

St-Labre 200

1. Schedule

- **Wednesday, March 1st, 2024**
 - 🌀 12:01 am Online Registration
- **Thursday, July 4th, 2024**
 - 🌀 6:00 pm Campground and pit setup
 - 🌀 8:00 – 10:00 pm Registration
- **Friday July 5th, 2024**
 - 🌀 8:00 am Registration
 - 🌀 9:00 am Marshal Safety and Q&A session
 - 🌀 10:00 am Build off begins
 - 🌀 12:00 – 8:00 pm A Certification available
 - 🌀 4:00 – 7:00 pm Alumni Races
 - 🌀 7:00 – 8:00 pm Practice Session
- **Saturday July 6th, 2024**
 - 🌀 9:00 am Practice Session
 - 🌀 10:00 am Build off ends – All carts to compound
 - 🌀 11:30 am Heat 1 – 100 laps – 12 teams
 - 🌀 1:30 pm Heat 2 – 100 laps – 12 teams
 - 🌀 3:30 pm B Side Finals – 75 laps – 12 teams
 - 🌀 5:30 pm A Side Finals – 100 laps – 13 teams
 - 🌀 Followed by Sparkplug Cup Presentation
 - 🌀 Dusk Fireworks
- **Sunday July 7th, 2024**
 - 🌀 9:00 – 11:00 am Free Community Breakfast and Grounds clean-up

2. Rules

A. Online Registration

- i. Online registration at stlabre200.ca opens March 1st, 2024 at 12:01 AM
- ii. Cost is \$1400
- iii. 24 teams
- iv. Crew size unlimited
- v. Team captains will be contacted to select Pit/Cart # and colour
- vi. Pit numbers run from 1 to 24, from west to east

B. Post Registration

- i. Teams will be contacted in order of registration to select pit # and colour. Additional info will be gathered for website and program:
 - a. Team Name
 - b. Logo
 - c. Team Picture
 - d. Crew members
 - e. Team motto or catch phrase
 - f. Bio
 - g. Achievements
 - h. Theme Song

C. Campground

- i. All teams may setup a campsite directly North of their pit respecting the same width of pit area.
- ii. Leave roadway open between pit and camping area at all times.
- iii. Alcohol/drugs cannot leave your personal campsite.
- iv. Alcohol/drugs cannot be consumed outside of a campsite. No walking around and drinking/smoking.
- v. No use of personal use vehicles including electric. Includes but not limited to pit bikes, motorcycles, ATV, UTV, and scooters.
- vi. Campground quiet hours are from 11 pm to 8 am.
- vii. No power provided to campsites.
- viii. Fires must be in an approved containment such as a fire ring, elevated fire box etc... and follow all local burn bans.
- ix. Cleanup required; leave no trace.
- x. Failure to follow rules will result in ejection without refund.

D. Pit/Track Area Registration

- i. All crew members must register on site prior to entering pit/track area. Registration includes:
 - a. Confirmation that waivers have been read and completed.
 - b. Agreement to all rules.
 - c. Receiving pit/track area bracelet.
 - d. Must be 16 years of age or older.

E. Marshal Safety and Q&A session

- i. Head Marshal will go over pit and track expectations.
- ii. Questions will be answered in sequential order by Head Marshal

- iii. Additional questions can be directed to Lead or Head Marshals throughout the day.
- iv. Head Marshal will have final say over all rules. Any major amendments or additions will be posted on the rule board and/or noted to all teams prior to the races.

F. Build off

i. **Pit Area:**

- a. Only registered participants with bracelets are allowed in the build-off area and pit lane at any time.
- b. During build-day, the pit lane will be open to the public, except for the pit area, but only when there are no races on the track. It will close one hour before alumni races start.
- c. All individuals in the build-off area must wear safety glasses at all times, unless they are welding and using a welding mask, or using a face shield.
- d. The team captain will be billed \$50 per hour for the time spent cleaning up any remaining material or garbage from the team's build area.

ii. **Supplied by St-Labre 200**

- a. One 20-amp breaker has two 120-volt electrical outlets, and one 40-amp breaker has one 240-volt outlet.
- b. Items listed on the website material list will be provided by St-Labre 200. Materials are divided into two categories: Mandatory and Optional. Mandatory items must be installed and used as intended; they cannot be altered to change their function.
- c. Transponders will be provided after B certification.
 - 1. The transponder device must not be tampered with or modified in any way. It is rented for the event and must be returned in its original condition.
 - 2. If the transponder is not returned in good condition, a fee of \$150 will be charged to the team captain.
 - 3. If there is a transponder failure, teams must inform a Pit Marshal immediately.
- d. A on-site parts store will be available on race day, operating on a first-come, first-served basis.
- e. Extra materials from the material list can be purchased at the store for spare parts in case of failure during the race. All tires must be bought on-site unless they are exactly the same as those sold at the parts store.

iii. **Material:**

- a. Teams are responsible for providing their own materials for constructing their cart. Acceptable materials include steel, aluminum, plastic, fiberglass, springs, nuts, bolts, washers, duct tape, glue, and other similar materials.
- b. Steering assembly must be made on-site using only parts fabricated there, except for the steering wheel, bearings, tie rod end, and turnbuckles. Refer to Addendum A for exceptions.
- c. Seats, roll bars, safety harnesses, seat belts, universal joints, and shocks can be pre-manufactured or pre-built.
- d. Except for the items mentioned above, all parts installed on the cart must be fabricated on-site.

