

2010 NKC RULES

ARTICLE I GENERAL RULES

Section 1: No one may sue or press charges against another member, an official, the property owner, any benefactor of NKC or the NKC itself. Nor shall any member discredit or bring slander to the Club's or member's well being. The penalty can be up to a lifetime expulsion.

Section 2: No Officer or Club Official shall make a call, judgment or be involved in any decision making process in which an immediate family member is a competitor. Verbal communication using track radios by members of the Board of Directors during a race will not be allowed, unless requested by the Race Director.

Section 3: Any unauthorized person who wants special permission to be inside the track fence must receive permission from NKC officials, and must sign a liability release.

Section 4: All non-member racers/guardians can print a copy of Rules and By-laws at www.nutmegkart.com

Section 5: Everyone racing and/or participating in a scheduled event must sign a release form and obtain a pit pass each week.

Section 6: All present are to give full cooperation to officials at all times.

Section 7: Anyone under eighteen (18) years of age cannot race unless a parent or proof of guardianship is present. Parental consent is required as per W.K.A. instructions. A certified copy of the driver's birth certificate must be provided by the driver's 2nd race.

Section 8: Any inexperienced racer shall start last for 3 race weeks. The new racer shall put an "X" on his or her helmet and rear number plate for those 3 weeks and sign in as a "Rookie/New Racer." All rookies will start at the rear of all heat and feature races for a minimum of 3 weeks. During this probationary period the racer will keep his/her earned positions on the track once a completed lap has occurred. At the completion of the 3rd race week, the driver may draw a chip unless the race director/flagger deems that additional probationary time is required.

Section 8a: Visiting racers claiming prior experience are subject to evaluation by the race director/flagger. The race director/flagger has the authority to make the visiting racer start in the rear of the lineup if their on track ability warrants.

Section 9: Entry fees for the year shall be determined by the Board of Directors and announced and approved by the general membership by the February monthly meeting. Entry Fees shall remain unchanged throughout the year.

Section 10: Waste oil must be removed from the track property at the end of each race day. Kart owners are responsible and will be subject to severe sanctions up to and including permanent suspension for failing to comply with this rule.

Section 11: There will be a \$25 late fee assessed for all membership renewals not completed by the end of the February monthly club meeting.

Section 12: A minimum of 2 raffles will be run annually, usually supporting the 2-day Show mid-year and the banquet at the end of the year. Each member is required to sell/buy one book of 10, \$5 raffle tickets for each raffle.

Section 13: Any capital improvement expenditure costing over \$1,500.00 shall be approved by the general membership with a majority vote at the monthly meeting.

Section 14: All parts vendors must carry a 1 million dollar liability policy certificate naming the property owner and /or it's affiliates and Nutmeg Kart Club as an Additional Insured.

Section 15: All fuel containers must be approved for holding fuel and clearly marked with the contents within. It is also recommended that all containers holding water be marked as such.

Section 16: No person on the board, or a immediate family member can also hold a paid position.

ARTICLE II COMMITTEE/NON COMMITTEE

Limited committee positions are available for members in good standing in return for reduced racing fees. The rates are to be determined annually by the Board. There is no guarantee that positions are available for all members seeking a committee position, however, there is a minimum number of committee positions that must be filled prior to allowing any non committee memberships. Non committee members will still be responsible for pre season and post season work parties as well as all other non racing club responsibilities. Positions available will be determined by the Board and posted at the February meeting. Members interested in being on a committee must indicate so on their membership application. Positions offered based on prior service and current order of PAID membership. All efforts will be made to honor members committee wishes, however not guaranteed. Any member assigned a committee position but does not fulfill their assigned duty may be immediately removed from that position by the board and assessed full racing fees from that point on (including current race). If a member cannot fulfill their assignment but makes arrangements for another member to fulfill their responsibilities with prior board approval, that member may keep their position. The covering member receives the reduced race fee for that event. Any member who does not wish to fulfill an offered position is then placed at the bottom of the list and will be offered the next position available, if any.

ARTICLE III TRACK RULES AND REGULATIONS

Section 1: All approved participants will be admitted through the sign in booth, proper ID required, all fees and waivers must be completed to race. Pit areas will be kept and left orderly and clean.

Section 1a: Each pit stall shall have at least one ABC type fire extinguisher in good condition. The fire extinguisher shall be kept visible and accessible at all times.

Section 2: After being admitted to the pit area, the kart crews will place their karts in assigned areas. Ample space will be provided so that karts can be moved in and out with ease.

Section 2a: All persons admitted to an event must stay within the designated area. Anyone leaving the designated area will be subject to disciplinary actions.

Section 3: Kart engines may be started at 10:00 AM and must be turned off by 10:25 AM. Kart engines may not be restarted until the completion of the drivers meeting.

Section 4: Entry fees will be paid at the time of sign in. Board members shall pay no entry fee.

Section 5: Only persons with a pit pass shall be allowed in the pits or racing on the track. Per insurance regulations, no one under 18 years of age will be allowed on the hot grid during racing unless he is a participant in that race. No one under the age of eight will be allowed on the Hot grid unless he is signed in as a driver, but will be allowed at the outer pit area only with adult supervision. The hot grid is the area inside the track fence perimeter.

Section 6: No smoking will be allowed within the track or hot grid area areas during a scheduled event. A racing event is concluded at the completion of the last race of the day. Monthly meetings are defined as a scheduled event. No alcohol or illegal drugs are permitted at any club meeting or in the race track area.

Section 7: All kart owners will act in a professional manner at the track and will see that their crews do likewise. It is also that person's responsibility to supervise any children or other family members while on track property. Shirts and shoes required.

Section 8: An information board will be erected in the pit area and shall have the lineups for each race posted not less than 10 minute before race time.

