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COMPETITION CLASSES

Kid Kart

Driver Requirements: Age 5 through 7

Engine: Comer 50cc, (C50 or C51 engine) using .272" restrictor, and std. #58 jet.

Full loop bumper must cover back tires.

CIK nose cone and side pods mandatory

180-lb. Minimum kart and driver weight at end of race

All karts must use 10-4.50x5" rear tires (any compound). SRR reserves the right to measure the circumference of all competitors' rear tires on the grid before a race. If any competitor falls outside the class average by more than 3% they will be asked to change tires, (or bring them into compliance) before they can compete.

All competitors must run spec gear ratio of 8.9:1 or a 10 tooth clutch driver and an 89-tooth rear sprocket. 219 gage chain and sprockets to be used.

Any tech inspections will be done on the starting grid prior to a heat race. If a competitor is found to infringe these rules, the crew chief will be asked to remedy or not start the race. This is done due to the fact this is a demonstration class only with awards given to all competitors. The only teeth this tech can have is when done before the race rather than post race.

JR BOX STOCK Honda I

DRIVER Specs

Age - 8 through 11 years of age. Box Stock, sealed and wired by SRR, GX200 Honda engine. 225# kart and driver combined minimum weight w/.500" blue restrictor. 275# kart and driver combined minimum weight w/.575" gold restrictor. Maximum ready to race go kart weight of 200#.

Driver can move after fifteen (15) races, but may not return to Box Stock

Driver eligibility: must move to another class once they have achieved 15 total heat and/or feature wins combined on or before the half way race of the season (date may be adjusted due to rain outs). This rule does not apply if the driver is in his first season of Box Stock. Rule does apply when a driver returns to Box Stock to begin a second season. The only exception to this is when a competitor has run less than half the scheduled races in the preceding season. In this case they still have a full year of Box Stock eligibility. The rule counts wins from current/second season to achieve 15 race total.

CHASSIS Specs

New for 1997, 200 lb. weight limit on the go-kart

"C" chassis mandatory

In 2001 side panels and side pods will be allowed along with driver's panel or fairing. Nose cones are not allowed.

In 2007 an FIA-CIK approved front spoiler may be run. This must be a 2003 and later approved spoiler with a flat front edge. The earlier CIK front spoiler may not be run.

Four-(4) **yellow** panels with **black** numbers mandatory for drivers with less than six-(6) race days of experience. If side pods are used yellow panels are not mandatory on the sides

Four (4) panels (other than **yellow**) with numbers will be mandatory after (6) race rookie period

Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

Carburetor Emulsion Tube: GX140 emulsion tube must be run in the carburetor. It must be stock and meet the tech dimensions outlined later in this manual.

Carburetor Main Jet: Carburetor jet sizes shall be OEM stamped as follows: #68, #70, #72, #75, #82, or #85. Carburetor main jets may be drilled, but must conform to the 0.035" NOGO.

Exhaust: Stock unaltered GX200 muffler #18310-ZL0-000 is permitted. Muffler must use stock arrester #18310-ZL0-800. The muffler flange may not be matched to the exhaust port. Mounting nuts must be tight, with the intact STOCK gasket #18381-ZH8-800 properly installed. Exhaust gases from the engine may only exit through the outlet opening of the muffler. Leakage is acceptable from ¼ or less of the circumference of the center orifice of the intact, unaltered, stock exhaust gasket.

Air Filter: Stock unaltered air filter and air box assembly must be run. The top plastic air filter cover is not required. Pre-cleaner element isn't required but may be run. Stock GX-200 Honda filter must be run per #17210-ZE1-505. Air filter element must seat against air cleaner housing and use supplied bottom gasket #16721-ZE1-000.

Clutch: 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.

Fuel - gasoline only

JR BOX STOCK Honda II

DRIVER Specs

Age - 12 through 15 years of age. Box Stock, sealed and wired by SRR, GX200 Honda engine. 225# kart and driver combined minimum weight w/.525" turquoise restrictor. 275# kart and driver combined minimum weight w/.600" gold restrictor. 305# kart and driver combined minimum weight unrestricted. Maximum ready to race go kart weight of 200#.

Driver can move after fifteen (15) races, but may not return to any Box Stock class

Driver eligibility: must move to another class once they have achieved 15 total heat and/or feature wins combined on or before the half way race of the season (date may be adjusted due to rain outs). This rule does not apply if the driver is in his first season of Box Stock. Rule does apply when a driver returns to Box Stock to begin a second season. The only exception to this is when a competitor has run less than half the scheduled races in the preceding season. In this case they still have a full year of Box Stock eligibility. The rule counts wins from current/second season to achieve 15 race total.

CHASSIS Specs

New for 1997, 200 lb. weight limit on the go-kart

"C" chassis mandatory

In 2001 side panels and side pods are allowed along with driver's panel or fairing. Nose cones are not allowed

Four-(4) **yellow** panels with **black** numbers mandatory for drivers with less than six-(6) race days of experience

Four (4) panels (other than **yellow**) with numbers will be mandatory once (6) race rookie status has expired. If side pods are used yellow panels are not mandatory on the sides.

In 2007 an FIA-CIK approved front spoiler may be run. This must be a 2003 and later approved spoiler with a flat front edge. The earlier CIK front spoiler may not be run.

Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

Carburetor Emulsion Tube: GX140 emulsion tube must be run in the carburetor. It must be stock and meet the tech dimensions outlined later in this manual.

Carburetor Main Jet: Carburetor jet sizes shall be OEM stamped as follows: #68, #70, #72, #75, #82, or #85. Carburetor main jets may be drilled, but must conform to the 0.035" NOGO.

Exhaust: SRR manufactured exhaust adapter along with Briggs & Stratton screw in muffler with center baffle removed is mandatory. 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.

Air Filter: Stock unaltered air filter and air box assembly must be run. The top plastic air filter cover is not required. Pre-cleaner element isn't required but may be run. Stock GX-200 Honda filter must be run per #17210-ZE1-505. Air filter element must seat against air cleaner housing and use supplied bottom gasket #16721-ZE1-000.

Clutch: 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.

Fuel - gasoline only

SR BOX STOCK Honda

DRIVER Specs

Age - 16 years and older.

Box Stock sealed and wired by SRR, GX200 Honda engine. 290# kart and driver combined minimum weight w/.525" blue restrictor. 340# kart and driver combined minimum weight w/.600" gold restrictor. 370# kart and driver combined minimum weight unrestricted.