- e. Materials can only be pre-drilled and/or pre-cut to length.
- f. Any additional alterations to materials will result in disqualification of the material.
 - 1. Materials cannot be bent before the build off.
 - 2. Materials cannot be shaped or drilled using CNC or other computerized machines before the build-off. However, the use of these machines on-site is permitted.

iv. **Build**

- a. A hole can be drilled in the slow/fast arm.
- b. Teams can set the screw that controls the maximum setting of the slow/fast throttle arm to their preference, but it must stay in place and not be completely removed.
- c. Engines cannot be modified, except as stated above. Only one engine per cart is allowed.
- d. The engine's carburetor can only be controlled by the existing slow/fast arm provided on the engine, to ensure that the governor is not bypassed.
- e. Governor springs must not be tightened or loosened.
- f. Carts must have a minimum front and rear spacing width (measured from the outside of the wheels) of 40 inches and no more than 60 inches.
- g. A floor must be installed to protect the driver's feet and legs from the ground and tires.
- h. The lowest point of the seat (excluding the backrest) must be 15 inches or less from the ground.
- i. The gear ratio between the engine drive clutch and the shaft driving the wheels must be the same for all teams. The drive clutch must turn the 60-teeth sprocket. Extra sprockets can be added for a jackshaft, but they must maintain a 1:1 ratio.
- j. An anchor point must be installed on the cart for the tow hook of the tow quad.
- k. The majority of the cart must be painted in the team's assigned color.
- l. No swearing, offensive content, or copyrighted material is allowed on carts, team apparel, or in team logos or names.
- m. Installing roll bars is strongly recommended; If roll bars are installed, a seat belt is required. If roll bars are removed at any point, teams must cease use of the seat belt.
- n. No screws or nails are allowed to be added to tires for grip.

v. **Tools and Equipment**

- a. Teams must bring their own tools, machines, and equipment.
- b. Teams can only use their own tools and equipment, unless they get permission from other teams to borrow theirs.

G. Certification

- i. When ready to receive certification:
 - a. Prior to 3:00 pm on Friday, teams can request a marshal to come and inspect in the pit area.

b. All other inspections will have teams are to walk their carts down the pit lane and along the far side of the track to the compound area.

- ii. Cart certifications will be issued after a successful inspection by the Cert Marshal, who will verify that all mandatory components installed on the cart are fully functional and all build rules have been followed.
 - a. A - certification gives permission to enter the track at designated practice times. Teams may return to their pit areas for further work on their carts.
 - b. B - certification ensures that the cart remains in the compound without further adjustments or repairs. Additionally, all fuel will be drained by Cert Marshal and refilled with 355 ml of racing fuel by one team member under marshal supervision and empty container returned to the St-Labre 200.
- iii. Inspections will be done in the order of arrival, based on the discretion of the marshals and upcoming races.
- iv. Teams need to have one member available with the cart for inspection and certification at the compound. If no one is available, the inspection will be delayed until someone shows up.

H. Track

- i. Only registered participants wearing bracelets are permitted on the track at all times.
- ii. At all times, drivers and teammates must behave safely, ensuring the well-being of others, including drivers, spectators, volunteers, and themselves. They must avoid causing any injury or damage to equipment or property.
- iii. The team captain must approve all drivers for their respective team and ensure they are mentally and physically fit to operate a motorized vehicle.
- iv. All drivers must wear a DOT-approved helmet. It's strongly recommended to wear safety glasses or goggles.
- v. It's also recommended that drivers wear other suitable safety gear and clothing such as gloves, long-sleeve shirts, long pants, race boots, etc.
- vi. Additionally, all drivers must wear closed-toe footwear.
- vii. Direction travel of the track is clockwise.
- viii. If cart breaks down:
 - a. Drivers must remain sitting in cart at all times, unless necessary to leave for safety.
 - b. Drivers are only allowed to restart their engine if they remain seated in the cart. No additional assistance will be provided by track officials.
 - c. Drivers must raise a hand to request a tow.
 - d. The pace quad will maintain a safe speed on the track, and a tow quad will hook to cart and return it and the driver to the pit area.
 - e. If the cart or driver poses a safety risk, the head marshal will signal with a black flag and the cart number.
- ix. If a cart overturns, rolls over, or driver is ejected:
 - a. The driver will be assessed by First Aiders before returning to the cart.
 - b. The cart will be towed to the pit area for team inspection.
 - c. The cart may return to racing with a different driver for at least one lap.

