

450 SPEEDWAY PAVEMENT SERIES REGULATIONS

NOTE: All Speedway Pavement Series classes: Only America made chassis using the specifications stated in this section are allowed

451 FRAME AND OVERALL DIMENSIONS

451.1 FRAME:

Of proven safe design, main frame members shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bend radii. Minimum diameter for main frame members is 1.0" and maximum diameter is 1.4". Minimum tubing wall thickness at 1.0" diameter is 0.078". Minimum wall thickness at 1.125" diameter or greater is 0.060". Frame material shall be, at minimum, cold-rolled, electric-weld (ERW) steel tubing or material of at least equal strength. Oval-type tubing is not approved at this time for Speedway Division classes.

451.2 DRIVER POSITION:

When normally positioned on the kart for racing competition, the entirety of the driver shall be within the specified width and length dimensions of the kart.

451.3 WHEELBASE:

Maximum 43.0", minimum 39.750". Wheelbase measurement is to be taken on a line beginning at a point perpendicular (90 degrees) to the rear axle centerline forward to the point on the horizontal spindle shaft (front axle) centerline on which the hub rides nearest to the kingpin bolt. Both sides must meet the wheelbase specification for the class.

451.4 MINIMUM TREAD WIDTH:

28.0" as measured from outside of one tire to inside of opposite tire laterally.

451.5 OVERALL MAXIMUM WIDTH:

50.0" for all classes.

451.6 OVERALL MAXIMUM LENGTH:

74.0".

451.7 HEIGHT:

Maximum of 26.0".

451.10 WEIGHTS:

Non-structural weights added to meet minimum kart/driver weight requirements must be bolted securely to the kart using bolts of at least 5/16" in diameter. Weights in excess of 7 lbs. must use two or more 5/16" bolts. All bolts must be cotter-keyed or double nutted.

NOTE: All bolt-on weights must be white in color for visibility. Mounting of weights on nerf bars & rear bumper is prohibited. Weights may be mounted on front bumper if nose cone is used. No added weight allowed on driver

451.11 DRIVER WEIGHT AND WEIGH-IN:

All drivers are subject to a minimum combined kart/driver weight check prior to events and a mandatory post-race weight check. In some classes, karts are subject to a maximum post-race kart weight as specified in class structure. (See 803.8.)

451.12 SUSPENSION:

Use of suspension components of any type, including springs, shocks, etc., is prohibited.

452 WHEELS AND TIRES

452.1 TIRES:

Pneumatic, designed for racing application types only, maximum diameter 12.5", minimum diameter 9.0". Tires must be available to USA general market at least 60 days prior to use in any sanctioned event. Maximum width on any tire and wheel combination of 10 3/8".

NOTE: WKA reserves the right to establish spec tire regulations for all classes. WKA does not condone and discourages the use of chemical tire prep. It reserves the right to implement supplemental rules to control this practice.

452.1.1 TIRE MARKING:

Tires used in qualifying will be marked with kart number and class at grid before qualifying and will be run in race. Tires are to be used only on kart that they are numbered for. There will be no swapping of tires between karts and or competitors. It will be the competitor's responsibility to make sure that his tires have been marked. Any competitor not having marked tires will be disqualified.

452.2 WHEELS:

Wheel bolt pattern (Std. U.S. pattern 3 bolts on 2 1/2" bolt circle where hubs apply). Spool wheels allowed. Material optional, but must be of proven design capable of maintaining tire bead seal in competition conditions. 5" and 6" rim sizes are the only accepted sizes. No "G-rings" or lateral-supported wheels allowed.

452.2.1:

The dish (opening) of the wheels may not be covered. No hubcaps, tape or any other material allowed.

452.3 WHEEL WEIGHTS:

Clip-on wheel balancing weights are not to exceed 1/4 oz. weight each. Additional security is suggested when utilizing stick-on weights. A lack of security is not grounds for disqualification.