Driver can move after fifteen (15) races, but may not return to Sr. Box Stock

Driver eligibility: must move to another class once they have achieved 15 total heat and/or feature wins combined on or before the half way race of the season (date may be adjusted due to rain outs). This rule does not apply if the driver is in his first season of Box Stock. Rule does apply when a driver returns to Box Stock to begin a second season. The only exception to this is when a competitor has run less than half the scheduled races in the preceding season. In this case they still have a full year of Box Stock eligibility. The rule counts wins from current/second season to achieve 15 race total.

CHASSIS Specs

"C" chassis mandatory

In 2001 side panels and side pods are allowed along with driver's panel or fairing. Nose cones are not allowed

Four-(4) **yellow** panels with **black** numbers mandatory for drivers with less than six-(6) race days of experience. If side pods are used yellow panels are not mandatory on the sides

Four (4) panels (other than **yellow**) with numbers will be mandatory once (6) race rookie status has expired.

In 2007 an FIA-CIK approved front spoiler may be run. This must be a 2003 and later approved spoiler with a flat front edge. The earlier CIK front spoiler may not be run.

Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

Carburetor Emulsion Tube: GX140 emulsion tube must be run in the carburetor. It must be stock and meet the tech dimensions outlined later in this manual.

Carburetor Main Jet: Carburetor jet sizes shall be OEM stamped as follows: #68, #70, #72, #75, #82, or #85. Carburetor main jets may be drilled, but must conform to the 0.035" NOGO.

Exhaust: SRR manufactured exhaust adapter along with Briggs & Stratton screw in muffler with center baffle removed is mandatory. 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.

Air Filter: Stock unaltered air filter and air box assembly must be run. The top plastic air filter cover is not required. Pre-cleaner element isn't required but may be run. Stock GX-200 Honda filter must be run per #17210-ZE1-505. Air filter element must seat against air cleaner housing and use supplied bottom gasket #16721-ZE1-000. **Optional**, Sr. Box Stock may also run an open element air filter used on the Briggs Animal engine per part number AFR110. The center stud used to secure the Honda air filter may be removed and the AFR110 filter can be secured to the stock air cleaner housing using a hose clamp.

Clutch: 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.

Fuel - gasoline only

Honda Masters BOX STOCK

DRIVER Specs

Age - 35 years and older

Box Stock, sealed and wired by SRR, GX200 Honda engine. 310# kart and driver combined minimum weight w/.525" blue restrictor. 360# kart and driver combined minimum weight w/.600" gold restrictor. 390# kart and driver combined minimum weight unrestricted.

Valve Springs: Honda manufactured G200 #14751-883-000 stock unaltered valve springs are only spring that can be used (other than stock GX200 springs). Shimming of valve springs is not permitted.

Ignition timing is not a tech item, but a flywheel key must be run.

Stock GX120 cooling fan or standard GX200 fan must be used. The cooling fan fin height is 1.225" minimum. This is including the thickness of the SRR tech tool used to measure the cooling fan.

CHASSIS Specs

"C" chassis mandatory

Bodywork optional per WKA Gold Cup or Manufacturer's specs

Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" or 7.1x5 rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

Carburetor Emulsion Tube: GX140 emulsion tube must be run in the carburetor. It must

be stock and meet the tech dimensions outlined later in this manual.

Carburetor Main Jet: Carburetor jet sizes shall be OEM stamped as follows: #68, #70, #72, #75, #82, or #85. Carburetor main jets may be drilled, but must conform to the 0.035" NOGO.

Exhaust: Open to any aftermarket header, but must use an RLV stock unaltered silencer per 'Exhaust Header Tech' in expanded Honda Tech Manual.

Air Filter:

Stock Honda air filters and/or adapters may not be modified to become air scoops or velocity stacks.

The stock Honda filter and adapter may be replaced only by the air filter adapter manufactured by SRR. 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.

An air filter adapter gasket must be used. A single, original type, Honda GX air filter adaptor gasket for the GX200 (16220-ZE1-020), should be used. Minimum metal thickness is 0.090".

The air filter may not be used as a tract lengthener, air flow diffuser, or air flow director, and must be approved by the tech inspector.

Air filter shall not exceed 4.0" in diameter, and shall not be more than 7.0" as measured from its adaptor end to its termination inside the element chamber end.

Clutches: Engine must be equipped with a clutch that will allow engine to idle without moving the kart. The clutch must be an engine mounted centrifugal clutch, of dry type, protected with an engine clutch guard. Centrifugal shoe type clutch, no disc clutches allowed.

Fuel - gasoline only

JR SUPER STOCK Honda

DRIVER Specs

Age - 9 through 15 years.

Honda GX200 engine sealed and wired by SRR. Per Super Stock specs. 260# kart and driver combined minimum weight w/.525" restrictor. 300# kart and driver combined minimum weight w/.600" gold restrictor. 330# kart and driver combined minimum weight unrestricted.

Fifteen-(15) race days minimum experience required before entering class

Must move when competition age reaches 16 years of age

CHASSIS Specs

"C" or "D" chassis mandatory

Four (4) panels with numbers mandatory

Bodywork optional per WKA Gold Cup or Manufacturer's Cup specs.

Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

Honda Super Stock: Changes and Additions.

Same as Honda Masters class with these additions:

Clutches: Engine must be equipped with a clutch that will allow engine to idle without moving the kart. The clutch must be an engine mounted centrifugal clutch, of dry type, protected with an engine clutch guard. Centrifugal shoe type clutch or disc clutch allowed.

Sr. Super Stock Honda

DRIVER Specs

Age - 16 years and older.

Honda GX200 engine sealed and wired by SRR. Per Super Stock specs. 300# kart and driver combined minimum weight w/.525" restrictor. 340# kart and driver combined minimum weight w/.600" gold restrictor. 370# kart and driver combined minimum weight unrestricted.

Fifteen-(15) race days minimum experience required before entering class

Must move when competition age reaches 16 years of age

CHASSIS Specs

"C" or "D" chassis mandatory

Four (4) panels with numbers mandatory

Bodywork optional per WKA Gold Cup or Manufacturer's Cup specs.

Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

Honda Super Stock: Changes and Additions.

Same as Honda Masters class with these additions:

Clutches: Engine must be equipped with a clutch that will allow engine to idle without moving the kart. The clutch must be an engine mounted centrifugal clutch, of dry type, protected with an engine clutch guard. Centrifugal shoe type clutch or disc clutch allowed.

SUPER STOCK Briggs

DRIVER Specs

Age – 12 years and older (a younger driver may be allowed to compete in this class at the race director's discretion)

Super Stock Briggs at 280 lb. minimum with red .500" cone shape restrictor

Super Stock Briggs at 315 lb. minimum with gold .575" restrictor

Super Stock Briggs at 370 lb. minimum with no restrictor

Fifteen-(15) race minimum experience required

CHASSIS Specs

"C" or "D" chassis mandatory

Four (4) panels with numbers mandatory

Bodywork optional per WKA Gold Cup or Manufacturer's specs.

