about money?			treasurer@nwlma.org
Do you have website questions or suggestions?			webadmin@nwlma.org

2.3 Life Members

For services to the club, we have awarded the following with life-long Membership of the Club.

Ken Lynch	Eddie Randall	Lol Hatton	Nigel Sands
John Gill			

3. Membership

The club has 3 levels of Membership: ~

Full Member ~ Only paid up Full Members, aged 15 years or more will be allowed to race or practice. Full Members will be allocated a Race Number that they will keep until the next AGM

Junior Member ~ This is specifically for children under 15 who use the Race Track between 4:30pm and 5:30pm on a Saturday evening. Parents and Guardians are reminded that they are solely responsible for their child's actions if they choose to participate in this session

Associate Member ~ The NWLMRA requires everyone else attending an event to register as Associate Members. Associate Members are not allowed to race or practice

Membership is valid from one AGM to the next. Fees are due at each AGM

Membership is not available on the day. It must be bought in advance

Membership Fees will be reviewed at each AGM, and are non-refundable

Membership can be obtained through the NWLMRA website. Members are required to maintain their personal details through the NWLMRA website

3.1 Conduct of Members

All Members are ambassadors of the NWLMRA. As such, all Members are expected to behave in a responsible and respectful manner, whether at an Event or not

Any Member who brings the name of the Club into disrepute, or who conducts themselves in a manner not befitting the NWLMRA will have their membership revoked for the remainder of the current racing season, and lose all Championship points

The affected Member will then be free to rejoin the club at the start of the following season, but will be expected to marshal for the whole year

On successful completion of the year as a Track Marshal, the Member will then be free to resume racing at the start of the following season (ie. the second season after the suspension)

4. Administration

An Annual & General Meeting (AGM) will be held after the end of each racing season. The meeting will be open to all members, and will cover, but not be limited to the following topics: ~

Review of the previous season

Outlook for next season

Club finances

Potential rule changes

Health & Safety

Membership fees

Any other business

Election or Re-election of Officers on the Committee

4.1 Registering for Events

Full Members are required to register their intent to race at an Event through the Race Entry system on the NWLMRA website

5. Safety

Safety is extremely important to the NWLMRA. It is imperative that no Member, invited guest or member of the general public is put in danger at any Event which the NWLMRA attend. To this end, the NWLMRA will carry Third Party Liability Insurance and enforce various rules regarding safe conduct of club members

5.1 Liability Insurance

The NWLMRA will insure against third party claims (also known as Public Liability Insurance). Members should conduct themselves in a manner that will not render the insurance void. Members are also encouraged to take out or check their own Personal Accident Insurance

5.2 Alcohol

The Club's Liability Insurance prohibits any persons within the confines of the Pits & Paddock from consuming alcoholic drinks during a Race Meeting. An announcement will be made to signal the end of this ban for each day of racing

5.3 Pits & Paddock

To have a safe and professional days racing, several positions are required at each meeting, which include: ~

Clerk of the Course ~ who will be responsible for any Race Site we are at, and has overall control of any Race or Practice Session. You must obey his or her instruction. The decision of the Clerk of the Course will be final in all matters

Chief Marshal ~ who will be responsible for ensuring that Track & Paddock Marshal's are fulfilling their roles. This position is sometimes combined with Clerk of the Course

Paddock Marshal ~ who will be responsible for ensuring that Drivers are ready for their races. This position is sometimes combined with the Chief Marshal or Clerk of the Course

Track Marshal ~ these will control specific sections of the Race Track and will warn Drivers of problems with a series of Warning Flags. You must obey their instruction

Timekeepers ~ are responsible for recording laps and positions completed by Racing Lawn Mowers during races. Do not ask them questions during a Race, or block their view

Some of these jobs are long and, often cold and/or wet. Feel free to offer help to these members if you think they need it

In the event of insufficient volunteers for the above positions, the Clerk of the Course reserves the right to ask each team to provide one person to fill each of the above positions

Remember the safety of others at all times. All members must abstain from the following: ~

Unnecessary driving in the Pit and Paddock areas

Racing during intervals

Entering the track during intervals unless permission is granted by the Clerk of the Course for testing purposes only

Racing after the end of the meeting

Racing outside the allocated Race Track area

Generators are not allowed to be started before 9:00am

5.4 Fire Extinguishers & First Aid Equipment

The NWLMRA carries several Fire Extinguishers amongst its equipment. These will be placed at nominated points within close proximity of each Marshal Point. Club Members are encouraged to have a suitable Fire Extinguisher & First Aid Kit as part of their Pit & Paddock equipment. The NWLMRA will carry a First Aid Kit which will be stored in the Club Trailer