452.4 RECAPPED TIRES:

Recapped tires are allowed in all non-spec tire classes.

453 AXLES AND HUBS

453.1 WHEEL HUBS:

must be constructed of metallic materials.

453.2 WHEEL BEARINGS:

Ground-ball or roller-type bearings only. Split race bearings are not acceptable. Wheel bearings must be adjusted so there is no excessive wheel play.

453.3 FRONT SPINDLE ASSEMBLY:

Front spindle axle 5/8". Spindles that start out with a 3/4" inside bearing and reduce to a 5/8" outer bearing are legal. Front axle nuts must be cotter-keyed. Berry clips or circlip-type safety fasteners ARE ALLOWED in place of cotter pins where applicable. The use of castle-type nuts is suggested. Bolts must be keyed in such a manner to prevent any movement of bolt or nut without key removal.

NOTE: Any fastener (nut on bolt, etc.) of a component that would enable movement of or adjustment of spindle(s), such as for castor, camber, etc., must be drilled for and utilize either a cotter pin or safety wire.

453.4 REAR AXLE ASSEMBLY:

Axles may be solid or tubular of one-piece design. No carbon fiber or carbon fiber composite axle allowed.

Minimum diameter is 1". (25.4 millimeters) Maximum axle diameter is 1.25" except champ kart where maximum axle diameter is 1.375". Minimum axle wall thickness is 0.075" (1.9mm). Both driving wheels must be locked to the rear axle with a "live" axle design. Self-clamping hubs may utilize snap ring instead of nut. Snap ring grooves may not be cut in axles anywhere between the wheel hubs. Axle stiffeners are allowed as long as they are secured by cotter pin, through-bolt or circlip. Snap-rings or similar fasteners are required at each end of rear axle. (See Figure 453.4.)

453.5 AXLE WIDTH:

Front spindle axle and rear axle may not protrude beyond outside of rim and tire.

454 STEERING AND STEERING SHAFT SPECIFICATIONS

454.1 STEERING GENERAL:

Must be of a direct mechanical type. Tiller and vertical shaft steering systems are not allowed. Rack and pinion steering is not allowed. All steering assembly bolts and nuts, including spindle bolts, must be cotter-keyed and/or safety wired. Spring clips and E-clips are allowed with manufactured bolts or studs designed for their use. All bolts will be minimum 14,000 lbs. tensile strength and be minimum 1/4" diameter, and Grade 5 or US Mark 3 rating or better. All rod ends must have universal type swivel joints.

Note: All fasteners (nut on bolt, etc.) of any component that would enable movement or adjustment of spindles, such as for castor, camber, etc., must be drilled for and utilize either a cotter pin or safety wire. Spring clips and E-clips are also allowed with manufactured bolts or studs designed for their use.

454.2 STEERING SHAFT

454.2.1 SOLID SHAFT:

Minimum 0.625" diameter cold-rolled steel, one -piece design. Steering hub (one piece) must be secured with minimum diameter 5/16" quality nut or cap screw in an axial position with the centerline of the shaft. Bottom of shaft will have a minimum diameter 5/16" bolt/cap screw or minimum 1/8" steel roll pin (safety wired). No welding the steering wheel to the hub or the hub to the shaft allowed. No shaft extensions allowed. No cutting or welding of the shaft to alter the length allowed. No quick release steering hubs allowed except in champ karts where they are required.

454.2.2 HOLLOW SHAFT:

Minimum 0.700" diameter steel tubing, one-piece design, with minimum 0.070" wall thickness, with minimum 5/16" diameter fastener at bottom end. Steering hub (one piece) will be secured through the axis to the steering shaft with minimum 6mm or 1/4" bolt through the steering shaft/hub parallel to the axis point. No welding the steering wheel to the hub or the hub to the shaft allowed. No shaft extensions allowed. No quick release steering hubs allowed.

