



MEMBERSHIP CODE OF CONDUCT:

The goal of this Club is to provide its members with great racing in a friendly atmosphere, excellent hospitality, and great camaraderie on and off the track. Although victory is the ultimate goal, we all must be safe and competitive while racing, within the rules, throughout the field, and between the different classes.

All Members (and all invited guests) should accordingly:

- Adhere to the letter and spirit of all policies, procedures, rules and regulations.
- Behave with respect, courtesy, and good manners on and off the track.
- Drive within their limits and those of their machines.
- Ensure that their machines comply fully with the rules of the class in which they are racing.
- Ensure the highest quality driving standards, not drive dangerously or recklessly and respect the rights of others.
- Not behave abusively or aggressively.
- Respect the decisions of event officials, and treat all competitors, officials, and spectators with respect.
- Never bring the Club or any members into disrepute in any way.

Unsportsmanlike conduct, whether on or off track, will not be tolerated and is subject to immediate termination of club membership. Our club is managed completely by volunteers, and although we are open to discussion and peacefully resolving disagreements, there is a proper time and place to discuss and settle them. The following actions by any driver, club member, race team member, or guest of a driver or race team is not permitted and is subject to immediate termination of club membership:

- Appealing or talking to track officials and/or scorer during racing activities.
- Disrespectful attitude, vulgar, or abusive language towards any official, driver, team, or spectator (Disrespect means to have little or no respect for something or someone. Disrespect can be displayed, not only by the way that you talk to someone or treat someone, but also by your attitude and actions towards someone whether in person, behind their back, or on social media).
- Arguing with the Chief Steward or any track officials.
- Unsportsmanlike driving, crashing, hitting, intentionally spinning out a competitor, or fighting.

By agreeing to join Nasgrass, Members agree to be bound by this Code of Conduct (and any amendments).

Any Member who in the opinion of Nasgrass is in breach of this Code of Conduct may be suspended or have their membership withdrawn (temporarily or permanently).

OFFICIAL RULES 2026/2027

GENERAL RULES:

The following flag signals will be obeyed without question:

GREEN: The race/practice is underway when the green flag is waved.

When the green flag is waved during heat or feature race, no passing until the front row reaches start/finish line at flag stand. No lagging back in the rear and trying to pass the entire field on the front stretch during a start or restart.

YELLOW: Take care, Danger. NO PASSING ON ENTIRE TRACK. Drivers form a single line and close up with the leader and follow the starter's directions. Return to your position of previous completed green flag lap. Very slow machines may signal following machines to pass under yellow.

YELLOW & WHITE: These two flags drawn together by the starter are to indicate that the field is not sufficiently bunched for the restart. If you see this signal, close it up!

RED: Stop racing immediately. Clear the course as much as possible.

BLACK: Generally, for a driving infraction or equipment violation. Driver must complete lap and pull into the pits for post-race consultation with the Chief Steward at the designated spot. A furled black flag means the driver must clean up his/her act or receive a full black flag.

WHITE: One lap to go. When Crossed with YELLOW, it means halfway-point.

CHECKERED: End of race or practice session. Driver must complete lap and pull into pits or tech inspection area.

BLUE/YELLOW: Means you are being approached by the leaders. Hold your line and allow faster machines to pass. If it is safe to do so move to the far outside of the track.

No driver who has consumed any alcoholic beverage on the day of an event may participate in a practice or race event. NO alcoholic beverages may be consumed by ANY driver, crew member, or race staff before the end of the last race or other on-track activity. NO illegal drugs or controlled substances shall be tolerated on the track premises AT ANY TIME. Violation of any of the above will result in disqualification, loss of points and possible membership termination.

NO BUMPING WILL BE TOLERATED!!! Rubbing is not racing on an open wheeled mowchine!!!

All drivers must keep both hands on the steering wheel, except to momentarily operate other controls.

Completing a safe pass is the responsibility of the overtaking driver. No bumping will be tolerated. This means if you initiate a pass and during execution you realize you cannot complete the pass in a safe manner, then it is up to the overtaking driver to return to a safe position on the track while avoiding contact with other racers. You will gain more respect by taking yourself out than placing the other racers in an unsafe situation causing personal injury and mower damage. If you are being PASSED by another racer and it is clear they are faster, make room for the overtaking racer and let them pass.

Lap traffic should safely hold their position, allow leaders to pass, and if safe to do so move to the far outside of the track and be aware of passing drivers.

If a driver leaves the track, he/she must re-enter the course as close as possible to the same point the mower left the marked track. The driver may not simply reenter further down the track.

If driver leaves racing surface for any reason (engine stalls, belt or chain issue) before the official start of race and are able return to the track before the race goes green, they may resume their original starting position, otherwise they will start at the rear of the field.

When under a yellow flag condition and after the official start of the race, if a driver leaves the racing surface or delays a restart for any reason (engine stalls, belt or chain issue) then is able to resume, before or after the race goes green again, they will restart in the rear of the field.

Under no circumstances are pit crew members, guests, family, etc. allowed to enter a hot track during racing activities without direct permission from track officials. This is a zero-tolerance policy and will result in disqualification of the driver, possible ejection from the facility, and may lead to racing suspension or membership termination. Drivers are responsible to ensure that crew, guests, and family members know this.

One team member/pit crew member may stand on the infield of the track with a portable starter, but he/she must walk to the infield before the race begins at the direction of track official and stay in the infield for the duration of the race.

If a mower stalls on the track for any reason, it is the driver's responsibility to move the mower to a safe position at least 15 feet off the course into the infield. Pit Crew or guests may not go onto the track at any time during a race unless specifically directed to do so by the safety crew. This will lead to driver disqualification, possible ejection from the facility, and may lead to racing suspension or membership termination.