5.5 Race Wear

The NWLMRA will enforce strict rules regarding Helmets and Clothing that each Driver must wear when competing in a race, as follows: ~

Drivers must wear a suitable Crash Helmet at all times while on a Racing Lawn Mower. Helmets must be approved to recognised standards. Examples include, but are not limited to ECE22.05; BSI 6658; Snell; DOT or ACU Gold

Drivers must also keep their arms and legs substantially covered during the race

Gloves (not fingerless) must also be worn on hands

Suitable footwear must be worn

During an Event, the Clerk of the Course may nominate someone to inspect Members Race Wear. If the nominated person deems your Race Wear is not suitable, then a discussion with the Clerk of the Course will take place on how best to resolve the situation

5.6 Warning Flags

The following flags will be used during NWLMRA races: ~

Green Flag ~ When flown at Pit Exit, this flag indicates that the track is open for practice or racing

Waved Yellow Flag – This flag tells you there is an incident or obstruction ahead. The lead mower approaching the Yellow Flag must raise his/her hand, slow down to pit speed and assume pace car control. Drivers behind must raise their hands to acknowledge the Yellow Flag and form up in single file. Follow the lead mower through the incident to the next Marshal point. If no flag is shown, racing can resume. Do not overtake until you

have passed this Marshal point. In all cases, you must follow any additional instructions of the Marshals

Red Flag ~ This flag tells you that there is a serious incident on the track, or that the catch fencing is broken. You must stop racing immediately, and bring your Racing Lawn Mower to an immediate safe and controlled stop. Do not leave your Racing Lawn Mower. Follow the instructions of the Marshals. Once safe to do so, the Marshal will tell you to either return to the start line, or return to the pits

When the Red Flag is flown at the Pit Exit, it indicates that the Race Track is closed

If a Championship race is Red Flagged, then the result will stand as long as 70% of race distance has passed. In all other cases, the race will be subject to a full restart

Black Flag ~ This flag is used to stop an individual Racing Lawn Mower. The Clerk of the Course will display this flag at a convenient point on the Race Track and point to an individual Driver. That Driver must immediately return to the pits in a safe and controlled manner, and then report to the Clerk of the Course

Black & White Chequered Flag ~ This flag is used to end a race. It will be shown to all competitors in a race. After passing the chequered flag, you must slow down and return to the Start Line, or the Pits area, as directed by the Clerk of the Course. If you are the Race Winner, return to the Finish Line for a Victory Lap with the Chequered Flag

5.7 Standard Class Races

Standard Class Racing Lawn Mowers will only be allowed to race against other Standard Class Racing Lawn Mowers. Where space permits, a separate perimeter track will be constructed specifically for their use

5.8 Race Etiquette

Normal motor racing rules apply to Lawn Mower Racing. In particular, all Full Members must abide by the following: ~

Do not drive in the Pits unless you are travelling to or from a Race or Practice Session

Do not drive in any public areas

If you need to test your Racing Lawn Mower, speak to the Clerk of the Course

Lawn Mower Racing is a non-contact sport

Whenever a Racing Lawn Mower leaves the Race Track, the Driver (where-ever possible) should raise one hand to let other Drivers know they intend to leave the circuit

If a Racing Lawn Mower leaves the Race Track boundary, it must re-enter at the same point at which it left the circuit, providing it is safe to do so. If a Marshal is present, you must follow their instructions

Any Driver who fails to observe the track boundary, or intentionally takes a short-cut will be shown the Black Flag

If a Driver breaks the catch fencing, the Race will be immediately Red Flagged

If a Racing Lawn Mower is having problems on the Race Track, then the Driver should raise one hand to warn other drivers. If possible, the Driver should exit the Race Track at a safe and convenient point

If a Racing Lawn Mower stops on the Race Track, it is up to the Driver to remove it from the circuit where-ever possible. Do not expect a Marshal to do this for you, however if one is present you must follow their instruction

Do not deliberately block a superior Racing Lawn Mower if they are trying to lap a slower Racing Lawn Mower. Drivers of the slower Racing Lawn Mower must keep to their original line. The onus is on the overtaker to find a safe way through

Drivers should conduct themselves in a manner that benefits the Association. Any Member who persists in reckless or dangerous driving may lose Championship Points. In extreme circumstances, Membership will be revoked

5.9 Definition of a Novice Driver

A Member who is not yet competent to take part in a full race. Novice Drivers will take part in Novice-Driver only races until it is clear the Driver is skilled enough for competitive races

Once allowed into competitive races, Novice Drivers must wear a yellow bib to warn other drivers that they are new to competitive Lawn Mower Races