In 2002 the straight spec header used before 2001 is no longer legal due to safety concerns. In 2002 the only legal header is the Robertson Torque Tubes part number AR-MC. The dimensions of this header as listed below shall constitute a legal header.

Should the current AR-MC header ever be changed Sugar River Raceway will either develop a new source for this same header or change the tech rules to reflect the change. The following tech will be used starting in 2001. The length of the smallest diameter of the header, measured on the outside of the radius shall be approximately 15". The inside diameter of the header shall be measured using snap gauges and a micrometer. The minimum diameter of the small stage is .900". The minimum inside diameter of the second stage is 1.125". The minimum inside diameter of the last or largest stage is 1.240".

An RLV silencer must be used. Models RLV-91L or RLV-91XL may be used. Silencer must be stock as shipped with all baffles installed. Silencer baffle holes are .1285" maximum all baffles.

New in 2001 all headers must be fastened with drilled and safety wired bolts.

Bridgestone YBN or YDS SL tires, 4.50 x 5" front and 6.00 x 5" rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

5 HP Briggs Raptor per SRR spec mandatory

Fuel - gasoline only

Box Stock tech except 30° of total ignition timing is allowed. Must be achieved through use of an advanced or offset flywheel key.

Clutch - \$125 claim rule, no tech on clutch, and no disc clutches allowed. Must be a centrifugal clutch.

New for 2001, WKA tech on cylinder head.

Briggs SRR Animal BOX STOCK

DRIVER Specs

Age - 12 years and older

Box Stock Briggs Animal Sealed and Wired at 370 lb. minimum

CHASSIS Specs

"C" chassis mandatory

Bodywork optional per WKA Gold Cup or Manufacturer's specs

Bridgestone YDS SL tires, 4.50 x 5" front and 6.00 x 5" or 7.1x5 rear mandatory

Tires must durometer at 60 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.

ENGINE Specs

Inspected, wired and sealed Briggs Animal per SRR tech rules is mandatory

Fuel - gasoline only

Clutch – open, disc clutches allowed

Muffler/Header – open header with RLV Silencer and/or Briggs World Formula Header #557045 allowed. #557045 header must be used with RLV #5447S-K8

BRIGGS JUNIOR SPORTSMAN 2 Lite (non championship class)

DRIVER Specs

Age - 8 through 12 years

5 HP Briggs Raptor at 275 lb. with turquoise .500" restrictor

Animal at 275 lb. with turquoise restrictor having top hole of 0.275" and bottom hole of 0.325".

CHASSIS Specs

Bodywork optional per WKA Gold Cup specs.

Tires & Wheels: Current WKA spec tire or open, but must be 4.50" wide front and rear on maximum width 6" wheels.

ENGINE Specs

Blueprinted Briggs Raptor or Animal to WKA Specs

Fuel - methanol

Clutch - approved dry crankshaft mounted clutch with chain, or belt drive can be used - a clutch is mandatory per WKA tech

Muffler - header with WKA-RLV muffler is mandatory

Briggs Raptor Medium (non championship class)

DRIVER Specs

Age - 12 and up

At 350 lb. with no restrictor

Bodywork optional per WKA Gold Cup specs.

Tires and Wheels: Bridgestone YHC on any 5" diameter wheel, or Firestone YFA, 5.00 x 6" fronts and 6.50 x 6" rears on max width 6.5" front and 8.75" rears.

ENGINE Specs

Blueprinted 5 HP Briggs to WKA Specs

Fuel - methanol

Clutch - approved dry crankshaft mounted clutch with chain, or belt drive can be used - a clutch is mandatory per WKA tech

Muffler - header with WKA-RLV muffler is mandatory

Briggs Animal (non championship class)

DRIVER Specs

Age - 12 years and older

Heavy at 375 lb. unrestricted

Heavy at 375 lb. unrestricted

Only one weight division will be run on a given race day. Competitors may determine which weight will be run using the democratic process.

CHASSIS Specs per WKA rules

Bodywork optional per WKA Gold Cup specs.

Tires and Wheels: Bridgestone YHC on any 5" diameter wheel, or Firestone YFA, 5.00 x 6" fronts and 6.50 x 6" rears on max width 6.5" front and 8.75" rears.

ENGINE Specs

Briggs Animal to WKA Specs

Created on 4/10/2000. Revised 6/2/2002. Revised 5/11/2006. Revised 3/7/2007. Revised 5-22-07.
Revised 2-14-08.

Fuel - methanol

Clutch - approved dry crankshaft mounted clutch with chain, or belt drive can be used - a clutch is mandatory per WKA tech

Muffler - header with WKA-RLV muffler is mandatory

HPV or Yamaha Junior Sportsman (non championship classes)

Driver Requirements

Age 8 through 12 years

Yamaha per WKA tech using WA55B carb and RLV SSX-V 7548 exhaust

HPV 100 Engine with HPV1 carburetor & HPV 1 pipe @ 250-lbs.

Fuel: Gas and oil only

Chassis per WKA spec

Four-(4) number panels mandatory

Body work per WKA spec Manufacturer's Cup rules.

Tire rule: current WKA spec tire (MG-SLE 10x4.60x5" in 2007) Or Bridgestone YHC 10-4.50x5" per SRR local allowance.

Yamaha Sr. Sportsman

DRIVER Specs

Age - 12 years and older at 335 lb. minimum

CHASSIS Specs per WKA

Four-(4) number panels mandatory

Body work per WKA spec per Manufacturer's Cup rules.

Tires and Wheels: Bridgestone YHC or Dunlop SL-4's (or current WKA spec), 4.50 fronts and 7.10 rears only, tires must durometer at 50 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.

ENGINE Specs

WKA tech

Fuel - gasoline and oil only

Clutch - per WKA rules no axle clutches allowed

Muffler - RLV-SSX-V, #7548, #7540 & #7502. #7540 must be run w/4 holes up and #7502 with 4 holes down

Carburetor air box is required

YAMAHA PIPE (season championship based on six race series in 2008)

DRIVER Specs

Age - 15 years and older

Yamaha at 360 lb. minimum with no restrictor

CHASSIS Specs

Bodywork optional per WKA Manufacturer's Cup rules.

Tires and Wheels: Open

ENGINE Specs

WKA Specs and pre 787 cylinders allowed

Created on 4/10/2000. Revised 6/2/2002. Revised 5/11/2006. Revised 3/7/2007. Revised 5-22-07.
Revised 2-14-08.