Mower must be completely stopped before driver dismounts.

Unsafe on track/off-track driving practices may result in disqualification.

All drivers must attend all announced driver's meetings. Failure to attend the MANDATORY Drivers Meeting will result in not being allowed to participate in the day's events, Practice, Heats, or Features.

All first-time drivers must attend an announced rookie driver's meeting and drivers may be penalized or disqualified for failure to attend. The race day Chief Steward may override this ruling on a case by case situation with approval from President or Vice President in his absence.

Protests against another driver or his/her mower must be logged in writing with the Race Day Chief Steward on an official protest form prior to the start of the race, or within 30 minutes of completion of the day's last race. Enforcement of these rules depends on a protest being filed with the Race Day Chief Steward or any Race Day Staff.

The Race Day Chief Steward has final say on all protests.

Laps may be counted under the yellow flag under the event of time constraint. However, there will be a minimum of two laps, under green, after a yellow to finish the race (Green, White, and Checkered). The White flag will be thrown followed by a Checkered after this time regardless of laps finished. The race may be shortened due to time constraints, poor organization of the field to get started, or 3 or less mowers.

Drivers involved in an incident and become dismounted from mower must be inspected at the area of incident at the discretion of the EMT and/or the Chief Steward/club officer.

All mowers causing a caution/accident will be moved to the end of the racing order after it's determined that they are safe to continue. You, as a good sportsman, will be required to raise a hand if you are at fault for incident and go to the rear of the field. IF YOU ARE UNSURE WHERE YOU ARE IN THE LINE UP OR HAVE A DISAGREEMENT WITH YOUR LINE UP POSITION YOU SHOULD PROTEST BY MOVING OUTSIDE OF THE MOWER WHERE YOU THINK YOU ARE SUPPOSED TO BE AND WATCH FLAGGERS TO TELL YOU THE POSITION YOU SHOULD BE IN.

The first 3 finishers in each class of a feature Race may be called to return to the start/finish line for racer interviews and/or trophy presentation unless otherwise directed (victory laps are permitted).

No onboard communication devices or spotters on the side of track are allowed.

Racing will begin with rolling starts for all classes.

Starting grid will be determined by a random draw during registration for heat races, features will order by results of heat race.

Due to the extreme speeds and the width of the FXS, FX-LITE, and FXT classes the race day Chief Steward will determine the number of mowers that will be allowed to race at one time. A Main and B Main race may be used to determine the feature finalist. This may also be needed and used in other classes.

The racing order for races may change to accommodate schedule, racers, track prep, etc.

Mowers may be tech inspected at any time for any reason by decision of track officials.

The Race Day Chief Steward, Officials, or club officers shall have the right to remove from competition at any time any driver, crew member or guest on the property who does not comply with these regulations, who fails Technical Inspection or who, in the Race Day Chief Steward or officials' sole discretion, is exhibiting behavior which is dangerous to participants or spectators.

Races where there are not enough mowers (3 or more) entered in certain classes, the race director may, at his discretion combine classes, for example combining GP with GPT, AP with CP etc.

If classes are combined, awards will only be presented to the top three finishers of the race regardless of how many classes are competing in the race.

ALL Governed Classes will remain on the track after feature and kept running for RPM checks and/or tire pressures, gearing, etc. for specific class rules. Leaving the track or shutting the engine down will result in Disqualification.

Minors must have signed parental release in every part of the pit and track area.

Mower pit speed is 5 mph maximum.

No mower may have more than 1 attendant in line up area, in addition to the driver.

Long pants closed shoes over the ankle and long sleeve shirts with safety vest are required in the track area.

No smoking on the track or track infield during the racing event.

Refueling: Driver must dismount, and engine must be turned off when fuel is added. A fire extinguisher (liquid fire rated) must be in the hands of a crew member any time fuel is added to a hot machine and a catch pan must be under machine.

Drivers, including minors, are responsible for the conduct of his/her guests and crew, even while on the track. (including wives, husbands, kids, and in-laws)

Unauthorized personnel shall not enter the track area. This will lead to the disqualification of your driver!!

All individuals entering the controlled area, which includes, but is not limited to the racing course, grid and pit area, including crew members and guests, must sign a release and display a wristband discharging NASGRASS from liability.

No pets are allowed on the racing course. Pets in the pits must remain on a leash and owners are responsible for cleaning up after their pets. This is a **zero**-tolerance policy!!!

NASGRASS reserves the right to limit pit space. Campers and RV's are permitted and encouraged!!! Pit arrangements may change in the event of a large special event and your typical parking area may be moved.

No vehicles other than racing mowers and official vehicles such as tow mowers shall be on or near the track.

Entry fees shall be subject to change for special events.

Only one person shall be allowed on a racing lawn mower, and it must be the person who is registered to race said mower.

All drivers must arrive during the time window for registration and tech inspection. If you arrive late, and accommodation can be made, you will start at the rear of the field. If you know you are going to be late, please notify a track official in advance via phone.

Everyone in the pits, racers and guests must have wrist bands, if lost the individual must purchase another wrist band. No exceptions will be made to this rule **EVER**. Even if there is a fire. If you see someone without a wristband, it is encouraged to notify the person that they need one for insurance coverage, or they will be removed.

During racing events the switching of mowers or drivers will not be allowed (without prior approval from track officials) meaning the mower used by a driver during practice & heat races must be the same mower raced in features. A back up mower will not be teched, and if for any reason you need to switch drivers you need to first get approval from a track official. If you feel the need to have back up mowers, you need to move up to the Nascar level of racing.