To prove yourself competent, you must be able to: ~

Demonstrate safe and proficient racing skills

Show awareness for what is going on around you when racing

Start your own Racing Lawn Mower engine unaided

Remove your own Racing Lawn Mower from the track with its engine not running and drive enabled (if a manual clutch is fitted)

Right your Racing Lawn Mower unaided from an upside down position

The Clerk of the Course will decide if you are a Novice Driver, and when you are competent enough to take part in competitive races. This will be judged on an individual basis

5.10 Disciplinary Action

Disciplinary Action will be taken as required for Drivers who persist in dangerous driving, failure to follow a Marshal's instructions, or any other unsportsmanlike conduct

Disciplinary Action can range from a Verbal Warning, to loss of Championship Points, and in extreme cases a Driver having his or her membership revoked

5.11 Complaints Procedure

If you wish to complain about another Driver, you must report this matter to the Clerk of the Course at the earliest opportunity. Your comments will be taken seriously and dealt with in the appropriate manner

6. Race Day Procedure

Once you have arrived at the Race Site, you must help with the setting up of the Race Track. If you don't know what to do, ask a Committee Member or an experienced Club Member for a job. There is always something to do

Before the opening Practice Session, everyone on site must attend a Daily Briefing. This will cover the format of the day's races and give out any information that the Drivers and Marshals need to know. Everyone within the Pits and Paddock must attend

After each Race, you must return to the Start Line for another Race, unless you need to re-fuel, repair or a Marshal has told you to enter the Pits

Races will usually be started by the NWLMRA Starting Lights. The Starting Lights consist of Red and Green Lights. Once all drivers are at the Start Line, the Red Lights will be activated, do not cross the Start Line. When the Green Lights come on, start racing

Endurance races will usually be started by the NWLMRA Endurance Starting Lights. The Starting Lights consist of Red Lights. Once all drivers are at the Start Line, the Red Lights will be activated one at a time, do not cross the Start Line. When the Red Lights go out, start racing

To be classified as a finisher in any race, you must cross the finishing line under your Racing Lawn Mower's own power

Some races, such as Le Mans start will be started with a Union Flag. Other races, such as Handicap Races will be started by the Clerk of the Course sending off groups of Racing Lawn Mowers in turn. Do not leave the Start Line until instructed to do so by the Clerk of the Course

After the days racing is finished you are expected to help with the clearing up of the site. Clearing up should include a walk of the track to ensure no debris is left. Also, the Pit Area must be left clean, tidy and free of litter and bin bags

6.1 Race Day Timetable

9:00am	Arrive on site
10:00am	Daily Briefing
10:05 – 11:00am	Fence Off / Set up Race Track
11:00am	Scrutineering & Signing-On
11:30am – 12:30pm	Practice Session
1:00pm – 1:40pm	Championship Points Races
2:00pm – 2:40pm	Ladies Championship, followed by Fun Races
3:00pm – 3:40pm	Fun Races
4:00pm – 4:20pm	Grand Prix

The above timetable is subject to change to suit the needs of Show Organisers. Any amendments will be announced at the Daily Briefing

6.2 Scrutineering

The Clerk of the Course will nominate one or more Scrutineers of the Event, who will check every Racing Lawn Mower before each day's racing for both eligibility and safety. This is important as it assures other Members that your machine is sufficiently prepared for racing

Failures will be dealt with on an individual basis

Any modifications or repairs should be reported to the Scrutineer of the Event

No Racing Lawn Mowers will be allowed on the Race Track until they have passed Scrutineering

6.3 Signing-On

Following successful Scrutineering, all Drivers will be required to Sign-On. Drivers will sign a Disclaimer at each Race Meeting they compete in

6.4 Championship Races

There will be Championship Races towards annual Championships on each day of racing at every non-endurance meeting attended by the NWLMRA unless announced otherwise at the Daily Briefing

Subject to sufficient numbers, Points races will be held for each Group of Racing Lawn Mower in attendance at each meeting. If there are insufficient numbers, some Groups will be amalgamated for Points Races. Grids will be limited to a maximum of 12 Racing Lawn Mowers for Points Races.