Fuel - gasoline and oil only

Clutch - WKA specs

Muffler - large can expansion chamber mandatory

CARB AIR BOX IS REQUIRED

HPV SENIOR HEAVY

DRIVER Specs

Age - 15 years and older

HPV at 360-lb. minimum with no restrictor, WB3A carburetor & HPV3 pipe, header and head pipe.

CHASSIS per WKA rules

Bodywork optional per WKA Manufacturer's Cup rules

Bridgestone YGC, YHC or Dunlop SL-4's (or current WKA spec), 4.50 fronts and 7.10 rears only, tires must durometer at 50 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.

ENGINE Specs per WKA rules

Fuel - gasoline and oil only

Clutch - WKA specs

Carb air box is required

Briggs World Formula

DRIVER Specs

Age - 15 years and older, or 12 years and older with minimum one full year racing experience.

Briggs World Formula engine in box stock format at #370 lbs.

CHASSIS per WKA Rules

Bodywork optional per WKA Gold Cup or Manufacturer's Cup specs

Tire rule is open.

ENGINE Specs per WKA tech

Fuel – Gas

Clutch – must be as supplied Premier 3 shoe clutch. Any Premier springs allowed. May use #219 or #35 drivers/sprocket. No additional grooving, dimpling or texturing of shoes or drum allowed.

Muffler – Briggs supplied exhaust header with RLV American muffler #5447S-K8 is mandatory. See WKA tech for full detail.

TAG Masters:

DRIVER Specs

Age – 35 and older.

Rules: Will generally follow the TAG USA rules.

Engines:

IAME Leopard at 380 lbs.

PRD Fireball at 380 lbs.

Rotax at 375 lbs.

Sonik at 410 lbs.

Vortex at 380 lbs.

Tire rule is Bridgestone YHC on 5" diameter wheels.

SEASON CHAMPIONSHIP POINT PROGRAM

This point system is separate from that used to score and determine race day winners for each class. These points are applied to each race day's results and then added to each competitor's season championship points total.

To determine your point total, add your finishing position points to your bonus points.

If there were three or less competitors in your class, then the first place winner will receive 160 points; second place will receive 155 points; and a third place will receive 150 points.

| | | |
|-----------------|-----------------|-----------------|
| 1st - 175 pts. | 11th - 130 pts. | 21st - 100 pts. |
| 2nd - 170 pts. | 12th - 127 pts. | 22nd - 97 pts. |
| 3rd - 165 pts. | 13th - 124 pts. | 23rd - 94 pts. |
| 4th - 160 pts. | 14th - 121 pts. | 24th - 91 pts. |
| 5th - 155 pts. | 15th - 118 pts. | 25th - 88 pts. |
| 6th - 150 pts. | 16th - 115 pts. | 26th - 85 pts. |
| 7th - 146 pts. | 17th - 112 pts. | 27th - 82 pts. |
| 8th - 142 pts. | 18th - 109 pts. | 28th - 79 pts. |
| 9th - 138 pts. | 19th - 106 pts. | 29th - 76 pts. |
| 10th - 134 pts. | 20th - 103 pts. | 30th - 73 pts. |

BONUS POINTS

*Win heat race

10 Points

- Red, White, and Blue series races along with the Don Fairman Memorial race pay on this point schedule times 2 unless otherwise published or stated due to special race events.

*Only awarded when the multiple heat, semi, and feature race format is used.

Box Stock Season Points:

20 races will be counted toward the season championship. Lowest point days will be dropped as more than 20 races have been attended. Bonus points can not be separated from race day points.

Super Stock and SRR Animal Season Points:

An eighteen (18) race schedule will be run. Competitors may drop three (3) races except in cases where a bonus point only race was run. If a bonus point only race was run there will be one less drop allowed.

WKA Classes:

Created on 4/10/2000. Revised 6/2/2002. Revised 5/11/2006. Revised 3/7/2007. Revised 5-22-07.
Revised 2-14-08.

12 best point total races will be counted towards the season point's championship.

Zero point days due to being disqualified in tech inspection following a race can not be counted/used as a drop.

DRIVER RULES

Know the Rules

All competitors and pit crew members are required to know the Sugar River Raceway (SRR) competition rules that all SRR events will be conducted by.

The prime responsibility of the owner, entrant, and crew is to operate their racing equipment in good mechanical condition and in a safe manner.

Safety is everyone's responsibility.

The track owner's responsibility is to provide a safe place to conduct karting events.

Suspension

SRR can and will prevent any member or non-member from racing at any or all of its events, if rules are not followed.

Appearance

All competitors and crew shall be neat and clean.

Pit Crew Conduct

Drivers are responsible for the actions of their crews, especially during the running of the event when they are away from their pit. This responsibility also extends to the conduct in the area of the event including motels, hotels, restaurants, and track facilities and property.

Alcohol and Drugs

Any pit crew member, driver, or anyone else in the pit area at SRR who is caught consuming an alcoholic beverage or illegal drugs, will be disqualified from the days activities, and can be suspended from competition for up to six months. Once the race day is over our total temperance policy ends, and a celebratory adult beverage may be consumed if of legal drinking age.

A pit crewmember breaking these rules will cause the disqualification of his/her driver from the event for the day.

Age Verification

Junior drivers must verify their age via birth certificate.

Driver license or identification card will be okay for those drivers that are 16 years and older.

Their parent or legal guardian must accompany drivers under the age of 18 at all events.

Any driver who falsifies his/her age will be subject to up to six months suspension, and loss of points.

Proper Registration

All drivers entering onto the track to hot lap, time trial, or race must be properly registered.

You must have a driver pass or registration to race, and you must be qualified to drive the kart that you are driving.

You must be registered prior to running. Violation of these rules can result in disqualification or suspension.

Driver Gender

Male and female drivers are permitted in all classes.

Minor Driver Qualifications

All minor drivers must have on file with SRR, the two following forms before being allowed to use the track. These forms may be completed/provided on an annual basis.

Release of Liability and Hold Harmless Agreement.

A certified birth certificate must accompany all applications for any individual under 18 years of age.

Minor drivers must demonstrate their capabilities to SRR officials before being allowed to compete in their first racing event.

Competition Age Option Year

A driver's actual age as of January 1 of each year shall establish 'competition age' for the entire calendar year.

Example: A driver that is competing in a class that has a maximum age of 15 years. If the driver is 15 on January 1 of that year, the driver may compete in that class for the entire calendar year, no matter how early in the year the sixteenth birthday occurs.