454.2.3 OPTIONAL STEERING SHAFT ADAPTER:

An optional adapter may be inserted between the steering hub and steering wheel to change the angle of the steering wheel or to move the steering wheel closer to the driver. Maximum length 2" measured on the longest side. Minimum diameter of adapter must be the diameter of the steering hub. Adapter must be designed such that all fasteners may be visually inspected and all mounting bolts must be a minimum diameter of 1/4" and must be cotter-keyed or safety wired. Spring clips and E-clips are allowed with manufactured bolts or studs designed for their use.

454.3 STEERING WHEEL:

Steering wheels may be completely circular, minimum 10" diameter and minimum 3 spoke design; or may be butterfly-type with 10" minimum diameter, 4 spoke design with minimum 5" grip length on opposing sides. (See Figure 454.5.)

455 BRAKES

455.1 BRAKES GENERAL:

All karts must have brakes working in such a manner to at minimum, brake both rear wheels equally and adequately. All bolts and nuts must be cotter-keyed in such a way to prevent the nut from moving. Brake pedal must be secured to the kart with safety wire or cotter keys. No scrub or band-type brakes allowed. The linkage from the brake pedal to the master cylinder(s) or bias adjuster must be a steel rod of 6mm (0.236") or larger in diameter. The rod must have either (1) a clevis or swivel fitting (Heim joint) at each end and jam nuts in tension with fittings or (2) other OEM brake rod fittings.

455.2 DUAL BRAKE SYSTEMS:

When used, these systems will consist of 2 independent brake systems, operated by separate master cylinders. One system shall be fully operational if either front or rear system fails; i.e., if bias control is used, it must allow proper operation of the remaining system should either system fail, etc.

455.3 BRAKE MOUNTING:

All master cylinder and caliper mounting bolts and master cylinder roll pins are to be cotter-pinned or safety wired in such a manner that they cannot be loosened without removal of the cotter pins or safety wire. Nylock-style nuts used to hold the brake disk or drum to their hubs IS PROHIBITED. The use of steel locking nuts or drilled bolts with castellated nuts, properly pinned, are the only acceptable fasteners for disk or drums.

455.4 PAD MOUNTING:

Since most competition karts have brake pads secured by countersunk bolts, safety wiring is not feasible. Each karter should monitor proper tightness, and use appropriate thread locking substance to prevent loss of this hardware.

455.5 CONNECTIONS AND ROUTING:

Hydraulic brake connections must be tight and free of any visible leaks. All brake lines should be safely routed to prevent any possibility of being rubbed through or pulled loose while kart is in motion.

455.6 BRAKE COMPONENTS:

Traditional type brake components only. No carbon fiber components, etc. Brake rotors must be round.

455.7 BRAKE DISK GUARD:

All karts must be equipped with a brake disk guard (A.K.A Wolfe Plate) located between the brake disk and the back of the seat.

456 DRIVE- LINE COMPONENTS

456.1 ENGINE CLUTCHES:

Dry clutches are mandatory in all 4 cycle classes. No axle clutches allowed.

456.2 CHAIN GUARDS:

All chain or gear-driven karts must be equipped with a chain or gear guard designed to retain a broken chain or gear. Outboard drive systems will be allowed only if the chain and sprockets are completely enclosed from front, rear, top and outside.

456.3 TRANSMISSIONS AND TORQUE CONVERTERS:

No transmission, gearbox or other device which permits a change of gear/sprocket ratios while the vehicle is in motion is allowed unless otherwise noted for specific classes. Torque converters are prohibited

456.4 EXPOSED SPROCKETS:

Karts starting a race or practice which are equipped with an axle clutch or sprocket hub not being used MUST NOT have an exposed sprocket mounted in any manor. Sprocket must be removed. Rear Sprocket hub must not be able to freewheel in the reverse direction.

456.5 CHAIN OILER:

Chain oilers are prohibited.

456.6 CHAIN SIZES:

#35 chain is the only acceptable chain size allowed. No belt drives allowed.