If more than 12 Racing Lawn Mowers are in attendance for one group, the following rule will be applied. The odd-drivers (1st, 3rd, 5th, etc) in the current Championship standings will go in Heat 1, even's (2nd, 4th, 6th) in Heat 2. A Final will then be held consisting of the top 6 finishers from each Heat. Should 3 Heats be needed, then the contestants in each heat will be 1st, 4th, 7th, etc in Heat 1; 2nd, 5th, 8th, etc in Heat 2; and 3rd, 6th, 9th, etc in Heat 3. The final will consist of the top 4 from each heat. These races will be subject to the '6.5 Starting Grid for Championship Points Races' rule

Each Group of Racing Lawn Mower, whether amalgamated or not, competing in any Points races (or any Final) will race for Points as if they were competing in an exclusive race. All Points Races will last for 10 laps, with scoring as follows: ~

1 st	10pts
2 nd	9pts
3 rd	8pts
4 th	7pts
5 th	6pts
6 th	5pts
7 th	4pts
8 th	3pts
9 th	2pts

1 point will be awarded to all other racers who started the race

A Grand Prix will be held on each day of racing. All Racing Lawn Mowers except Group 1 and Standard Class may enter this race. It will last for 20 minutes. Each competitor will be awarded 1 point for every lap they complete

A Ladies Championship race will be held on each day of racing. This will be a 10 lap race. It will be scored in the standard 10-9-8-7-6-5-4-3-2-1 format. Points will be awarded to the driver only, to enable competitors to race different Racing Lawn Mowers throughout the season

If a substitute driver is used in any Championship races, then half points will be awarded for the replaced driver. This rule does not apply to the Ladies Championship

Annual Trophies will be awarded to the competitors with the highest number of points over the racing season. Competitors Scores will be based on the 20 best scores from individual Points Races throughout the season, no matter how many races are run

In the event of 2 or more Drivers having the same number of Points at the end of the Annual Championships, a count-back of wins, seconds, thirds, etc will be used to determine the higher placed driver in the final Championship Standings

6.5 Starting Grids for Championship Points Races

Starting Grids for Championship Points Races will be reverse current Championship Standings. All Entrants who have registered for the Event will be allocated a position on the Starting Grid

Grids will be 3 wide, with a 2 metre gap between rows

Opening Race of the season will be reverse Championship from the previous season

New Drivers starting in their first Championship Points Race will start at the front of the grid, with the quickest driver in practice having the better grid positions

6.6 Non-Championship Races

A programme of Fun (Non-Championship) Races will be run after the Championship Races have been completed, and at the Clerk of the Course's discretion may consist of any of the following: ~

Handicap Races

Handicap Grand Prix

Horn Races

Heat Races

Baton Changes

Relay Races

Driver Change Races

Le Mans Start Grand Prix

Eliminator

7. Timing of Races

7.1 Personal Transponders

All Racing Lawn Mowers must be fitted with a MyLaps MX Rechargeable Power Transponder (previously known as an AMB MX Transponder)

Members are encouraged to purchase their own Transponder directly from Mylaps or an alternative supplier. The NWLMRA carries a small quantity of Transponders which can be hired on a daily basis

7.2 Race Results

Subject to need, race results will be made available through a wireless network during an Event. An announcement will be made at Daily Briefing on whether wireless results will be available for the Event. Members will need their own wireless enabled device to access these results

Members are asked not to interrupt Timekeepers in Race Control

Race results and Championship Standings are available through the NWLMRA website at www.nwlmra.org

8. Eligibility of Lawn Mowers

Lawn Mower Racing is open all self-powered domestic Lawn Mowers, and certain Commercial Lawn Mowers that are eligible to compete in Group 2 Wheels

A Racing Lawn Mower must be able to be classified into one of the categories as defined in 9.1 (Racing Lawn Mower Groups)

The Committee reserves the right to refuse any model of Lawn Mower that they believe is unsafe or unsuitable for Lawn Mower Racing

The Committee reserves the right to reject, at any time, any Racing Lawn Mower, which in its opinion represents an attempt to defeat the spirit of the sport of Lawn Mower Racing

8.1 Homologation

The NWLMRA homologates Lawn Mowers that are suitable for conversion to Racing Lawn Mowers. If you are planning on building a new Racing Lawn Mower you must contact a Committee Member before you start your build

The NWLMRA has a Homologation Team who can guide you with details on how best to build a Racing Lawn Mower that conforms to NWLMRA Rules

8.2 Forbidden Racing Lawn Mowers

For safety and sporting reasons, the following Lawn Mowers are not allowed to be converted to Racing Lawn Mowers:

Templar Tracer, or any variant thereof

9. General Rules

Their are general rules and regulations which apply to all forms of Racing Lawn Mowers. These are listed below: ~

All Racing Lawn Mower engines must be sold as Lawn Mower engines

Only Air Cooled, Single Cylinder Engines may be used

Maximums – 410cc Side Valve or 360cc OHV

Engine modifications will be limited to the removal of the Governor and replacing the exhaust. No other modifications will be allowed.