If, during the season the driver has a birthday that would make him old enough to move up to an older class, they have the option to do so. If the competitor does move up an age group, he may not return to the younger group.

Once a driver advances from a Box Stock class to a Super Stock or WKA class, he/she can never move back.

Liability Waiver

All adult drivers must sign the SRR waiver of liability release before they are allowed on to the track.

Class Entries

There can only be one entry per class per driver.

Furthermore, once a kart has been signed in, there will be no refunds available.

Protective Clothing

Full coverage *racing helmets* with Snell 2000 minimum rating is required for all drivers. This rating can be K for kart, M for motorcycle, or A for automotive.

Goggles or *visors/shields* are required for eye protection.

Racing jackets or *racing suits* constructed of leather, vinyl, Cordura or abrasion resistant nylon are required (Nomex only suits will not be allowed, as they don't provide the needed abrasion resistance).

Full length pants (if not wearing driving suit), shoes, socks, and leather/suede palmed gloves are mandatory.

Approved *neck braces* are also required.

The above safety equipment must be presented along with the kart to go through pre tech before going onto the track.

Enforcement of Driver Rules

It is the responsibility of all SRR drivers to see that the driver rules are obeyed.

Pre Race Tech

Every competitor must present a kart and the equipment required to race in each of the classes that he/she has entered.

For example, if the driver is entered in Super Stock and Sr. Sportsman Yamaha, then he/she should present two karts to be inspected, along with helmet, gloves, and race wear that will be used during practice and the race.

Every kart must meet the pre tech safety standards before being allowed on the track. After pre tech is accomplished, the chassis will be marked with a sticker.

A kart may be inspected after the race to make sure that all rules are being met.

Pre race safety tech is a safety tech, and does not guarantee that the kart meets all the "Chassis Rules".

Chassis Tech Arrangement

CHASSIS TECH (The following is intended to govern all SRR Box Stock classes. Any variances found in the WKA tech manual are allowed for WKA classes)

Tech items are arranged in a 'from the front of the kart to the rear of the kart' order.

Visual Tech

No broken welds, no loose floor pans, no sharp edges, and other obvious safety hazards will be allowed. Exposed unused sprockets must be removed.

Two Way Radios

Illegal on sprint karts.

Wheelbase

39" minimum and 44" maximum measured axle center to axle center.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Tread Width

28" minimum for sprint karts as measured from the outside of one tire to the inside of the opposite tire.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Overall Width

50" maximum for all classes except where different per WKA rules.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Overall Length

74" maximum for all classes.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Minimum Kart Weight

Dry weight for complete ready to ride single engine kart is 85 lb (Kid Kart excluded).

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Added Weight or Ballast

All weight added to the kart to bring the kart up to the overall driver and kart minimum weight must be securely bolted to chassis. Bolts of minimum .3125" diameter must be utilized to secure weights, cotter keyed, or double nutted.

Carrying of weights on the driver's body is prohibited.

Sitting on weight in the seat is prohibited. The kart frame must be constructed of metallic material that is equivalent in strength to a 1" x .083" 1010 round mild steel tubing.

No movement of suspension parts allowed while kart is in operation.

Floor Pan

Must cover frame opening from front of seat to front axle tube. There must be no openings or voids large enough to let any part of the driver through.

Full Length Floor Pans

Are allowed, but they must be no wider than the frame rails, and they must extend no further to the rear than the main frame rails extend. The rear edge of the full pan can be turned up no

further than the top of the rear axle.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Front Bumper

Must be constructed of an upper and lower tube, with at least two upright support tubes. Bumper must enclose control pedals and it must protect driver's feet.

Minimum dimension from ground level to top of front bumper tube is 7.75" with tires inflated.

Bumpers must be constructed of steel or aluminum tubing with a minimum OD of .0750".

Nose Cones

Use current WKA spec.

Tires

Must be in good condition with no visible flaws.

Mandatory tires are called out in the class descriptions.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Sugar River Raceway will also reserve the right to durometer an entire class while on the starting grid. The lowest durometer reading from each competitor will be used to determine the class average. If any competitor reads 10% below the average they will not be allowed to compete.

Wheels

5" diameter wheels are required in all classes (except where WKA classes allow 6").

Must be free of any defects. Ground ball or roller bearings must be used. No excessive wheel play allowed.

Wheel balance weights must be securely fastened. Clip-on weights cannot be over .5 oz. each.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Axle Nuts

When used, they must be cotter pinned or safety wired. Self-clamping rear wheel hubs, which use rear axles with no thread, may use snap rings. Snap rings do not have to be safety wired.

Steering Safety Tech

Must be free of play. All steering wheel, kingpin, and tie rod bolts must be cotter pinned or safety wired. Voltz clips are okay.

Tie Rods and Ends

Aircraft tie rod ends or ball joints must be used. Minimum tie rod bolt diameter is .3125". Tie rods may be aluminum or steel. .3125" solid steel is the minimum, as is .5" x .083" - 6061-T6 aluminum.

Solid Steering Shaft

.625" minimum diameter cold rolled steel. Steering wheel hub must be attached with a nut or a capscrew that is on the centerline of the shaft. Hub can be splined or tapered. Steering wheel must be bolted to hub.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Hollow Steering Shaft

.700" minimum diameter steel tube with a minimum .070" wall. One piece steering wheel hub, with no welding, must be used. Steering hub must be secured to shaft with a .3125" diameter through bolt. Steering wheel must be bolted to hub.

Created on 4/10/2000. Revised 6/2/2002. Revised 5/11/2006. Revised 3/7/2007. Revised 5-22-07.
Revised 2-14-08.

Refer to sections on Class A, B, C, and D Chassis for specifications on the chassis required by "your" class.

Driver Fairing

Maximum length is 14" (if no nose cone is used) and maximum width is 14" (chord measurement, not across the rolled surface). Must not obscure driver vision. Minimum clearance between steering wheel and fairing is 3".

Throttle

Must be equipped with return spring so it shuts off completely.

Fuel Tanks

Seven-quart is maximum capacity.

Tank must be bolted or securely clamped to kart.

Tank must be mounted on floor pan, or on the right hand or left hand side of the kart. If tank is mounted on either side of the kart, dual tube nerf bars must protect it.

No pressure fuel systems will be permitted.

Fuel Lines

Must be clamped or tie wrapped at all connections.

Seat

Fiberglass or plastic bucket seats are only allowable seats. Seats must have adequate lateral driver support.

Seats can be 90° or 120 ° designs.

Bottom of seat may not extend below bottom of lowest frame rail.

Number Panels Requirements

All karts must have four number panels.