During a rain delay or rain out, it is the discretion of the track officials to determine the outcome of the event.

On race days, all kids need to stay within the fenced area of the track, whether it be in the pit area or in the spectator area. For everyone's safety, when practice or racing is underway, kids should be under direct supervision of a parent/guardian, no running around, riding bicycles, throwing balls, etc. during this time.

DRIVER ELIGIBILITY:

All drivers must be registered members of Nasgrass Inc. and Florida Flywheelers Antique Engine Club. Membership paperwork must be completed at the first race of the season, or first race of participation if not participating the entire season (the only exception to this is for drivers that travel to participate for the Snowbird Nationals only). Florida Flywheelers membership will be included in the cost of Nasgrass annual dues, if driver is a minor, parent or guardian will need to be a member of Florida Flywheelers (effective 9/2025).

Drivers must be the following ages to compete - 6-11 years of age in MINI MOW, 9-16 MINI MOW PRO, 14+ for KARTS, 13+ for LMS, 13+ for FX-NOVICE, 16+ for FX-LITE, 18+ for FXT, and 18+ for FXS. (Due to the high speeds of FX-Lite, FXT, & FXS new drivers will be tested on driving ability).

New drivers wanting to compete in FXT, FXS, & FX-Lite must have extensive racing background/resume and must pass on track testing before you are approved to race. All club officers must sign off on new drivers in these classes.

16 and older in all prepared classes except for GPK.

GPK is 11 years old and you must have at least 1 race season with more than 6 Races in MM OR MMP class before moving up to the GPK Class.

ANY EXCEPTIONS TO AGE REQUIREMENTS WILL BE CONSIDERED ON A CASE-BY-CASE BASIS AND MUST BE APPROVED IN ADVANCE BY THE PRESIDENT OR IN HIS ABSENCE THE VICE-PRESIDENT.

SEASON CHAMPIONSHIP POINTS & ELIGIBILITY:

During a points race, drivers will be scored and awarded points as follows:

Heat Races – 15 points for winner, 10 points for second place, and 5 points for third on back.

Feature Races – 100 points for winner, 95 points for second place, 90 points for third place, and 5 less points for each remaining finish position.

If you do not start a race (0 points), if you do not finish a race (points awarded for position when you exit the race you must complete at least one green flag lap), if you get a DQ (0 points).

Each class must run at least 5 points races to qualify for a season points championship. Each driver must race at least 4 points races to qualify for a season points championship in that specific class (If you compete in multiple classes, you must run 4 points races in each class to qualify for each class.

If a decision is made to drop points for any of the races, at the end of the season your lowest combined score for a heat/feature race will be dropped. You will not be allowed to drop points for races not attended or DQ's.

SAFETY EQUIPMENT:

In all class's drivers must wear an automobile racing or motorcycle-type full face helmet approved by the U.S. Department of Transportation or the Snell Foundation, including special exhibition races whenever held. Helmets must be inspected and be in good visible condition.

The final decision on the condition of helmet will be at the discretion of the Technical Director. Any driver with a helmet that has signs of physical damage and the helmet does not pass technical inspection will not be allowed to race, until a replacement helmet can be procured. It is highly recommended that helmets be replaced at least every 5 years.

The helmet must fit snugly and be securely buckled when driver is on the track. Long hair must be kept tucked inside the helmet.

Goggles or a face shield are required. Glasses are not sufficient.

Every driver must wear long pants, long-sleeved shirt/jacket, full-finger gloves and leather over-the-ankle footwear on the track. Motorcycle leathers or anti-abrasion karting suits are highly recommended. No loose clothing (un-tucked or un-buttoned shirts, etc.).

An approved, racing neck support is MANDATORY in every class.

Driver must have a full, in date, 10BC-rated fire extinguisher in his/her pit area.

It is highly recommended, but not mandatory, that Drivers wear Chest Protectors of their choice for their safety.

TECHNICAL INSPECTION:

All mowers entered in any NASGRASS event must be inspected for compliance by the Technical Inspector prior to participating in practice or racing.

Events are open to all riding type lawn mowers and garden tractors that were mass-produced and commercially available to mow residential lawns. Rear engine and zero turn riders are not permitted.

Final determination of eligibility and classification is up to the technical inspector.

The officials reserve the right to reject, at any time, any mower, which in their opinion, represents an attempt to defeat the spirit of these rules.

Drivers must complete the registration process, sign insurance releases, and obtain a wrist band prior to entering the tech line.

All required safety equipment must be present at technical inspection (this includes helmet, neck brace, and gloves).

Drivers may be questioned on the content of these rules and must pass in order to practice or race.

PREPARED CLASS RULES:

Class designation: GP, GPT, GPK, AP, CP, SP and BP.

These mowers are as delivered from the factory except for the modifications listed below.

The age of GPK is 11 years old and you must have at least 1 race season with more than 6 Races in the MM, or MMP class before moving up to the GPK Class. All other prepared classes age 16 and above.

Parents/ legal guardians must be present and available to work corners or in the infield if needed during GPK races.

Cutting decks are optional, but if used, cutting blades must be removed, and the deck must be securely mounted in near stock location. Mowers may simulate a cutting deck. Decks must be as wide as the body edge or running boards whichever is wider.

Mowers must maintain a minimum of 2-inch ground clearance under the lowest point of the deck.

Mowers must maintain a minimum of 4 inch of ground clearance under the lowest point of the frame. Unused brackets and non-structural material may be removed to gain clearance.