All Racing Lawn Mowers must be fitted with a minimum of two (2) independent automatic throttle closing devices

Any Fuel used must be from a Petrol Filling Station and be free from additives of any kind

All Racing Lawn Mowers must be fitted with an ignition cut-out which must be securely fastened to the Driver, but not around his or her wrist. If your cut-out fails, you will not be allowed to race

All Racing Lawn Mowers, Group 1 excepted, must be fitted with an effective braking system. If the Scrutineer or Clerk of the Course deems your brakes are ineffective, you will not be allowed to race

All Racing Lawn Mowers must have a securely mounted exhaust, preferably pointed towards the ground

Suspension may not be fitted to a Racing Lawn Mower unless it was offered as part of the specification on the original Lawn Mower

All Racing Lawn Mowers must have the Cutting Blades removed

Seat Backs must be no higher than the Driver's Shoulders

Mud Flaps must be fitted to all Rear and all Driven Wheels. Mud Flaps should be substantial, and as a minimum cover the width of the tyre, and be within 50mm of the ground at all times

Any leading edges or protruding metal must be of a smooth profile or removed where necessary

All bodywork (Bonnets, Mudguards, Grass-boxes, Nose-cones, etc) must remain securely attached during a race or practice. If bodywork becomes detached, then you must bring the Racing Lawn Mower to a safe and controlled stop, and repair the damaged item before continuing

All Racing Lawn Mowers, Group 1 excepted, shall display 4 Racing Numbers, one on each side, one facing forward and one facing rearward. Numbers should be a minimum of 150mm in height, Black in colour, and mounted on a White background and be clearly visible

All Racing Lawn Mowers shall be scrutineered prior to each day of racing by a nominated Scrutineer or the Clerk of the Course

9.1 Racing Lawn Mower Groups

Racing Lawn Mowers are classified into 6 different categories.

Group	Drive / Others	Seating Position
Group 1	Run behind	No Seat
Group 2 Roller	Roller driven	Towed Seat
Group 2 Wheels	Wheel driven	Towed Seat
Group 3	Wheel Driven (No Bonnet)	Fixed Seat
Group 4	Wheel Driven (Obvious Bonnet)	Fixed Seat
Standard Class	As originally manufactured	As originally manufactured

9.2 Specific Rules

There are a number of specific rules within the NWLMRA which are different to the British Lawn Mower Racing Association (BLMRA). If you wish to compete in both clubs, you will need a Racing Lawn Mower that complies with each clubs rules. The following rules are specific to the NWLMRA: ~

Alternate engine ~ The only exception to the general rule is the use of 28 series Briggs & Stratton engines

2 Stroke Engines are not permitted

Tecumseh TVM 195 and TVM220 engines can be fitted with after-market conrods to aid durability. If you wish to fit an after-market conrod, please contact a Committee Member first

Racing Lawn Mowers in Groups 3 and 4 which are built around a purpose-built rolling chassis will not be allowed to compete. At least one axle must be fixed to the Lawn Mowers original bodywork

Group 4 Racing Lawn Mowers can be fitted with a final Chain Drive to improve durability. If you wish to fit a final Chain Drive, please contact a Committee Member first

9.3 Group 1

In addition to 9. (General Rules); 9.1 (Racing Lawn Mower Groups) and 9.2 (Specific Rules), the following rules and regulations will apply to all entrants into Group 1: ~

Definition A Group 1 Racing Lawn Mower is a machine that was originally designed to cut grass for domestic purposes. In its original form it will be self-propelled and have a driven Roller or Wheels

Engines Crank orientation must not be changed

Drive The original type of drive must be kept. You can not change belts for chains or vice versa. You can alter pulley or sprocket sizes for different drive ratios. Gearing can be changed to suit different Race Tracks

The drive must remain through the Roller or Wheels

Chassis Grass Boxes, where originally fitted, must be retained and fastened securely

9.4 Group 2 Roller

In addition to 9. (General Rules); 9.1 (Racing Lawn Mower Groups) and 9.2 (Specific Rules), the following rules and regulations will apply to all entrants into Group 2 Roller: ~

Definition A Group 2 Roller Racing Lawn Mower is a Lawn Mower that was originally designed to cut grass for domestic purposes. In original form it will be self-propelled and have a driven Roller, and a towed seat

Engines Crank orientation must not be changed

Drive The original Drive configuration must be kept. Rollers can not be changed for Wheels

The original type of drive must be kept. You can not change belts for chains or vice versa. You can alter pulley or sprocket sizes for different drive ratios. Gearing can be changed to suit different Race Tracks

Any exposed drive parts must be covered with an adequate guard for safety reasons

If a Gearbox is fitted as standard it may be used or removed but not replaced with a different multi-ratio system. A gearbox may not be fitted to a non-gearbox Racing Lawn Mower

Rollers may be reduced by a maximum of 1/3 of its original length

Tread fixings must not protrude beyond the height of the Tread

Alternatively, Steel Bar may be fitted to a Roller to aid traction, it must be fitted lengthways, be a maximum diameter of 10mm, and be fully seam welded