One front, one rear, and one on each side.

Front panel must be mounted on front bumper and can be inclined to rear at no more than 45° angle.

Two side panels must be mounted on the sides of the kart and must be between the front and rear wheels.

If side pods are used, numbers may be placed on them.

Rear panel must be mounted to the rear bumper or seat back, but must provide best visibility for scoring.

Number Panel & Number Specs

Standard plastic 7" x 10" panels must be used.

Standard transfer numbers must be used.

No fancy shiny, shimmering, color changing numbers will be allowed.

You must find some place other than your number panel for your sponsor's sign, your home address, and you're for sale signs. Remember that very few karts that don't get scored ever win.

Number Panel Colors

Yellow panels with black numbers will be used by all new drivers, both Jr. and Sr. Box Stock Briggs until they have entered and raced in six (6) race events.

Competitors can use any color panel, but all panels must be the same color and all numbers used must be standard transfer and easily seen by Chief Scorer as available at SRR.

Created on 4/10/2000. Revised 6/2/2002. Revised 5/11/2006. Revised 3/7/2007. Revised 5-22-07.
Revised 2-14-08.

Nerf Bars

Nerf bar must be present on side of kart. Dual tube construction mandatory. Nerf bars should run parallel to centerline of kart and fill as much as possible of the space between the wheels of the kart. The only exception to this rule is when a collapsible side pod is run. It may be mounted on a single tube nerf bar on a shelf type mount.

Chain Oilers

Are not allowed in any class.

Clutches

Mandatory on all karts. Oil clutches must be sealed and leak proof. No oiling of Box Stock Briggs clutches allowed.

Chain or Belt Guard

One must be present on all karts and must be wide enough to prevent chain or belt from reaching the driver.

Muffler

Must be present on all karts. Mandatory mufflers are detailed in class descriptions.

Clutch Guards

Free air engines must be equipped with clutch guards so that if a crankshaft breaks, the clutch will be contained so it cannot injure the driver or spectators.

Gear Changes

No gear changes are allowed while kart is in motion.

Catch or Overflow Tank

Permanently installed, vented tank is necessary on all Briggs powered karts. Aluminum can or some other such vessel held on with tie straps, hose clamps or tape won't do.

Brakes

Must stop both rear wheels and should be checked by pulling kart forward by the brake pedal. This move should set the brakes easily and stop the rear axle. Master cylinder bolts, caliper bolts, and master cylinder roll pins must be cotter pinned or safety wired. Brake disc hub key must not be able to come out by itself.

Rear Axle

All karts in all classes must have a live rear axle. Both wheels must be keyed solid to the axle shaft. Both rear wheels must drive. No differentials.

Rear axle material may be steel or aluminum. Non metallic components will not be allowed.

Rear Bumpers

Must be present. Must extend further back than back of rear tires.

Dual tube rear bumpers recommended .

Inverted "U" bumpers that offer no foot protection to other drivers will be allowed in 1994, but a second tube no higher than 4" from the ground will be mandatory for the 1995 season, if the maximum height from ground to top of inverted "U" rear bumper is more than 7.5".

Side Panels

Must be made of non-metallic material. Cannot be an attempt to add weight to the kart.

"B" SPEC CHASSIS TECH

This "B" spec chassis designation has been created for a possible future "spec chassis" box stock Briggs class.

"C" SPEC CHASSIS TECH

Jr. and Sr. Box Stock Briggs Classes

Wheelbase - 39" minimum, 44" maximum.

Tread width - 28" minimum as measured from the outside of one front tire to the inside of the opposite tire laterally.

Width - 50" maximum.

Length - 74" maximum.

Kart weight - 85-lb. minimum.

Frame - Frame members shall be constructed of nominally round tubing. Minimum diameter for main frame rails is 1" O.D. w/.078" minimum wall thickness, with maximum allowable diameter of 1.4" O.D. Minimum wall thickness for 1.125" and larger tubing is .060". Tubing shall be a minimum of cold rolled or electric welded steel tubing or material of at least equal strength. Wedge adjustment allowed. No frame lowering allowed

Floor pan - aluminum or plastic.

Full-length floor pan not allowed.

Front bumper - .75" OD mild steel tubing with .065" wall thickness minimum. The top of the upper hoop of the front bump must be a minimum of 7 ¾" above the ground as raced. The upper hoop must be supported in at least two places in the front portion of the bumper by ¾" or larger tubing uprights. These uprights shall be ½" of vertical when measured 3" down from the top of the upper hoop. Uprights must be welded to upper hoop and welded or bolted at bottom.

Nose cones - not allowed.

Tires - Bridgestone YBN or YDS SL mandatory. 4.50" x 5" front and 6.00" x 5" rear.

Wheels - standard wheels. 5" diameter.

Steering safety tech - all steering wheel, kingpin, and tie rod bolts must be cotter pinned or safety wired.

Tie rods and ends - aircraft rod ends mandatory. Toe rods must be .5" x .083" - 6061-T6 aluminum tube, or steel rod of .3125" minimum diameter. Bolts must be .3125" or larger.

Solid steering shaft - .625" minimum diameter cold rolled steel. Steering wheel hub must be attached with a nut or a capscrew that is on the centerline of the shaft. Hub can be splined or tapered. Steering wheel must be bolted to hub.

Seat - 90° or 120° fiberglass or plastic bucket seat mandatory. Bottom of seat may not extend below bottom of frame rail. May not extend past centerline of rear axle and must be a minimum of 14" from highest point on seat to the ground.

Number panels - four standard panels required. One on front bumper, one on each nerf bar, and one on rear bumper.

Nerf bars - a dual tube nerf bar must be present on each side of kart. To be constructed of at least .75" x .065" mild steel tubing. Nerf bars should run parallel to centerline of kart, and should fill as much as possible of the space between the wheels.

Brakes - Engenitics or MCP (or other similar) hydraulic non-self adjusting brake with .1875" steel disk mandatory.

Rear axle - 1" solid or 1.25" minimum, tubular, live rear axle mandatory. Both wheels must be keyed solid to the axle shaft.

Rear Bumper: Constructed of ¾" x .065" wall thickness minimum. Bumper must be built/positioned so that it has a 7.5" maximum height as raced, a minimum height no lower than the top of the rear axle, no wider than the rear tread width, and no less than lateral width of main frame rails.

"D" SPEC CHASSIS TECH

Jr. and Sr. Super Stock

Wheelbase - 39" to 44".

Tread width - 28" minimum as measured from the outside of one front tire to the inside of the opposite tire laterally.

Width - 55" maximum.

Length - 74" maximum.

Kart weight - 85-lb. minimum ready to ride.