Exhaust design is open, but must terminate away from the driver and competitor, in a rearward and downward direction without creating a safety hazard.

Starter must be onboard, either electric or pull rope.

Rear wheels must be secured to the rear axle with shaft locks, center bolts or thru-bolts.

All mowers shall have an automatic, throttle closing device.

Kill switch lanyard length shall be as short as necessary to effectively stop the mower as quickly as possible. This device must be commercially available for racing and/or recreational vehicles such as ATVs, jet skis snowmobiles, etc. Homemade and/or magnetic switches are not allowed.

Mower brakes must be upgraded to a brake system on the rear axle and must be hydraulic on all classes. Front hydraulic brakes highly recommended.

Throttle and brake control may be relocated.

The steering wheel, seat, body and frame must be centered between the right and left wheels.

All Prepared classes must use a shiftable lawnmower transmission or transaxle.

Rear axle may use, locked, live or solid axle. No single wheel drive.

Wheels must be the same size on each axle, 6" minimum, 8" maximum. Can be steel or aluminum.

Front axle and steering may be modified or fabricated. Front axles may be pinned, bolted or welded into place. No suspension allowed. All modifications and fabrications are subject to the judgment of the technical inspector. All steering linkage must be ball-type or spherical threaded rod ends with lock nuts.

Footholds and seat side boosters must be minimally designed so as not to entangle body parts.

All steering and wheel retention fasteners must terminate with locking nuts, castellated nuts with cotter pins, washers with new cotter pins, shaft locks, or locking bolts. Cotter pins, E-rings and C-rings alone, bent nails are not allowed.

Mowers may reach a maximum width of 40 inches sidewall to sidewall. No offset.

All governed classes must retain OEM CARBURETOR for their specific engine!!

Prepared chassis mowers may only operate on pump gas. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

All engines in all classes must be naturally aspirated. Blowers, nitrous, turbochargers, and water injection systems are not allowed in ANY class.

Tires must be treaded lawn tractor tires in all prepared classes.

Substituted steering wheels are permitted. They may not be mounted offset.

All positively charged terminals must be insulated with a cover or heavy tape. Battery must be well secured on the mower.

All mowers must be safe and complete with all parts and panels in place, no missing fasteners. Machines that have been involved in an accident resulting in removal of body parts will only be allowed back on track after the mower has been inspected to determine if safe.

All exposed sprockets, chains, and pulleys must be fitted with metal guards deflecting a broken chain downward.

A rear bumper is **mandatory** and should be no wider than the rear tire width, fabricated from tubing with radius bends and installed a maximum of 2" closest surface of the rear tire. Recommended height of 6" and no higher than 8" The bumper should be centered on the rear axle. The intent of the bumper is to prevent mowers from climbing the rear tires and making contact with a driver. No other bumpers are permitted, even those offered as factory options.

Seats should be securely mounted to the mower, on the center of the frame. Seats may be adjusted more towards the front or rear of the mower along the center line to help achieve better weight balance for handling. The lowest portion of the seat pan should not be mounted any lower than 13" from the ground.

Sheet metal should be as delivered from the factory with the following exceptions:

Where original factory sheet metal is not available or is damaged in a way that renders it unsafe or unusable, sheet metal from another similar model mower that would otherwise be eligible to race may be used.

Replacement sheet metal must fit properly and be as close in shape to the factory panel as possible.

All panels must be securely fastened so as not to create a safety hazard. **Mowers must be free of sharp edges, projections and protrusions.**

The hood and/or its components may be modified to provide clearance to allow tires to turn and steer without contact with sheet metal.

Sheet metal may be bent or cut to allow for clearance of modifications otherwise allowed such as air cleaners, exhaust, brakes, clutches or other controls.

Openings cut in sheet metal shall not be more than 2 inches from the obstruction.

Fenders may be modified to allow for tire clearance issues due to chassis lowering as well as for handling purposes.

Trimming fenders such that there remains at least ¼" of clearance between the fender edge and the top of the tire. Fender trimming should follow the contour line of the fender, not merely remove sheet metal in the immediate area.

Any sheet metal originally on a mower may not simply be removed. A mower originally delivered with fenders must have fenders. A mower originally delivered with a hood must have a hood.

Race numbers should be a minimum of 5" high and of a sharply contrasting color from its background and be visible from all four sides of the mower. Class identification is required at least on the right side of the hood.

Mowers without numbers or mowers with same number will be assigned one during registration. Duplicate numbered mowers will be assigned based on the order of arrival.

All mowers must have a functioning mechanical clutch. No chain drive from engine to transmission is allowed on a prepared chassis.

Mowers must present a neat and clean appearance.

All motors must be of lawn mower origin!

Engine must be originally manufactured for use in lawn mowing equipment and be stock appearing, with the exception of the air filter, air cleaner or velocity stack.

GP, GPT, GPK, and must have stock air filter assembly and filter. NO MODIFICATIONS TO AIR FILTER ASSEMBLY ALLOWED, NO EXCEPTIONS.

Crankshaft must be in original orientation and clearance hole in the frame.

Engine may be internally modified for AP, SP, CP and BP ONLY!! In every class, original engine block assemblies must be used, example; cylinder block, sumps, side covers and cylinder heads. The only exception is the valve cover in which billet/aftermarket valve covers can be used to allow clearance for roller rockers if used. Billet side covers and sumps or forged aftermarket cylinder heads are illegal. No overhead cams allowed on any Prepared class.

Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.

Driveline may be modified from the engine pulley to the rear wheels but must utilize a shift able lawnmower transmission or transaxle. No Veri-Drives, No centrifugal and or torque converter clutches.

