

## **Sugar River Raceway 2010 Clone Classes**

We will add a few 'Clone' classes in 2010. We will run a 'Box Stock' class and a 'Stock Appearing' class. Below is a brief review of both.

### **Box Stock Clone Class:**

We will run a group of classes similar to our current Honda Box Stock line up. We will have;

1. Jr. Box Stock 1 Clone, drivers 7 through 11 years of age. Box Stock, sealed and wired by SRR, Clone engine. 225# kart and driver combined minimum weight w/.500" turquoise restrictor. 275# kart and driver combined minimum weight w/.575" gold restrictor. 320# kart and driver combined minimum weight unrestricted. Maximum ready to race go kart weight of 200#.
2. Jr. Box Stock 2 Clone, drivers 12 through 15 years old. Box Stock, sealed and wired by SRR, Clone engine. 225# kart and driver combined minimum weight w/.525" turquoise restrictor. 275# kart and driver combined minimum weight w/.600" gold restrictor. 325# kart and driver combined minimum weight unrestricted. Maximum ready to race go kart weight of 200#.
3. Sr. Box Stock Clone, drivers 16 and older. Box Stock, sealed and wired by SRR, Clone engine. 330# kart and driver combined minimum weight w/.525" turquoise restrictor. 360# kart and driver combined minimum weight w/.600" gold restrictor. 390# kart and driver combined minimum weight unrestricted.

We will run these classes sealed and wired similar to our Honda Box Stock classes. To run in SRR's 'Box Stock Clone' class you will need to buy your clone engine from SRR. This negates any need for inspection to insure the engines are stock.

SRR will remove the engine governor. Drill, wire and seal the engine, add stock Honda GX200 valve springs, install a stock Honda GX140 emulsion tube and stock Honda main jet.

The Jr. Box Stock 1 class will run the stock muffler and air intake.

Jr. Box Stock 2 Clone will run the stock air intake system and SRR manufactured exhaust adapter along with Briggs & Stratton screw in muffler with center baffle removed. Muffler is #294599S and is used in conjunction with muffler locknut #690453. Exhaust adapter may not be port matched to exhaust port and must be run as produced by SRR.

The Sr. Box Stock Clone class will use the current spec exhaust header currently used in the Honda Super Stock and Masters classes. Exhaust: Spec RLV #5522 header must be used. Unaltered, no painting or coating allowed. Exhaust system

past header is open. Only requirement is a WKA legal RLV silencer must be used. We will also remove the stock air intake box and replace with the spec SRR air filter adapter. No welding, polishing or machining is allowed to this adapter. Adapter may not be modified to cause adapter to extend into the face of the flanged mounting portion of the carburetor opening. The adapter surface must remain flat. The only holes allowed are the two mounting holes and the central air flow hole. Holes drilled by SRR for tech wiring are allowed.

Clutch Rule: Stock unaltered Max Torque SS (six shoe) centrifugal clutches only. Stock unaltered clutch spring as produced by Max Torque. Either unpainted standard spring or green higher engagement spring is allowed. Length of spring, # of coils, must be the same as a known stock spring. Clutch must be protected with an engine clutch guard.

All other chassis, tire and gas fuel rules that currently apply to the SRR 'Honda Box Stock' classes will apply. A more complete engine tech will be created before our 2010 season kicks off.

The Honda Clone engines are now available at SRR. The cost as of this writing is as follows:

1. Stock Clone engine in the box:	\$149.95
2. Engine sealed and wired for BS:	\$184.95
3. Honda GX200 Valve Springs, add:	\$5.62
4. Honda GX140 Emulsion and jet, add:	\$22.80
5. Restrictor and Gasket:	\$11.00
6. SRR Jr. 2 Muffler system:	\$22.93
7. RLV #5522 Header Sr. Box Stock:	\$39.95
8. RLV Silencer Sr. Box Stock:	\$39.95
9. RLV Silencer Clamp:	\$13.90
10. Silencer Clamp, 1.375 Lock Collar	\$10.00
11. SRR spec air filter adapter:	\$15.95
12. AFR175 Air Filter:	\$13.05
13. *SRR Honda Throttle Linkage	\$31.50
14. Aftermarket Clone Throttle Kit	\$8.95

\* Jr. Box Stock 1 Clone won't accept aftermarket Clone throttle due to stock muffler being retained.

## **Honda/Clone Stock Appearing Class:**

We will offer a class in 2010 that should interest many of you that like to tune and tinker. Any Honda GX200 or any Chinese built Honda Clone engine can be the basis for your power plant.

Racers will be allowed to remove the fuel tank and run a floor mount tank with a fuel pump if they wish. A top plate may be added to the motor if the fuel tank is removed. A max length aluminum spacer of 1" will be added underneath the carburetor. A tapped hole in the spacer for a hose barb will provide the crankcase pulse to run the fuel pump. A block to carb gasket must be installed on both sides of the spacer.

The engines must be completely stock appearing (other than removal of fuel tank) and retain all exterior tin work. Governor pieces and related throttle control brackets may be discarded.

A stock appearing overhead valve 200cc engine **carburetor** with a .650" max bore will be used. A tech inspection will involve a visual examination of the exterior of the carb and .651" no go check of the venturi. The internals of the carb are not a tech item.

The only internal tech rule will be a **bore and stroke rule**. The 3<sup>rd</sup> oversize will be allowed on the bore, (Bore: 2.677" (68mm) minimum – 2.720" (69mm) maximum). Stroke must remain stock (2.118" minimum – 2.136 maximum).

**Cylinder heads:** original to engine cylinder head must be used. No switching to GX160 heads with smaller combustion chambers. Tech will be used to verify correct OE cylinder head only.

The stock plastic air intake will be removed and replaced by an aluminum filter adapter that must pass the current Honda Super Stock tech. Same goes for the air filter used.

All engines must be started by the stock **recoil starter** and it must be installed on the engine.

Stock OEM **flywheels** must be used. This is being done in an effort to keep the RPM range of the engines down. We've been told that the clones will pitch the magnets off in the 7500 RPM range. We also have experience with Honda engines being reliable up to 7000 RPM. The engine must retain a **cooling fan**, but there is no tech on the fan itself.

All engines must run a centrifugal **clutch** that is engine mounted, no axle clutches allowed. An engine mounted clutch guard must be used.

**Exhaust** systems can use any home built or aftermarket exhaust header and tail pipe combination. The system must use a WKA legal RLV silencer at its termination. Exhaust must stay within rear confines of kart and must pass the safety tech.

**Tire rule** will be Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" or 7.1 x 5 rear tires mandatory. Tires must durometer at 65 or harder. Tires must also

durometer within 10% of the class average. At track's discretion a check may be performed on the grid before a race. If a competitor's tires are found to be outside the class average by more than 10% they will not be allowed to race.

This class will also be subject to our **pump around** system on race day. This is a gasoline only class.

**Weights** and restrictors will be the same as our Honda Masters class. 330# kart and driver combined minimum weight w/.525" turquoise restrictor. 360# kart and driver combined minimum weight w/.600" gold restrictor. 390# kart and driver combined minimum weight unrestricted.