Frame - Frame members shall be constructed of nominally round tubing. Minimum diameter for main frame rails is 1" O.D. w/.078" minimum wall thickness, with maximum allowable diameter of 1.4" O.D. Minimum wall thickness for 1.125" and larger tubing is .060". Tubing shall be a minimum of cold rolled or electric welded steel tubing or material of at least equal strength. Wedge adjustment allowed. Castor adjustment allowed. Adjustable ride height allowed. Chassis offset allowed. Frame lowering allowed.

Floor pan - aluminum or plastic.

Front bumper - tubing with .065" wall thickness minimum. The top of the upper hoop of the front bump must be a minimum of 7 ¾" above the ground as raced. The upper hoop must be supported in at least two places in the front portion of the bumper by ¾" or larger tubing uprights. These uprights shall be ½" of vertical when measured 3" down from the top of the upper hoop. Uprights must be welded to upper hoop and welded or bolted at bottom. If bumper is constructed of aluminum, minimum tube size is .875" x .065" 6061-T6 tube.

Nose cones and bodywork allowed per WKA spec. See class listings for details.

Tires - refer to class descriptions.

Wheels - standard wheels - 5" diameter.

Steering safety tech - all steering wheel, kingpin, and tie rod bolts must be cotter pinned or safety wired.

Tie rods and ends - aircraft rod ends mandatory. Tie rods must be .5" x .083" 6061-T6 aluminum tube, or steel rod of .3125" minimum diameter. Bolts must also be .3125" or larger.

Solid steering shaft - .625" minimum diameter cold rolled steel. Steering wheel hub must be attached with a nut or a capscrew that is on the centerline of the shaft. Hub can be splined or tapered. Steering wheel must be bolted to hub. Hollow steering shaft – legal, see description on page 18.

Seat - 90° or 120° fiberglass or plastic seats mandatory. Bottom of seat may not extend below bottom of frame rail. May not extend past centerline of rear axle and must be a minimum of 14" from highest point on seat to the ground.

Number panels - four standard panels required. One on front bumper, one on each nerf bar, and one on rear bumper.

Nerf bars - a dual tube nerf bar must be present on each side of kart. To be constructed of at least .75" x .065" mild steel tubing. Nerf bars should run parallel to centerline of kart, and should fill as much as possible of the space between the wheels.

Brakes - Engenitics or MCP, or some type of hydraulic brake mandatory.

Rear axle - 1.25" tubular steel minimum or aluminum live rear axle mandatory. Both wheels must be keyed solid to the axle shaft.

Rear bumper - Bumper: Constructed of ¾" x .065" wall thickness minimum. Bumper must be built/positioned so that it has a 7.5" maximum height as raced, a minimum height no lower than the top of the rear axle, no wider than the rear tread width, and no less than lateral width of main frame rails. If bumper is constructed of aluminum tubing minimum size is .875" x .065" 6061-T6 aluminum.

PIT RULES

Fluid Disposal

Any entrant disposing of fuels or lubricants by pouring or spilling them on the ground in the pit, or on the track grounds, may be expelled from the pit.

Ask the pit steward where to dispose of these items. Do it correctly.

Illegal Vehicles

Skateboards, bicycles, ATV's, three wheelers, motorcycles, and other motorized, or pedal or push powered vehicles are banned from the pits, racing area, and the race track grounds on all practice and race days.

RACE OFFICIALS

Race Director

The top official at the race track. This person will have complete control of all facets of the race, including practice, time trials, races, tech, and protests, etc.

Pit Steward

Everything that happens in the pit is under the control of this official. Kart pre-tech, weigh-ins, fuel check, tire checks, and impound area will all be under the Pit Steward.

Chief Scorer

Registration, time trials, race lineups, point totals, and final results are the responsibility of this person.

Starter/FLAGMAN

This official has complete charge of what is happening on the track during practice, time trials, and during the race. Starter will follow the direction of the Race Director, and his/her *FLAG SIGNALS* must be obeyed by all drivers and crews.

Turn Marshals

These officials will serve at the discretion of the Race Director and Starter. A yellow flag is the only flag that a Turn Marshall may use. The use of this flag will signify danger in the corner, and will not constitute a full course yellow.

RACE FLAGS



Green

This flag will be displayed at the start of practice or racing sessions. It will be displayed as long as the track is clear, or "Green".

Yellow

Slow down, use caution, the track is not safe for race conditions to exist. Yellow in a corner means you are to slow down, drive with caution, and don't pass in that corner, but after leaving the corner, you may proceed to race.

Red

STOP slowly, as there is an accident on track and the track crew needs access to the track.
Move your racing vehicle and yourself from the racing surface.
Failure to comply with the dictate of this flag will mean disqualification.

Created on 4/10/2000. Revised 6/2/2002. Revised 5/11/2006. Revised 3/7/2007. Revised 5-22-07.
Revised 2-14-08.

Yellow and Red

These two flags, when waved together, signal a complete restart. Form up in original line-up, pace lap, and get ready for another "Green".

Blue with Orange or Yellow Stripe

Move over for a faster competitor to pass, as you are being lapped.

Rolled Black

Clean up your act because you are close to getting the black flag. This is a warning in reference to your driving.

Black

You have been disqualified from the race.

Slow down, raise your hand, and go to the pit. You may have a dangerous mechanical problem, so proceed to the pit with care. At this point in time, use your head, because *temper* will only get you into more trouble. Failure to obey the black flag will result in you no longer being scored, and could result in disqualification for the entire event.

Wait until the race is over to find out what you have been black-flagged for. Please see the race director following a black flag before being allowed in the next race.

White

One more lap to go.

Checkered

Race is over.

RACING RULES

Official Entry

The chassis is the official entry at any event, and it cannot be changed without permission of the Race Director. The chassis cannot be entered a second time in the same class at the same event.

Liability Release

Every driver, crewman, and person in the pit area, by the mere fact of entering the event, elects to use the course or track, during the event, at his/her own risk, and, thereby, releases and forever discharges SRR, together with their heirs, assigns, officers, representatives, agents, employees, and members, from all liability from all the claims of said injuries to parties listed above growing out of, as resulting from the event contemplated under the entry form, or caused by any construction or condition of the course.

Compliance with Track Rules

Every entrant, driver, crewmember by virtue of entering the event, agrees to abide by all SRR rules and regulations, and to be governed by the decision of the race director and his/her crew.

Rule Infractions

May result in exclusion or expulsion from the event, or in extreme cases, suspension or expulsion from further participation at SRR.