Rear axle may use, locked, live or solid axle. No single wheel drives.

Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels.

All steering linkages must use ball-type or spherical threaded rod ends.

Front axle may be pinned, bolted or welded into stock position. No suspension, no shock absorbers.

Axles must be a 1-piece beam design.

Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.

Aluminum may not be used as the material for the one-piece axle.

Rear axles must either use lock collars or a nut and bolt through the axle, C-clips are not allowed.

No cast hubs allowed.

Front spindles will use either lock collars or castle nuts with cotter pins. Lock nuts alone will no longer be sufficient. Cotter pins, E-rings and C-rings alone, bent nails, etc.. are not sufficient for wheel retention and are not approved.

Wheels must be the same size on each axle, of any origin, made of metal.

Footholds must be discrete, and no more than 2" high, made of flat or "L" stock (no rod stock), and made such that the foot cannot become entangled in a roll over.

All parts should be of lawn mower origin with the exception of those specifically mentioned. Hoods and body parts such as fenders may be upgraded from year to year only if the parts are from a similar lawn mower.

Aluminum Flywheels are mandatory for AP, SP, CP AND BP class racing mowers.

All governed class racing Mowers (GPK, GP and GPT) must have original stock flywheel. No modifications to any governed engines!! No TOLERANCE!!

Must use axle mounted brakes, no lawnmower transaxle or transmission mounted brakes.

GP: Governed engines, 3650-RPM max. (No Load). Single-cylinder Over-Head Valve & Valve in block ("L" Head") engines must be factory stock. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement. Twin cylinder engines are not allowed.

CHASSIS: 42" minimum unaltered wheelbase. 46" maximum.

6" minimum front wheels, 6" minimum rear wheels, and there is no gear ratio restriction. Width is a maximum 40", sidewall to sidewall.

GPT: Twin cylinder engine not to exceed 49ci. Governed at 3650 RPM max (No load)

Chassis build requirements will be identical to GP.

GPK: Ages 11-15 years old. The age of GPK is 11 years old and you must have at least one race year with more than 6 Races in the J/P, MM, or MMP class before moving up to the GPK Class.

Chassis build requirements will be identical to the adult GP build requirements.

SP: All single cylinder 4 stroke valve in block. Any internal modifications allowed. Must be stock appearing.

Chassis build requirements will be identical to the adult GP build requirements.

CP: All single cylinder overhead valve and two-cylinder valve in block, 4 stroke engines. Any internal modifications allowed. Must be stock appearing.

Chassis build requirements will be identical to the adult GP build requirements.

BP: All overhead valve V-twin 4 stroke engines, 49 ci and smaller.

Chassis build requirements will be identical to the adult GP build requirements.

AP: 4 stroke engines 10.5hp and under with a factory maximum stock original displacement of 22 cubic inches must provide spec's (This includes all engines both Valve-in-Block L Head and Over Head Valve with a maximum displacement of 22ci).

34" minimum unaltered wheelbase. Maximum width, 40", sidewall to sidewall.

4" minimum front wheels, 6" minimum rear wheels.

Crankshaft must be in its original orientation. Engine plate may be welded to frame rails in as close to the original location as possible.

Additional AP Engine Option: 6.5 HP 212 cc max Harbor Freight Predator engine (**ONLY, NO EXCEPTIONS**), 70mm bore, 55 mm stroke. Hemi or Non-Hemi, no Ghost Motors.

No governor, or RPM restrictions.

Billet or PVL flywheel Mandatory. (Non-Adj. Only.)

Stock ignition.

Stock or Billet rod. (Stock Length Only 3.308" ARC #6254)

Stock piston no modifications (**Dished or Flat-top OE pistons only!!!**)

No head or valvetrain modifications PERIOD!! (Untouched ports and stock push rods)

Thin .009 head gasket ok. (No milling of head or block)

Cam – Stock or Mod 2 Grind **ONLY!!!** (SEE CAMSHAFT TECH CHECKS BELOW)

18# Valve springs max. (**Installed height is non-tech however free length, wire diameter, number of coils, o.d., and i.d. must match Honda OE #14751-883-000**) cost is \$5.00 per pair at NR.

Stock appearing carburetor.

Pump gasoline only. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

Open gear ratio, no rule. Any clutch.

Direct/Jackshaft chain drive is allowed.

Tires must be treaded lawn tractor tires.

***** Camshaft Tech Checks for LEGAL cam as follows: *****

Gross Lift & Duration (checked on push rod): These are Dyno Cams MOD2 cam specs

Intake – MAX LIFT 0.2245 INCH Exhaust – MAX LIFT 0.231 Inch

Will be subjected to .050 Lift DURATION check (up to 2 degrees variance allowed)

Intake: DUR at .050 Lift 245.7 DEG **Exhaust:** DUR at .050 245.5 DEG

FXS and FXT

ENGINES: Billet flywheel or PVL flywheel required. All cooling fins and safety shields must be intact. No external welding on block or heads to increase clearances. No diesel or liquid cooled engines in any class.

FXS & FXT mowers may only operate on pump gas. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

FXS & FXT Engines must be mower engines or direct replacement engines (example Clone engines), no 305 or star engines.

CHASSIS: We highly recommend when building to use frames, parts, and retain original manufacturers (OEM) specifications.

No chopping of the frame, wheelbase must retain stock specs.

Material (steel) may be added for structural strength. It is recommended that front axles be bolted or welded rigid eliminating the stock pivoting. Round or square front axles ok as long as in stock location.

NO KART LIKE/TYPER FRAMES!!