Safety Remote Fuel Tanks, if fitted, must have a Fuel Tap, be fitted in a protected position and, if necessary, be surrounded with a guard for protection. Fuel Tanks may not be located in front of the engine, or behind the Drivers Seat

Electric Fuel Pumps, if fitted, must be wired through the Ignition Cut Out

Chassis Side Plates must remain the original profile and material, but other chassis members and engine plates can be modified to accept larger engines and trailer linkages

Discreet strengthening may be added to improve durability

Handlebars and Controls may be lowered and altered but the overall profile must remain as close as possible to that of the original Lawn Mower

Footrests may be moved to the back of the Racing Lawn Mower but can not be moved forward. Footrests must not protrude beyond the outer edges of the Racing Lawn Mower

Grass Boxes, where originally fitted, must be retained and fastened securely. Racing Lawn Mowers without a Grass Box must have a securely fastened adequate front crumple zone

Trailers The design of Towed Seats is free, subject to the following

The overall width of the Trailer (measured from outer edges of Tyres) must not be more than 150mm wider than the Racing Lawn Mower (measured between the Side Plates)

Trailers must be securely fastened to the Racing Lawn Mower by two separate linkages. Fasteners on Linkages must be secure and use Nyloc Nuts or Castle Nuts with Split Pins. The Linkages must not inhibit movement in a side-to-side (Steering) or rocking plane. Each Rear Wheel must not lift more than 150mm from the ground when Linkages are in place

Safety bars must be present on the Trailer to prevent the Trailer wheels interlocking with those of another Racing Lawn Mower

9.5 Group 2 Wheels

In addition to 9. (General Rules); 9.1 (Racing Lawn Mower Groups) and 9.2 (Specific Rules), the following rules and regulations will apply to all entrants into Group 2 Wheels: ~

Definition A Group 2 Wheels Racing Lawn Mower is a Lawn Mower that was originally designed to cut grass for either domestic or commercial purposes. In original form it will be self-propelled and have driven Wheels, and a towed seat

Engines Crank orientation may be changed

Drive The original Drive configuration must be kept. Wheels can not be changed for a Roller

If the original Lawn Mower was specified with Double Wheels as an option, then these may be fitted for racing

The original type of drive must be kept. You can not change belts for chains or vice versa. You can alter pulley or sprocket sizes for different drive ratios. Gearing can be changed to suit different Race Tracks

Any exposed drive parts must be fitted with an adequate guard for safety reasons

Hydrostatic Drives may be replaced with a Torque Converter

If a Gearbox is fitted as standard it may be used or removed but not replaced with a different multi-ratio system. A gearbox may not be fitted to a non-gearbox Racing Lawn Mower

All Group 2 Wheels Racing Lawn Mowers must be fitted with a securely fastened front crumple zone. This should be the Lawn Mower's original Cutting Deck where-ever possible, or a suitable equivalent

Safety Remote Fuel Tanks, if fitted, must have a Fuel Tap, be fitted in a protected position and, if necessary, be surrounded with a guard for protection. Fuel Tanks may not be located in front of the engine, or behind the Drivers Seat

Electric Fuel Pumps, if fitted, must be wired through the Ignition Cut Out

Chassis Side Plates must remain the original profile and material, but other chassis members and engine plates can be modified to accept larger engines and trailer linkages

Discreet strengthening may be added to improve durability

Handlebars and Controls may be lowered and altered but the overall profile must remain as close as possible to that of the original Lawn Mower

Mudguards must be used to protect the Driven Wheels

Footrests may be moved to the back of the Racing Lawn Mower but can not be moved forward. Footrests must not protrude beyond the outer edges of the Racing Lawn Mower

Trailers The design of Towed Seats is free, subject to the following

The overall width of the Trailer (measured from outer edges of Tyres) must not be more than 150mm wider than the Racing Lawn Mower (measured between the Side Plates)

Trailers must be securely fastened to the Racing Lawn Mower by two separate linkages. Fasteners on Linkages must be secure and use Nyloc Nuts or Castle Nuts with Split Pins. The Linkages must not inhibit movement in a side-to-side (Steering) or rocking plane. Each Rear Wheel must not lift more than 150mm from the ground when Linkages are in place

Safety bars must be present on the Trailer to prevent the Trailer wheels interlocking with those of another Racing Lawn Mower

9.6 Group 3

In addition to 9. (General Rules); 9.1 (Racing Lawn Mower Groups) and 9.2 (Specific Rules), the following rules and regulations will apply to all entrants into Group 3: ~