Entry Refunds

There will be no refunds after the entrant enters the event at the track. It is the duty of the driver and his/her crew to have the equipment ready to race. If your equipment breaks, it is like going to sleep in the movie, no refunds because it is your fault that you missed the show.

Chassis Pre-Tech

All chassis must be safety teched before being allowed on the racing surface. The chassis must pass tech before being allowed on the track. Running a kart before being teched, or presenting a kart to be re-teched without the problem being corrected, will result in disqualification from the

event for the chassis and the driver of record.

Chassis Safety

If any components of the chassis become loose or deranged during the event, which may endanger the safety of the event, the driver will be black-flagged.

Driver of Record

The kart must be practiced, time trialed, and raced by the driver of record, the one that registered to race at that race.

Season points will be issued only to the driver of record.

Driver Skill Levels

SRR and their officials can and should classify entrants into groups based upon driver experience, ability ratings, or observed performance on the track. Certain races or certain classes may be restricted to certain classifications of drivers.

Late Entries

Those who arrive too late to practice and time trial may be excluded from the event, or may be started at the rear in the first heat. The decision will have to be made by the Race Director.

It will obviously depend on the driver's experience and whether he/she is familiar with the racetrack.

Relief Driver

A kart can be driven by a relief driver, provided the driver of record has qualified the kart and taken the "green", and completed at least one lap.

Permission has to be received from the Race Director prior to the switch.

Drivers making the switch to someone's kart without permission will be disqualified as soon as the switch is realized.

Pre Heating Tires

Tires may not be heated by any mechanical means prior to time trials or the any race heats or features.

Race Starting Order

Time trials, draw, order of entry, driver handicap, or season points may determine this.

The system used must be announced ahead of time, and all entries should be treated alike. At the green flag, there will be no passing before the start/finish line is crossed. This rule is waived when more than one class is racing on the track at one time. This rule will be discussed in the driver's meeting prior to an event. If space between classes is desired by the race crew, then green flag conditions will exist as soon as it is displayed by the flagman.

Drivers jumping the start will be moved to the back of the field.

Pole Sitter Sets the Pace

The pack will be brought down to the start by the pole sitter. He/she will receive the green flag first! If the outside pole driver continually tries to lead the field to the starter, he/she will be moved to the back of the field.

Sprint Kart Racing

Sprint racing is a highly competitive activity and there is going to be some contact between karts. It just can't be helped. Every driver is responsible for his/her own actions, or should be.

SRR has the responsibility to see that the rules are enforced. SRR race officials will do the deciding as to which "contact" is accidental, and which is "intentional".

That is the way it will be called and just like a baseball game, the umpire's call will stand!

Some calls will go against you and some will be in your favor, however, the cleaner you keep your act on the track, the fewer the calls that will go against you.

Racing Line

Every competitor has the option to follow his/her chosen path. This path can be the fastest path, or it can be a path chosen to keep a faster kart from passing. This is legal and ethical provided that your chosen path does not end up being a simple and obvious blocking job.

Racing in Turns

It is in no way necessary for an overtaking competitor to let the leading driver "have the turn". Most sprint karting tracks are from 40 to 75% turns. Not racing in the turns would mean not racing on 40 to 75% of the track.

It shall be legal to overtake and pass in the turns, either on the inside or the outside of the turn.

It is the duty of the kart that is being overtaken to stick to the racing line that he/she has chosen. If it is the correct one, it will be the fast one, and no overtaking by the faster kart will occur.

However, if the overtaking kart has more speed, more skill, or better handling, then it is the duty of both drivers to let the chips fall where they may.

Foul Driving

Unnecessary bumping, crowding, chopping, blocking, pushing, or other conduct that in the opinion of the starter and/or the race director is unsportsmanlike will result in a black flag for the guilty.

Off Course Driving

Any competitor that deliberately drives his/her kart "off course" for the sake of short tracking, or bettering his/her position, will be penalized for each excursion.

If a driver leaves the racing surface with all four wheels due to his/her mistake, or to avoid an accident, then he/she may return to the racing surface as long as it is done in a safe manner.

Any karts that were passed during the off track excursion must be allowed to pass before he/she comes back onto the track.

Driver Hand Signals

Drivers that are slowing, leaving the track for the pit, or those that have lost motive power, should raise their hand to signal other drivers that they are making a drastic change to their normal driving pattern. In case of a spin out, the driver should raise both hands into the air to signal other competitors that he/she will not move until it is safe to do so.

Accidents

Karts involved in accidents are required to be inspected by track officials before reentering competition. Any and all karts involved in an accident will be placed to the rear of the field if they are able to restart the race. There will be no argument about whose fault the accident was. If you are involved, you will go to the back of the field. Any driver who causes a race to be red flagged for a real or faked injury will not be allowed to restart that race.

During a red flag period, no work will be allowed on any of the race vehicles.

Complete Race

If a race is red flagged after it is 50% complete, it will be considered a complete event and the points or awards will be awarded according to the order that the karts crossed the start/finish line at the red flag.

Stopping Kart on Course

It is the duty of the driver to remove a disabled kart from the racing surface to a safe place.

Engine Restarts

No engine restarts under the green flag are allowed by anyone but the driver. Once the yellow flag is displayed, track officials or crewmen can restart the engine.

Pushing Dead Kart

Pushing of kart in direction opposite that of the race traffic is forbidden. Result can be

disqualification.

Checkered Flag

As soon as the checkered flag is displayed, all competitors will drive their karts to the impound/scale area. Checkered flag must be reached by power provided by the kart itself.

Pass Through Impound Area

Karts that have fallen from competition must pass through impound/scale area, or proper points and /or race lineup for the next heat may not be received.

Protests

All protests must be presented to a race official in writing within 30 minutes of the end of the race in question. Collective protests will not be accepted.

Protests about driving infractions during a race need not be presented because it is the duty of the race committee to enforce racing standards all during the event. If the rules are not enforced at the time of the foul, or transgression of the rules, it is pointless to argue about it later. Track race officials will keep a tight ship by enforcing the rules.

Karting is an entertainment sport and it should be looked upon as such by all the entrants. The decision of the race officials will be final. It will be explained to the entrants why the call was made as it was and that will be the end of the discussion. Troublemakers and foul language have no place at the racetrack. Habitual troublemakers will be asked to leave.

Protests concerning driver age, tires, fuel, or engine legality must be accompanied by \$50 in cash. Protests will be handled as quickly as possible this rule does not apply in the Box Stock sealed engine class and/or the Super Stock classes where the claiming rule is in effect.

If the protested party is legal, \$25 of the protest fee will go to him/her and the balance will go to SRR.

If the protest is upheld, the \$50 is returned.