No rear engine lawn mowers, must be front engine traditional style lawn tractor with a hood covering the engine and rear fenders.

Rear axle may use, locked, live or solid axle. No single wheel drives.

Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels.

All steering linkages must use ball-type or spherical threaded rod ends. **NO CHAIN STEERING**

Front axle may be pinned, bolted or welded into stock position. No suspension, no shock absorbers.

Axles must be a 1-piece beam design.

Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing. The front axle must be mounted 90 degrees to the main frame rails.

Aluminum may not be used for the one-piece axle.

Rear axles must either use lock collars or a nut and bolt through the axle, C-clips will not be allowed.

Front spindles will use either lock collars or castle nuts with cotter pins. Lock nuts will no longer be sufficient. Cotter pins, E-rings and C-rings alone, bent nails, etc.. are not sufficient for wheel retention and are not approved.

Wheels must be the same size on each axle, of any origin, made of metal.

No handlebars, to prevent a racer from being pierced in the event of a roll over.

All tractors must have been factory-built, lawn cutting tractors. Frame width is 15" max. In other words, rear axle cassettes mounted no wider than 15". If a third bearing is used on the right rear for support, you must still retain bearings on the main frame rails.

All positively charged terminals must be insulated with a cover or heavy tape. Battery must be well secured on the mower.

All mowers must be safe and complete with all parts and panels in places no missing fasteners. Machines that have been involved in an accident resulting in removal of body parts will only be allowed back on the track after the mower has been inspected to determine if safe.

All exposed sprockets, chains, and pulleys must be fitted with metal guards deflecting a broken chain downward.

WHEELBASE AND MAXIMUM WIDTH: 39" minimum wheelbase 50" maximum. 42" max width. No more than 4" of total offset. Offsetting of axles, center of frame to outside of right tire is to be 23" and from center of frame to outside of left tire is to be 19" giving a total offset of 4". Firewall protection recommended. Discreet chopping of chassis to install aftermarket clutches, gear box, seats and axles allowed. Must retain original OEM wheelbase.

BRAKES: Hydraulic Brakes are mandatory. Front brakes optional. Mounted to axles.

WHEELS/HUBS: Go Kart dirt tires are allowed, minimum 6" rims on rear and 5" on front. Lawn mower tires, kart dirt tires, and mini sprint tires are authorized. Custom steel or aluminum rims allowed. No Stock Lawn Mower Wheels. Rear axles must have either lock collars or a nut and bolt through the axle, no longer will C-clips be allowed. Front spindles will use either lock collars or castle nuts with cotter pins. lock nuts will no longer be sufficient.

DRIVE TRAIN: Centrifugal clutch, traditional belt clutches allowed. 90-degree gear boxes, jackshaft setups allowed. All chain guards must be a min thickness of 1/8" aluminum or steel.

STEERING: Direct steering is mandatory, must use lock nuts on all connections. **NO CHAIN STEERING.**

BODY WORK: Can be customized (where allowed) but must retain some resemblance of a lawn tractor. All parts must be securely fastened to chassis i.e. fuel tanks, batteries, body work, etc. Front and rear wings are allowed, 3" maximum. Body can be homemade but must resemble a lawn tractor. No sharp edges. Rear fenders must not be wider than the bulge or widest part of the rear tires.

FUEL: Pump gasoline fuels only. No electric fuel pumps are allowed. Any gasoline carburetor. No fuel injection.

THERE WILL BE NO REFUELING ON HOT MOTORS AND YOU MUST HAVE A FIRE EXTINGUISHER PRESENT WHILE FUELING

CLUTCHES: Must be intact and working. If not equipped with a neutral gear all tractors must have a clutch lock out so machine can be pushed by hand. When running a centrifugal clutch, driver must be seated on machine to have it started or rear wheels securely off the ground, with kill switch tether attached to person.

THROTTLE: No fixed throttles. Foot and trigger throttles will have the two return springs as mandated in ALL CLASSES. No solid throttle cables must be braided cable like a bicycle brake cable.

KILL SWITCH: Tractor must have a working commercially manufactured tethered kill switch and be always fastened to driver when the engine is running. This includes in the pits, staging, or on the track.

EXHAUST: Is open, so long as it points down and away from driver and presents no apparent hazard. No stacks.

SPINDLES/AXLES: Front spindles must be drilled and cotter pinned or safety pinned. Rear axles must be locked up with axle lock collars. Rear axles must be in stock location, cassettes no wider than 15", and a front axle must be located close to the original location and not on top of chassis.

SEATS: Must be mounted in center of frame from one side of the frame to the other side. Go karts seats allowed.

BUMPERS/NERF BARS: Mandatory. Max width front: Inside tires not to cover front face of the tire. Side nerf bars are flush to the outside of tires. No sharp edges. Rear bumpers and side bars must be of round tube design to prevent climbing. A closed or continuous loop bumper is the only authorized bumper on the rear. Side crash bars/nerf bars must be installed no more than 1.5" in from outside of tires. They must have a kart style secondary hoop that can withstand side impact. Front Bumpers on FXS & FXT cannot exceed 2" pass the sides of the Hood, and at no time will the front bumper cover or protect the front tires, they are intended to protect the front hood only. They will be made of round or square stock not exceeding 1" in diameter.

NUMBERS: All tractors must have a visible and of contrasting color number. Minimum 5" height on a contrasting background. Class identification is required at least on the right side of the hood or number plate.

WHEELS/TIRES: Though offsetting of axles is permitted, tire sizes will be of the same size per axle, example: same tires across the front and same tires for the rear.