Definition A Group 3 Racing Lawn Mower is a Lawn Mower that was originally designed to cut grass for domestic purposes. In original form it will be self-propelled and have driven Wheels and a fixed seating position

Engines Crank orientation may not be changed

Engines must mounted in the original position

Engines may be rotated around the crankshaft to ease fitment

Drive The original Drive configuration must be kept. Wheels can not be changed for a Roller

The original type of drive must be kept. You can not change belts for chains or vice versa. You can alter pulley or sprocket sizes for different drive ratios. Gearing can be changed to suit different Race Tracks

If a Gearbox is fitted as standard it may be used or removed but not replaced with a different multi-ratio system. A gearbox may not be fitted to a non-gearbox Racing Lawn Mower

Group 3 Racing Lawn Mowers must use 13x5.00/6 Rear Tyres and 11x4.00/5 Front Tyres. Cleated Tractor Tyres are not allowed

Safety Remote Fuel Tanks, if fitted, must have a Fuel Tap, be fitted in a protected position and, if necessary, be surrounded with a guard for protection. Fuel Tanks may not be located in front of the engine, or behind the Drivers Seat

Electric Fuel Pumps, if fitted, must be wired through the Ignition Cut Out

Chassis Discreet strengthening may be added to improve durability and aid transmission accommodation

The overall chassis profile may not be altered from standard as produced by the manufacturer

Seats may be custom built but should be mounted in its original position. The base of the seat must be a minimum of 190mm above the centre line of the rear axle

Lawnbug Chassis' may be fabricated due to short supply of the original. Anyone wishing to fabricate their own Chassis must contact a Committee Member first

9.7 Group 4

In addition to 9. (General Rules); 9.1 (Racing Lawn Mower Groups) and 9.2 (Specific Rules), the following rules and regulations will apply to all entrants into Group 4: ~

Definition A Group 4 Racing Lawn Mower is a Lawn Mower that was originally designed to cut grass for domestic purposes. In original form it will be self-propelled, have driven Wheels, a fixed seating position, and have an engine covered by an obvious bonnet. It would also have a Cutting Deck suspended beneath its chassis

Engines Crank orientation may not be changed

Engines must mounted in the original position

Engines may be rotated around the crankshaft to ease fitment

Drive The original Drive configuration must be kept. Wheels can not be changed for a Roller

The original type of drive must be kept. You can not change belts for chains or vice versa. You can alter pulley or sprocket sizes for different drive ratios. Gearing can be changed to suit different Race Tracks

If a Gearbox is fitted as standard it may be used or removed but not replaced with a different multi-ratio system. A gearbox may not be fitted to a non-gearbox Racing Lawn Mower

Group 4 Racing Lawn Mowers must use the same size Wheels and Tyres as fitted by the manufacturer. Cleated Tractor Tyres are not allowed. However, if the Footplates are lowered, the front tyres must be changed to 13x5.00/6 and the Rear Tyres to 15x6.00/6

Safety Remote Fuel Tanks, if fitted, must have a Fuel Tap, be fitted in a protected position and, if necessary, be surrounded with a guard for protection. Fuel Tanks may not be located in front of the engine, or behind the Drivers Seat

Electric Fuel Pumps, if fitted, must be wired through the Ignition Cut Out

Chassis Discreet strengthening may be added to improve durability and aid transmission accommodation

Bodywork above the Chassis may not be altered from that as originally produced by the Manufacturer. The floor pan must remain in place

Non-metallic Bodywork may be replaced with replica parts made from fibreglass

Fuel filler flaps may be fitted to the Bonnet. The maximum size allowed is 125mm round or square. The filler flap must only allow access to the fuel tank, and not form part of the fuel tank

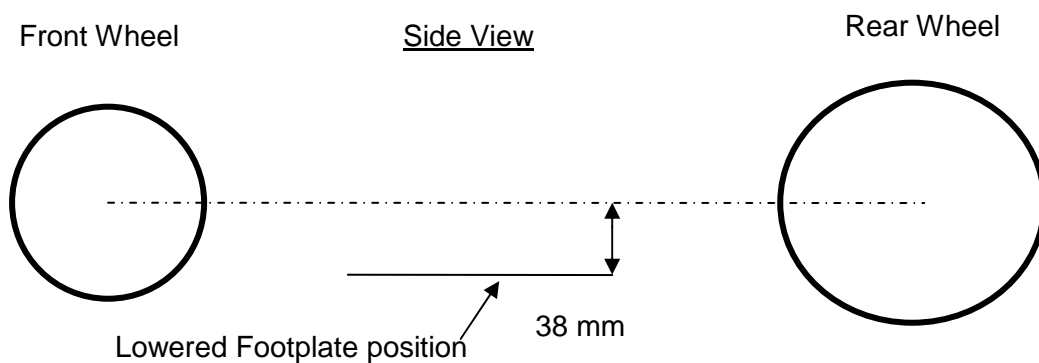
The overall chassis profile may not be altered from standard as produced by the manufacturer