- x. Drivers are required to understand and follow all track light/flags and signals:
 - a. Green light/flag: Signals the start of the race, and also gives the all clear to proceed racing after other lights/flags.
 - b. Yellow light/flag: Signals a caution on the track. All drivers must cease passing other carts, follow pace quad, and proceed with caution around the track.
 - 1. Can only be removed by a green light/flag signalled by Track Marshal and once the pace quad has moved off the track.
 - 2. The only carts on the track that a driver may pass during a yellow light/flag are the ones that are broken down, stuck in mud, stuck with another cart, or has stalled.
 - c. Red light/flag: Signals a high risk on the track. All drivers must immediately shut off their engine and remain in carts for further instructions.
 - d. Black flag – Accompanied with a cart number: Signals that a cart has been identified and must report immediately to their pit area with an explanation to follow at the pit.
 - 1. Cart cannot leave the pit until the cause of the light/flag is rectified and approved by Pit Marshal.
 - 2. Teams ignoring the blue light/flag will be penalized 30 seconds per lap ignored within their pit area.
 - e. Penalty Number with Cart Number: Signals a penalty for the team number indicated.
 - 1. Drivers must head to the penalty box to serve a 15 second penalty.
 - 2. Additional time may be added by the Track Marshal for unsportsmanlike conduct or for each lap they ignore the penalty signal.
 - 3. A team with a penalty cannot win the race until the penalty has been served. If all 200 laps are completed and the penalty has not been served, it must be served before being declared the winner, provided no other team has finished the race during the penalty period.
 - 4. Penalty types:
 - A – Reckless driving – Forcing intentional contact upon other carts or intentionally hitting other carts.
 - B – Illegal Pass – Intentionally passing on a yellow light/flag
 - C – Driving of the track – Hitting boundary makers or crossing on the wrong side of markers.
 - D – Pit Lane/Time keeping infraction / Other – Speeding in pit lane or causing an obstruction with a cart or crew. Accessing an area for authorized personnel only like the time keeping booth.
- xi. Team drivers may switch but only in the pit area during a pit-stop.
- xii. Access to the timekeeping booth is restricted to authorized personnel only. Any inquiries should be directed through the pit marshal.

I. Practice Laps

- i. Practice laps are only allowed during designated times.

- ii. The track is for cart testing and driver practice purposes only.
- iii. A certification is required to do practice laps.

J. Gate Start

- i. Heats will be pre-determined and posted online a week ahead.
- ii. All drivers are to arrive 15 minutes prior to race gate to be lined up.
- iii. Gate start consist of all 12/13 teams randomly placed side by side.
- iv. All races will use Le Manns start where at the green light/flag drivers run to their carts, start their engines and then proceed to race.

K. Races

- i. B certification is required to race.
- ii. Non-certified carts will be returned to their pits 30 minutes prior to the start of their race to continue to work on their carts. Upon ready for certification will request a tow quad to bring them to the compound for certification.
- iii. Gate start will be used for all races.
- iv. Each team's first lap begins upon crossing the Start/Finish Line.
- v. Only racing fuel provided by St-Labre 200 can be added at 355 ml at a time per pit stop.
 - a. When entering the pit lane, the driver will collect the fuel container from the fuel marshal. They will then drive to the designated pit area, where the fuel will be handed to the crew for refueling. After refueling, the driver must place the empty container with the cap in the designated area at the pit lane exit before returning to the track. Only individuals dropping off the fuel container will be allowed back onto the track by the pit marshal.
- vi. The race ends when either:
 - a. The first cart completes 100 laps during heats, or every competitor finishes their lap they are on after a checkered flag.
 - b. For A side finals, a team completes their remaining laps to equal 200 laps in total.
 - c. For B side finals, a team completes 75 laps.
 - d. The Head Marshal stops the race.
- vii. The winner of St-Labre 20 race will be the first cart to complete 200 laps (combining their heat race and A side finals), or if the race must be brought to an end, the cart completing the most laps at the time the race was stopped.
- viii. Upon completing their lap after a checkered flag, carts must head directly to the compound area. Further repairs and refueling can only be done in the next race.
- ix. If a cart ends a race in the pits, it will be towed directly to the compound after the race. Before the next race starts, the cart will be towed back to its pit area. Repairs may only begin once the race has started.
- x. The A final winner may do a victory lap with the checkered flag.
- xi. The winner of the B final will be able to advance to the A final. Winner will start with either the number of laps from their heat or start with the A side team with the least number of laps; whichever is highest.
- xii. All fuel will be drained from the B side winner and refilled with 355 ml.