FXS:

AGE GROUP: 18 years old with more than 1 full year experience in prepared class to race in FXS. (Testing required for new drivers)

MAX ENGINE: Single cylinder OHV or Opposed twin Flat Head coming from the lawn equipment origin (4 cycle engines). No fuel injection.

OHV ENGINES: Original engine block assemblies must be used, example: cylinder block, sumps, and cylinder heads. Billet side covers ok. Billet/aftermarket valve covers can be used to allow clearance for roller rockers if used. Any gasoline carburetor. Billet sumps or forged aftermarket cylinder heads are illegal. Single cylinder 4 stroke OHV lawn equipment engines. Internal modifications allowed. Carburetors size/type open and custom intake manifolds allowed. External ignition devices are allowed. Cross brands of lawn tractor OE ignition systems allowed. External shields must remain stock. Mandatory billet or PVL Flywheel.

FLAT HEAD TWIN ENGINES: Any internal modifications allowed. Carburetors size/type open and custom intake manifolds are allowed, and external ignition devices are allowed. Cross brands of lawn tractor OEM ignition systems allowed. Mandatory billet or PVL flywheel.

MINIMUM WEIGHT with the driver is 450 lbs.

FXT:

AGE GROUP: 18 Years old with more than 2 years of experience in prepared class and or extensive professional experience to race in FXT. (Testing required for new drivers)

ENGINE OPEN: V-Twin vertical or horizontal Max 49ci OEM Rated 4 cycle lawn equipment engines. Internal modifications allowed for all engines. After market aluminum billet or PVL flywheels are mandatory. Ignition is open. Original engine block assemblies must be used, example: cylinder block, sumps, and cylinder heads. Billet side covers ok. Billet/aftermarket valve covers can be used to allow clearance for roller rockers if used. Any gasoline carburetor. Billet sumps or forged aftermarket cylinder heads are illegal.

MINIMUM WEIGHT with the driver is 500lbs.

FX CLASS RULES:

MM/MMP/FX-N/FX-L/LMS

Rules of the track, pits, grid, driver safety equipment, code of conduct and points will be the same as above per NASGRASS general rules.

Frame build may be of round or square tubing. Frame width max 15". Must be steel, No aluminum frames.

Body/hood may be homemade but be formed like a mower. Stock mower body/hood/ is the PREFERRED CHOICE, especially old school hoods!!

Min 5" diameter or 6" diameter aluminum wheels. Sidewall to sidewall maximum 42" width. NO TOLERANCE.

Wheelbase minimum 39", wheelbase maximum 50" maximum width 42". No more than 4" of total offset. Offsetting of axles, center of frame to outside of right tire is to be 23" and from center of frame to outside of left tire is to be 19" giving a total offset of 4".

Though offsetting of axles is permitted, tire sizes will be of the same size per axle, example: same tires across the front axle and same tires across the rear axle.

Side nerf bars no greater than 1" past tire width.

BUMPERS: Mandatory. Max width front: must be Inside tires and not cover front face of the tire. No sharp edges. Rear bumpers and side bars must be of round tube design to prevent climbing. A closed or continuous loop bumper is the only authorized bumper on the rear. They must have a kart style secondary hoop that can withstand side impact. Front bumpers cannot exceed 2" past the sides of the Hood, and at no time will the front bumper cover or protect the front tires, they are intended to protect the front hood only. They will be made of round or square stock not exceeding 1" in diameter.

All steering components must be fastened securely with nylocks or safety pins or cotter keys.

Kill switch must be of jet ski type tether as per NASGRASS specs.

Hydraulic KART type brakes intact and working safely, front brakes optional.

Exhaust routed down, away from driver and competitor, if exposed must have header wrap.

Carburetors must have double springs as per NASGRASS standard.

Front axle round tube or boxed and steel. Axles must all have safety clips, bolts or pins.

Chains, sprockets and clutches must have METAL guard covers protecting driver. Any shoe or drum type clutch allowed.

May use foot pedals or hand throttles.

Numbers must be a bright contrasting color with a minimum height of 5" tall. Class identification is required at least on the right side of the hood or number plate.

Moving up to advanced classes within the FX chassis classes will be contingent on approval from track officials.

FX CLASS SPECIFIC RULES:

MINI-MOW: Ages 6-11

The intent is to start racing at the age of 6 with one chassis and be able to move up without having to build multiple machines. IE. one chassis for 4 classes.

Entry-level, low-cost solution for getting kids into racing with a machine that can be moved up to 3 other class levels.

6:1 Final drive rule. NO EXCEPTIONS!! The only approved gear set for Mini Mow is 12T clutch, 12T on Jack shaft and 72 axle sprocket any deviation will result in disqualification. (Effective 9/2026).

1" inspection hole at clutch drum. Mark on clutch and should be one revolution of the tire to 6 revolutions on the clutch. NO EXCEPTIONS!!!

Tires maximum 12" diameter, 5 or 6" wheel and checked with a tech gauge. No tolerance!! 12" means 12"!! Grooved kart tires only.

Engine: 6.5 HP 212 Harbor Freight Predator engine ONLY, max RPM 3,650 (NO EXCEPTIONS). No tolerance and teched after feature race. Aftermarket air filter and pre-filter ok. No modifications whatsoever other than header and cone type air filter.

Pump gasoline only. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

MINI MOW PRO: AGE 9-16

A class to step up after kids have mastered MM.

The only change that can be made from MM to MMP is gearing. It can be changed to 16/16/16/69. This is the only gear set allowed, and any deviation will result in disqualification.

Must have a minimum of 1 year experience in MM.

Pump gasoline only. No additives or additions to fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

FX NOVICE: AGES 13+.