457 FUEL SYSTEM

457.1 FUEL TANK:

If other than stock engine and fuel tank is used. Fuel tank must be constructed of puncture-resistant material and have a secure, leak resistant fill closure. Fuel tank must be securely bolted to primary structure/frame/floor pan of the kart. Fuel tank must be located within main frame rails beneath the steering shaft.

457.2 FUEL TANK CAPACITY:

Maximum of one fuel tank permitted with maximum nine liter (2.38 GAL.) capacity. Fuel line will be of adequate length to connect between fuel tank and carburetor. Excessive fuel line will not be allowed.

457.3 FUEL SYSTEM:

No pressurized fuel systems are allowed. No axle or electric fuel pumps allowed. Must be pulse-driven fuel pump. Fuel lines must be secured at all connecting points with approved fasteners such as safety wire or cable ties.

458 BODYWORK COMPONENTS

458.1 APPEARANCE:

All bodywork must be neat in appearance and in good repair. Bodywork that appears loose and in danger of falling off may subject the entrant to black flag and/or disqualification during the running of an event. Mounting method open but must be secure and of good workmanship.

458.2 SOLID NOSE CONES:

Nose cone is the bodywork that extends forward of the rear edge of the front tire. Nose cone must be of a design outlined in diagram. Nose will be teched 6" vertically high from ground; 1" horizontally. (See Figure 258.3.) Nose will be teched from front of wheel opening to front of wheel opening.

To allow for minor variation in noses in "as raced condition" tech inspectors will allow an additional 0.2500" in the 1" horizontal dimension. No air inlets allowed. Nose cone must be a minimum of 8" high, and a maximum of 17" high except Briggs Jr. Sportsman classes in which nose cannot be taller than 14" as measured from ground to highest point on nose cone. All nose cones must have a tire opening equal to or greater than the tire used. No covering of the side of the tire is allowed. (See Figure 258.5.) Use of nose cone as floor pan: The bottom of the nose cone can extend back full width to the rear edge of the front tire. Any part of nose cone behind rear edge of front tire (i.e., used as floor pan) must be within main frame rails. No fasteners may be used such as bolts, screws, pop rivets, etc to attach additions to the nose. Tape may be added to the nose cone provided it does not interfere with the 1 inch tech rule. Decals are allowed. Rubber baseboard or rubber molding may be used in a safe manner below the 6 inch measured area. No fiberglass or other rigid material may be added. NO CIK NOSE CONES ALLOWED.

458.3 NOSE CONE GUIDELINES:

Nose cone must allow for easy driver ingress, egress and removal from the kart. It may cover foot area up to 3" rearward of both pedals in relaxed position, and must not interfere with driver's ability to operate pedals.

458.4 STEERING FAIRING:

A fairing may extend from the nose cone rearward on an angle roughly paralleling the steering shaft. Maximum width of the fairing is 10.0" (chord measurement, not across the rounded surface). No portion of the steering fairing may be located within 1 15/16" (50mm) of any part of the steering wheel. The fairing must be mounted with easily bendable tabs or struts. The fairing and/or mounting materials must expose no sharp edges to the driver. Fairing may connect to the nose cone or floor area of kart with a connecting strip not exceeding 6.0" in width, and must not cover the driver's feet, ankles or legs as viewed from above. Steering fairing, if used, must have 6" clearance between all surrounding bodywork. NO steering fairings allowed in the following classes: Junior Sportsman 1 and Junior Sportsman 2. (See Figure 458.4 and 458.5.)

458.5 SIDE PANELS / PODS:

Side Panels/Pods is the bodywork that extends rearward of the rear edge of front tire to the rear edge of rear tire. Side panels or CIK-style pods may be used and must be securely mounted. Side panels (both flat and 90° style) must have a rolled or radiused edge on the front and rear wheel opening if it protrudes beyond the wheel and tire as presented for pre- or post-race tech, unless attached to a nose cone. If flat (vertical) style panels are used, side panel top edge and must have inward radiused edge. All side panels allowed maximum 1" lower lip. No metallic side panels allowed. (See Figure 458.5.)