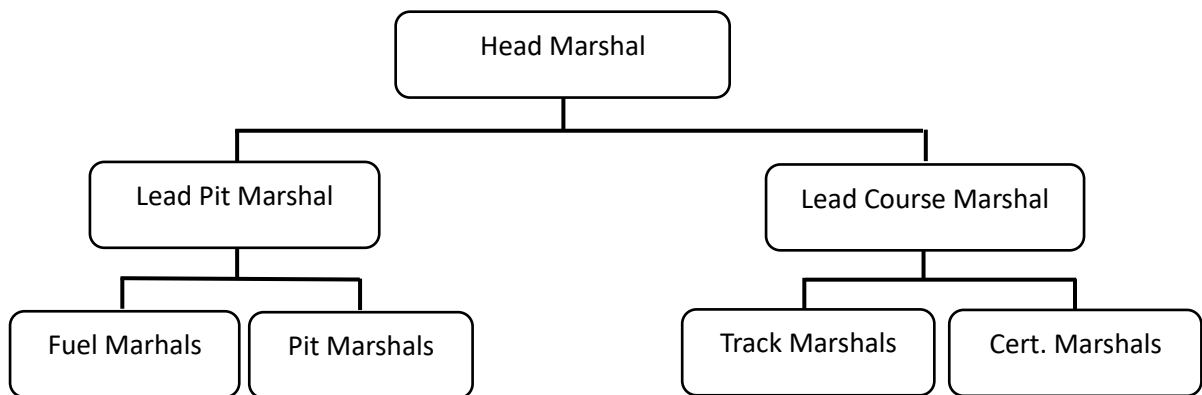
- xiii. Engine Repairs: All engine swaps during race must come from the part store unless approved Lead Pit Marshal. See Section 5
- xiv. Engines at part store are only available for swaps and must have a significant malfunction to be replaced. See Section 5

2. Addendum

- A. The St-Labre 200 Committee does not provide these items, and they will not be available at the St-Labre 200 parts store. All pre-manufactured parts must be approved by the marshal before the event. Pictures and explanations can be sent to: marshal@stlabre200.ca.

Item/Equipment	Approved	Not Approved
Steering Wheel	X	
Seat	X	
Shock	X	
Rack and Pinion		X
Tie-Rod	X	
Pre Fab. Wheel Assembly		X
Brake Handle	X	
Twist Grip Throttle	X	
Thumb Throttle	X	
Rod End	X	
Clevis End	X	
Turnbuckle	X	
Hydraulic Brakes	X	

3. Marshal Chart



4. Checklist

	Certification Checks	A	B
1	Serial # correct on engine.		
2	Marshal overall engine check.		
3	Throttle is connected on Slow/Fast arm component.		
4	Max throttle set screw still installed.		
5	Governor not bypassed.		
6	Throttle works properly - doesn't stay stuck.		
7	Brake installed correctly and stopping properly.		
8	No seat belt installed if no roll cage installed.		
9	Seat belt installed if roll cage installed.		
10	Centrifugal clutch is 10 teeth.		
11	Sprocket is 60 teeth (if running jackshaft 1:1 ratio).		
12	Pillow bearings used for 1" shaft.		
13	All 4 tires are correct.		
14	Wheel spacing (front and back from outside of tire) of minimum 40" wide.		
15	Cart not exceeding width of 60".		
16	Seat height 15" or below.		
17	Kill switch installed and functioning.		
18	Floor installed to protect feet.		
19	Cart plate installed with numbers and sponsors clearly shown.	N/A	
20	Cart painted with team color.	N/A	

Once cart is B certified

1. Please ensure that all fuel has been emptied from the cart.
2. Cart to be filled by team member with St-Labre 200 racing fuel under supervision of marshal and container returned.
3. Ensure team removes all fuel containers from the pit area.
4. Cart remains in compound.

Additional notes:

5. Part Store Return/Swap

Part	Detail Defect Thoroughly	Returner Name and Phone	Initial

St-Labre 200 recognizes that some parts may come with a defect and wants to ensure every team gets proper functioning items. Any provided part can be swapped a manufacturers defect is found prior to installation. Once installed on the cart we can no longer warranty items.

One exception is a failed engine while racing. If your engine fails immediately let the pit marshal know so that a swap process can begin.

Swap process:

1. Team with the OK from Pit Marshal goes to Part store to get engine.
2. Team proceeds to swap engine on cart and gets ok from pit marshal to proceed with racing.
3. Team empties fuel from old engine into new engine.
4. Team empties oil from old engine and puts everything back into box and returns failed engine to part store along with this sheet that explains what the failure is.

No engine swaps will be accepted once checkered flag is flown.