Seats may be custom built but should be mounted in their original position. The base of the seat must be a minimum of 190mm above the centre line of the rear axle

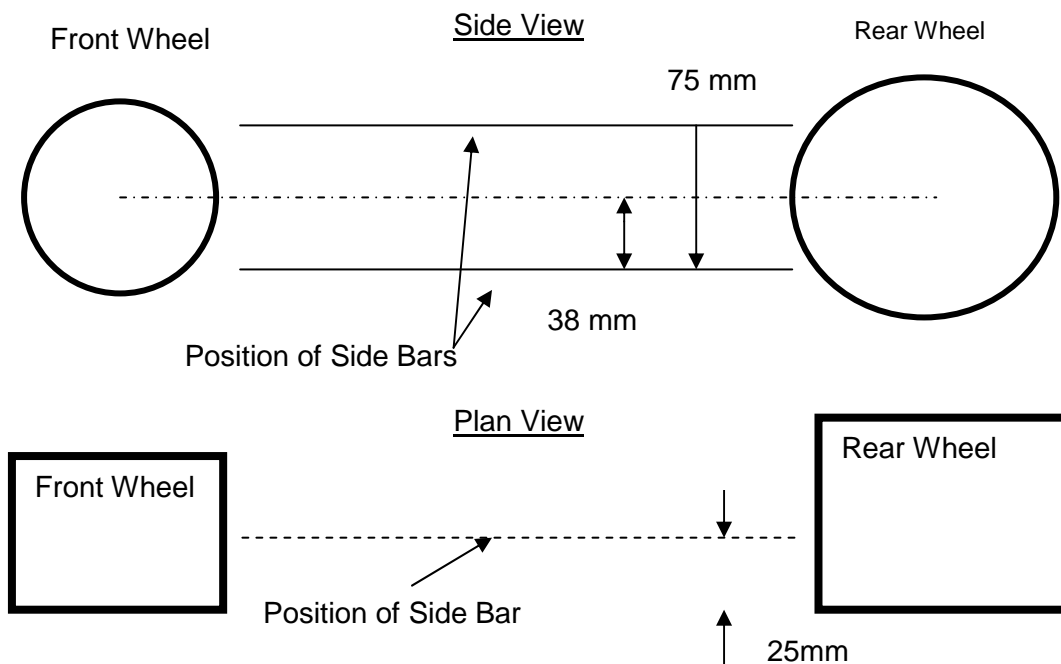
The maximum width of a Group 4 Racing Lawn Mower will be the width of the original Lawn Mower measured across the outer edges of its Rear Tyres.

The Front Wheels must not be wider than the Rear Wheels when measured from outer edges

Footplates may be lowered to a position that measures 38mm below the centre lines of the front and rear axles. This modification must use the original material where-ever possible. Mudguards and Panels must then be extended to meet the lowered Footplates. See detail below: ~



If Footplates are lowered, then Side Protection Bars or Plates must be fitted. These must measure 75mm in depth and be mounted equally between the centre lines of the front and rear axles. The Side Protection must extend to within 25mm on the outer edge of the front and rear tyres. See detail below: ~



9.8 Standard Class

Entrants into the Standard Class must conform to the following Rules and Regulations: ~

Safety All Standard Class Racing Lawn Mowers must be fitted with a minimum of two (2) independent automatic throttle closing devices

Any Fuel used must be from a Petrol Filling Station and be free from additives of any kind

All Standard Class Racing Lawn Mowers must be fitted with an Ignition Cut-Out which must be securely fastened to the Driver, but not around his or her wrist

All Standard Class Racing Lawn Mowers must have the Cutting Blades removed

Gearing may be changed on a Standard Class Racing Lawn Mower to give a maximum average lap speed of 10mph. Any laps completed above this speed will be ignored

Any other modifications other than the above will move a Standard Class Racing Lawn Mower from the Standard Class to its respective Racing Group

10. Endurance Races

Any Event classified as an Endurance Race will be run under the NWLMRA's Rules and Regulations as described in this Handbook. In addition, these Events will also be subject to Supplementary Regulations as per the appropriate Entry Pack

10.1 Inter-Club Endurance Races

Any Racing Lawn Mower legally allowed to race in the BLMRA will be automatically allowed to race in any NWLMRA Event classified as an Endurance Race, subject to passing standard safety checks at scrutineering.

Any Racing Lawn Mower from any other Lawn Mower Racing Association must fully comply with NWLMRA Rules & Regulations as stated in this Handbook.