458.5.1 SIDE PANELS/PODS DIMENSIONS:

If 90° panels are used, they may not cover any part of the driver's body, 14" maximum height in all areas. Minimum opening area forward of rear bumper to rearward edge of front tires is 22" minimum, measured with tires in straight-ahead position. Panels may connect to nose cone. The side panels/bodywork may be wider than rear or front tires. If the side panels/bodywork is narrower than front or rear tires, no more than 1" of the tires may protrude beyond the plane of the side panel/bodywork with maximum overall width being 50". (to be checked at rear edge of tires with wheels pointed straight ahead). PANELS / PODS may not extend beyond rear edge of rear tire. (See Figure 258.5.)

458.6 BELLY PAN:

A full floor or belly pan is allowed providing it is within the area inside of the main frame rails and is no higher than the center of the rear axle. Additional floor pan is also required within front foot cage area. (See Figure 458.6.)

458.7 BODYWORK

458.7.1 BODY COMPONENTS:

Body components may not be adjustable while the kart is in motion.

458.7.2 BODYWORK REQUIREMENTS:

Bodywork must accommodate all applicable bumper and nerf bar requirements.

458.7.3 COCKPIT:

Kart must have an open cockpit area as viewed from above, except for steering column fairing and nose cone as per above provisions.

458.7.4 BODYWORK CLEARANCE:

All bodywork with the exception of the steering column fairing must be a minimum of 6.0" from the steering wheel when the front wheels are in a straight-ahead position. This is to ensure there is adequate driver entry/egress area.

458.8 NUMBERS AND NUMBER PANELS:

Four numbers are to be displayed on the kart. Including one at the front of the vehicle, on both sides in a vertical plane between front and rear wheels; and at the rear of the vehicle as viewed from behind. Number panels must be of adequate size to accept assigned, disposable numbers. Whether paper-type numbers utilized or numbers are painted or decaled on bodywork, they must be readily readable to the scoring and race officiating personnel.

458.9 INNER BODY PANELS:

No inner body panels are allowed.

459 BUMPERS AND NERF BARS

See Figure 459 for following specifications.

459.1 FRONT BUMPER:

Bumper must be constructed of minimum 3/4" diameter steel tubing, minimum tubing wall thickness of 0.065". The top of the upper "hoop" of the front bumper must be a minimum of 7.75" above the ground as raced. The upper hoop must be supported in at least 2 places in the front portion of

the bumper by 3/4" or larger tubing uprights. These uprights shall be within 1/2" of vertical when measured 3.0" down from the top of the upper hoop. Uprights must be welded to upper hoop and welded or bolted at bottom. No weights may be attached to front bumper except approved attachment if bumper is enclosed by nose cone.

459.2 BUMPER AND PEDALS:

Front bumper that incorporate pedal mounting points must be either welded to the frame or through-bolted or dowel-pinned with safety wire/cotter pins.

459.3 REAR BUMPER:

Constructed of 3/4" minimum diameter steel tubing, minimum tubing wall thickness of 0.065". and positioned so that the following requirements are met:

459.3.1 MAXIMUM HEIGHT:

7.5" (as raced)

459.3.2 MINIMUM HEIGHT:

No lower than bottom of rear axle.

459.3.3 MAXIMUM WIDTH:

No wider than rear tires.

459.3.4 MINIMUM WIDTH:

No less than lateral width of main frame rails.

Note: Oil Catch Cans not allowed to be attached to Rear Bumper.

459.4 NERF BARS:

Nerf bars must be constructed of minimum 3/4" diameter steel tubing, minimum tubing wall thickness of 0.065", attached with a 1/4" minimum bolt. The overall length of the side nerf bar(s) shall be a minimum of 24.0", measured from the backside of the nerf bar closest to the rear tire in a straight line to where it attaches to the kart at the front. The rear portion of the nerf bar may not protrude laterally beyond the rear tire. Double-high nerf bars are required. (See Figure 459.4.)