A class for FX style chassis for drivers to gain experience and prepare for the speeds of the FX-LITE class.

The following engine modifications are allowed:

Engine: 6.5 HP 212 cc max Harbor Freight Predator engine **ONLY (no exceptions)**, 70mm bore, 55 mm stroke. Hemi or Non-Hemi, no Ghost Motors.

No governor, or RPM restrictions.

Billet or PVL flywheel Mandatory. (Non-Adj. Only.)

Stock ignition.

Stock or Billet rod. (Stock Length Only 3.308" ARC #6254)

Stock piston no modifications **(Dished or Flat top OE pistons only!!!)**

No head or valvetrain modifications PERIOD!! (Untouched ports and stock push rods)

Thin .009 head gasket ok. (No milling of head or block)

Cam – Stock or Mod 2 Grind **ONLY!!! (SEE CAMSHAFT TECH CHECKS BELOW)**

18# Valve springs max. **(Installed height is non-tech however free length, wire diameter, number of coils, o.d., and i.d. must match Honda OE #14751-883-000) cost is \$5.00 per pair at NR.**

Stock appearing carburetor.

Pump gasoline only. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

Open gear ratio, no rule. Any clutch.

Any 5" or 6" diameter kart tire, grooved or slick.

***** Camshaft Tech Checks for LEGAL cam as follows: *****

Gross Lift & Duration (checked on push rod): These are Dyno Cams MOD2 cam specs

Intake – MAX LIFT 0.2245 INCH Exhaust – MAX LIFT 0.231 Inch

Will be subjected to .050 Lift DURATION check (up to 2 degrees variance allowed)

Intake: DUR at .050 Lift 245.7 DEG Exhaust: DUR at .050 245.5 DEG

FX-LITE: AGES 16+. (Testing required for new drivers)

Built race chassis with top speeds, not for beginners.

212 Predator/Clone type block. open to internal modifications (236 cc max), and open to internal head modifications. No external welding allowed.

Billet or PVL flywheel Mandatory.

No billet cylinder heads, factory appearing heads only!!

Any gasoline carburetor.

Billet side covers and valve covers are ok. Any intake.

Pump gasoline only. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

Open gear ratio, no rule. Any clutch.

Any 5" or 6" diameter grooved or slick kart tire.

LMS Ages 13+

A class for FX style chassis with a stock single cylinder governed engine (may use vertical or horizontal engine).

Governed engines, 3650-RPM max. (No Load). Single-cylinder engines must be factory stock internally and externally. The only modification allowed is an aftermarket air filter and adapter. Twin cylinder engines are not allowed.

Rules of the track, pits, grid, driver safety equipment, code of conduct and points will be the same as above per NASGRASS general rules.

Frame build may be of round or square tubing. Frame width max 15". Must be steel, No aluminum frames.

Body/hood may be homemade but be formed like a mower. Stock mower body/hood/ is the PREFERRED CHOICE, especially old school hoods!!

Min 5" diameter or 6" diameter aluminum wheels. Sidewall to sidewall maximum 42" width. NO TOLERANCE.

Wheelbase minimum 39", wheelbase maximum 50" maximum width 42". No more than 4" of total offset. Offsetting of axles, center of frame to outside of right tire is to be 23" and from center of frame to outside of left tire is to be 19" giving a total offset of 4".

Though offsetting of axles is permitted, tire sizes will be of the same size per axle, example: same tires across the front axle and same tires across the rear axle.

Front wheel minimum 5" maximum 6", Rear wheel minimum 6" maximum 8". Treaded lawnmower tires only.

Side nerf bars no greater than 1" past tire width.

All steering components must be fastened securely with nylocks or safety pins or cotter keys.

Kill switch must be of jet ski type tether as per NASGRASS specs.

Hydraulic KART type brakes intact and working safely, front brakes optional.

Exhaust routed down, away from driver and competitor, if exposed must have header wrap.

Carburetors must have double springs as per NASGRASS standard.

LMS mowers may only operate on pump gas. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

Front axle round tube or boxed and steel. Axles must all have safety clips, bolts or pins.

Chains, sprockets and clutches must have METAL guard covers protecting driver. Any shoe or drum type clutch allowed.

May use foot pedals or hand throttles.

Numbers must be a bright contrasting color with a minimum height of 5" tall. Class identification is required at least on the right side of the hood or number plate.

Pump gasoline only. No additives or additions to the fuel are allowed. No nitrous oxide, rocket fuel, alcohol or methanol are permitted. Any attempt to circumvent this rule will result in disqualification from the event and or fines/suspensions.

Kart Class Rules: 14 years old at the beginning of the season with at least 2 years of experience in other classes. Must give proof of prior race experience to qualify for this class.

Must be sprint kart chassis only. NO CHAMP, WINGED OR YARD KARTS.

Rules of the track, pits, grids, driver safety equipment, code of conduct and points will be the same as above per NASGRASS general rules including no bumping or aggressive driving. **This will NOT BE TOLERATED!!!**

Engine: 212 Ghost Motor as delivered from factory, or 196 Box Stock as delivered from factory. No internal modifications allowed.

Open Weight.

35 chain only, no 219 chain allowed. Must have chain guard in place.

Open tire brands. **Slicks only**, no larger than 13".

Karts must have numbers minimum of 5 inches and visible from all four sides.

Unleaded pump gas only. No methanol or race fuel.

Clutch may be a shoed or disc clutch.

Nasgrass would like to thank you for taking the time to read, follow, and understand the rules.

If you have any questions, PLEASE don't hesitate to ask an official.