NOTE: Oil Catch Cans not allowed to be attached to Nerf Bars.

460 SEAT

See Figure 459 & 460.2 for following specifications.

460.1 SEAT STYLE:

Sprint-style "bucket" seats only, no laydown seats allowed. Seat must securely locate driver laterally and longitudinally. Seat must be of one-piece or molded construction, with no "peaks" or add-on sections intended to subvert the seat back height requirements noted below. Seat must bolt securely to the frame and not be adjustable while the kart is underway. No portion of the seat may be located rearward of a plane projected vertically from rear of rear axle. Seat height requirements are as follows:

460.1.1 SPORTSMAN CLASSES (8-12 AGE GROUP):

10" minimum as raced.

460.1.2 JUNIOR CLASSES (12-15 AGE GROUP):

12" minimum as raced.

460.1.3 ALL OTHER CLASSES:

14" minimum as raced.

NOTE: Measurement is a vertical plane from ground plane to center of seat back.

460.2 SEAT ANGLE:

Seats must conform to angles specified in Figure 460.2. This check will be made in an "As Raced Condition"; the surface where the kart is placed will be the plane the angles will be referenced to.

461 SPEEDWAY PAVEMENT SERIES EVENT FORMAT AND SPECIAL RULES

461.1 FORMAT:

Event format will consist of two laps of qualifying, ten lap consolation races (if needed), twelve lap semi-mains (if needed) and twenty lap feature races. Under unusual conditions, event format may be changed at the discretion of Race Director. The feature races determine overall class winners for the event. Race distances depend on the size and configuration of the track, and the Race Director will make the final determination of race distances. Feature event determines overall class winners for the event. Race distances are depending upon size and configuration of track and final determination of race distances will be made by Race Director.

461.1.1 QUALIFYING:

Group qualifying format will be used, and the top 30 qualifiers will be locked into feature. If time allows, the Race Director may use "second round qualifying" in which case, the top 20 qualifiers will be locked into the starting field, and the 21st and up karts will re-qualify with the 10 fastest transferring to the feature. The number of qualifying laps will be set by the Race Director depending on track size or configuration and will be

announced at the drivers meeting. Drivers must qualify with their assigned group. Any pushing in qualifying will result in those laps being deleted from scoring. Blue flag in qualifying means to separate.

461.1.2 RAIN DELAY POLICY:

In the event of a rain delay, qualifying may be cancelled at the discretion of the race director with the top twenty-five (25) competitors (attending the event) in points (derived from top thirty (30)) to transfer to the feature (lined up by points), and the remaining starting spots shall be determined by a last chance race. If last chance race is not required, competitors not established in points shall be lined up in rear of the field by blind draw. Only the top thirty (30) in points will be considered for the top twenty-five (25) starting positions for this policy. The competition committee will work with the race director as to when to enforce the rain delay policy.

461.2 RAIN-OUT AFTER QUALIFYING:

If every competitor in the class has had the opportunity to qualify; or compete in a last chance race to determine the starting order of the main event. If there is a rainout in that class, points and awards will be distributed according to the main event lineup or time trials if last chance race not run. If a day's event is rained-out, all classes for that day are cancelled and will not carry over to the following day.

461.3 INCOMPLETE RACE DUE TO INCLEMENT WEATHER:

If a race is called due to weather, the race cannot be restarted, and if one or more laps have been completed; the finish shall be determined by the running order as of the last completed lap.

461.3.1

The Race Director may adjust the number of laps in the race to compensate for time lost due to inclement weather or other unforeseen circumstances.

461.4 20-MINUTE RULE:

Each class will be given a maximum of 20 minutes to complete its race. If the field does not complete a single lap within 20 minutes due to false starts or accidents, the Race Director may, (1) call the race and assign finishing positions based on qualifying, or (2) impound the karts and try to restart the race later in the program. If the field completes at least one lap but fails to complete the scheduled number of laps, the Race Director may, (1) call the race and assign finishing positions based on the order at the end of the last completed lap, or (2) impound the karts and try to restart the race later in the program. If the race is running under green past the 20 minutes mark, it will run the scheduled distance or to the first caution or red flag, whichever comes first. The clock does not run during red flag situations.

461.5 STARTS:

Race starts will be on front straight away by flagman. Acceleration is not allowed until green flag is displayed. Anyone accelerating before green flag is displayed will be penalized. There will be one try at double file start. If not able to start on first try, we will go to single file original line up. After one to go notice is given, either on double file initial start or single file complete restart, no restarting of karts allowed. On single file start, track will stay green unless track is blocked or a competitor is at risk or injured. No slingshot starts allowed. On restarts karts may only be started by duly assigned personnel.

461.5.1 RESTARTING KARTS:

If a driver's engine stops while on or adjacent to the course, it may only be restarted after the caution (yellow) flag has been displayed, unless otherwise covered by race official at drivers meeting. If a driver's engine stops on or adjacent to the course and the kart is taken to the pits, the engine may not be restarted and the kart may not reenter the race.

461.5.2 RESTARTS:

Restarts after a yellow or red flag will revert to the most current order of last completed lap. If no laps have been completed, the field will revert to qualifying order. In either case, the kart(s) causing or directly involved in the incident will be placed at the back of the field. A lap is considered to be complete when all karts on the lead lap have passed the finish line or scoring loop.

461.6 NINETY SECOND RULE:

There will be NO waiting on the grid. When Grid Steward releases the karts, drivers must be ready. If a kart has problems when the grid is released, the 90-second grid rule will start. After 90 seconds, the grid will close.

461.7 PUMP AROUND/GRID:

Tires to be qualified or raced on must be on kart through pump-around. Tire warmers, covers, etc. or working on karts will not be allowed on the grid. If adjustments need to be made, get permission from the Grid Steward(s).

462 SPEEDWAY PAVEMENT SERIES MISCELLANEOUS RULES

462.1 REAR VIEW MIRRORS:

Rear view mirrors are illegal.

462.2 COMMUNICATIONS:

Drivers may utilize no type of radio communication devices.

462.3 DATA ACQUISITION SYSTEMS:

On-board data acquisition systems and/or computer systems are allowed to retrieve the following information only: on-board RPM, water temperature, cylinder temperature, speed, exhaust temperature, lap timing (lateral G sensing), and computer scoring systems. Sensors and wiring for other inputs must be removed from the kart during practice and racing. GPS based systems are allowed. Telemetry is not allowed; data can only be downloaded when kart is off of the racing surface and stationary. One beacon only from each manufacture allowed on the race circuit on race days to be located in a designated area by a designated person. All other beacons found on the race circuit on race days will be confiscated and held by WKA to be returned through a request to the Board of Directors.

462.4 ADJUSTMENTS:

The only item that can be adjusted on the kart while in motion is the carburetor.

462.5 TRANSPONDERS:

Transponder must be mounted on the front upright of the left nerf bar so that the transponder is vertical to the ground. Only one properly mounted transponder is allowed.

463 SPEEDWAY PAVEMENT SERIES CLASSES

463.1 BRIGGS SPORTSMAN 1:

DRIVER REQ: Attained age 7 thru 10.

ENGINE: ENGINE: Briggs & Stratton Stock Animal Engine with a three-hole restrictor plate with 0.225" holes (purple).

FUEL: Methanol.

MINIMUM WEIGHT: 265 lbs.

OTHER: No steering fairing allowed.

SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.2 BRIGGS SPORTSMAN 2:

DRIVER REQ: Ages 10 and 12.

ENGINE: Briggs & Stratton Stock Animal Engine with a restrictor plate top hole 0.275" and a bottom hole of 0.325" (turquoise/blue).

FUEL: Methanol.

MINIMUM WEIGHT: 290 lbs.

OTHER: No steering fairing allowed.

SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.3 BRIGGS JUNIOR:

DRIVER REQ: Age 12 thru 15.

ENGINE: Briggs & Stratton Stock Animal Engine with a 0.505" (Gold) restrictor plate.

FUEL: Methanol.

MINIMUM WEIGHT: 320 lbs.

SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.4 BRIGGS MEDIUM AND HEAVY:

DRIVER REQ: Age 15 and older.

ENGINE: Briggs & Stratton Stock Animal Engine

FUEL: Methanol.

MINIMUM WEIGHT: 350 lbs. – MEDIUM, 375 lbs. -- HEAVY,

SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.5 BRIGGS SPORTSMAN 1 CHAMP:

DRIVER REQ: Attained age 7 thru 10.

ENGINE: Briggs & Stratton Stock Animal Engine with a three-hole plate with 0.225" holes (purple).

FUEL: Methanol.

MINIMUM WEIGHT: 300 lbs.

SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.6 BRIGGS SPORTSMAN 2 CHAMP

DRIVER REQ: Age 10 thru 12.

ENGINE: Briggs & Stratton Stock Animal Engine with a restrictor plate top hole 0.275" and a bottom hole of 0.325" (turquoise/blue)

FUEL: Methanol.

MINIMUM WEIGHT: 325 lbs.,

SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.7 BRIGGS JUNIOR CHAMP:

DRIVER REQ: Age 12 thru 15.

ENGINE: Briggs & Stratton Stock Animal Engine with a 0.575" (black) restrictor plate restrictor plate.

FUEL: Methanol.

MINIMUM WEIGHT: 375 lbs.

SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.8 BRIGGS CHAMP:

DRIVER REQ: Age 15 and older.
ENGINE: Briggs & Stratton Stock Animal Engine
FUEL: Methanol.
MINIMUM WEIGHT: 425 lbs.
SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.9 BRIGGS JUNIOR RAPTOR CHAMP FINAL 1 & 2:

DRIVER REQ: Age 12 thru 15
ENGINE: Briggs and Stratton Stock 5 HP
FUEL: Methanol
MINIMUM WEIGHT: 360 lbs.
SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6
OTHER: Races Saturday and Sunday, single championship

463.10 BRIGGS LOCAL OPTION 206 (LOCAL OPTION)

DRIVER REQ: Age 15 and older.
ENGINE: Briggs & Stratton Stock LO 206 Engine.
FUEL: Methanol.
MINIMUM WEIGHT: 360 lbs.
SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.11 BRIGGS MASTERS CHAMP:

DRIVER REQ: Age 35 and older.
ENGINE: Briggs & Stratton Stock Animal Engine
FUEL: Methanol.
MINIMUM WEIGHT: 425 lbs.
SPEC TIRE: TBA – Left = 4.50 x 6, Right = 8.00 x 6

463.12 KID CHAMP KARTS (EXHIBITION ONLY):

DRIVER REQ: Attained age of 5 through 7
MINIMUM WEIGHT: 260 lbs. minimum kart and driver
SPEC TIRE: Left – TBA 4.60x6. R – TBA 7.10 x 6. Maximum tire circumference is 34 1/4". New or used. Event tire prep rules apply.
ENGINE: Subaru Robin EX13 Overhead Cam 4.5 HP Engine
FUEL: Gasoline

463.13 KID KARTS (EXHIBITION ONLY):

DRIVER REQ: Attained age of 5 through 7
ENGINE: Comer C-51 only: (See Section 900)
FUEL: Gasoline and Oil
MINIMUM WEIGHT: 150 lbs.
TIRES: Open Compound, Front & Rear size 10 x 4:50 or 4:60 – 5, Max rear circumference 33.75" New or used. Event tire prep rules apply.
GEAR RATIO: 10/89
NOTE: For Clone Stock Local Option Rules, see Sections 413.17 to 413.23.