Section 9: All racing will begin at the predetermined time and day. Sign-in time will start 2 ½ hours prior to the event and will close ½ hour prior to the driver's meeting. All late entries will be reviewed by the Board of Directors. All late entrants will start at the rear of the field for both heats. Warm-ups will start following the Drivers Meeting (up to 10 laps for warm-ups), and shall end at least 10 minutes prior to the first event. Track drying will be accomplished by the discretion of the Board, and will not count as warm-ups.

Section 9a: The racing format and all times may be amended at the discretion of the Board of Directors, if deemed necessary.

Section 10: Once the first heat has started, there will be no class switching or new drivers added to a class.

Section 11: No kart and/or driver shall be allowed on the track unless approved by an official.

Section 12: If any kart cannot be lined up, the starter/race director can put it in the back of the field.

Section 13: The green flag shall start all races and signifies that the track is clear. The race shall be considered started when the green flag is dropped. The race must be finished in the kart started with.

Section 14: The blue flag with the diagonal yellow stripe is a passing flag, which shall be given to karts that are being lapped. When a kart receives the passing flag the driver shall hold his/her line on the track as directed by the starter and remain there until the lapping kart or karts have passed.

Section 15: The yellow flag means caution. After dropping the yellow flag, all karts shall thereafter slow down and line up according to racing gained position behind the leader who will hold his/her hand up. There will be no passing. When a yellow flag is shown during a race all karts will continue around track until instructed by flagger to stop at the start finish line. At this time the karts will be directed past the starter one at a time in proper lineup order. The karts will then be stopped by the next on track worker to keep karts in order. When all karts have been lined up correctly the karts will then continue rolling yellow laps until the starter gives the green flag.

On a restart, the red and yellow flags, shown together, mean the karts should line up in their original positions. If after two starts are tried and the front two karts cannot come down to the starting line together, the starter will put 1 and/or 2 to the rear of the field. If a kart is a lap down, it stays a lap down. Yellow flag laps shall not be counted as scoring. Any lapped kart on the restart goes to the rear. The race will be restarted as scored on the previously completed lap. When the caution flag is thrown on the last lap of a race it will be considered yellow/checkered ending the race, and if the checkered flag has been displayed, those karts that have passed the start/finish line shall be scored as they finished.

Section 16: The red flag means danger and all karts must stop immediately. It may be used if, in the opinion of the flagman/race director, the track is unsafe to continue the race. In the event a race is called complete after a red flag is dropped, all karts not involved in the accident shall be scored as finishing in the last position that they crossed the line in the previously completed lap. In the event of a red flag the kart driver causing the red flag cannot continue the race without the consent of the EMT and/or track officials.

Section 17: The black flag means get off the track and must be obeyed immediately. The flagman may use this not only for rule infractions but for some mechanical trouble which the driver may not be able to see but might make the kart dangerous. In such an event the driver shall raise his hand, avoid interference with the other karts and exit to the designated area in the infield within one lap. Any calls for unnecessary pushing, bumping or rough driving shall be made at the final decision of the flagman/race director. If the black flag is not obeyed, further disciplinary actions will be assessed by the board.

Section 18: The white flag means you are entering the last lap.

Section 19: The checkered flag means the finish of the race. For scoring purposes, all karts will hold their positions for one additional lap before entering the pit area. In the event an error occurs, the final position shall be determined by the scorer's record.

Section 20: When lights are used at the track they are to be considered official and observed the same as the flags.

Section 21a: All restarts shall be double file.

Section 21b: Any driver who takes a green flag gets at least last place points progressively, i.e.; first driver out gets last points, 2nd driver out gets 2nd to last points, etc. These points are awarded only if the kart weighs in after that race. This rule does not apply to karts disqualified for driver misconduct. Any driver leaving the track due to EMT direction will be awarded finishing position points regardless of weighing in.

Section 22: If 50% of the race has been run under the green flag, when the red flag is dropped, the flagman has the authority to call the event complete.

Section 23: If a driver crosses the infield from straight away to straight away, that driver shall lose a lap.

Section 24: In the event of an accident on the track only the first aid crew, firemen, corner men and club officials shall render assistance. Violation may result in suspension as may be decided by the officials. A family member needs to be escorted on the track by a track official or board member.

Section 25: If a race is stopped (Red Flag) all karts must remain on the track and motors must be shut off. When the track is cleared, the scorer will line up the karts and the flagman will resume the race at the direction of the race director. Only under Red Flag can a competitor's crew member, at the direction of a track official, enter the infield with a starter to restart a kart. No other are tools allowed. If any maintenance is done by any kart during a red flag situation, that kart will start at the rear of the field. Any kart leaving the track area past the scales will be disqualified for the remainder of the race. Club

officials in an emergency may direct karts to any area to aid in the continuation of the race program.

Section 26: All maintenance and/or repairs performed on any kart, during the yellow flag only, shall take place only on the infield and will re-start at the rear of the field. No kart shall be refueled while the engine is running or with the driver in the kart.

Section 27: Any kart which spins out alone causing a yellow flag will restart at the rear of the pack. Anyone involved in an accident that causes a yellow or red goes to the rear. "Involved" to be interpreted by track officials. At the discretion of the flagman or race director, any kart spinning out intentionally will be moved to the rear of the field and will be penalized a lap.

Section 28: Racing will not start unless all the safety requirements are met.

Section 28a: Inspection Marking. The method of engine and/or tire marking is at the discretion of the official in charge. Any mean undertaken by a competitor to duplicate, counterfeit or otherwise avoid normal component marking procedures is cause for immediate disqualification and possible suspension of membership privileges. Competitor is responsible for his/her equipment to be marked before qualifying for first qualifying heat. (painted or sealed)

Section 29: All drivers will receive a flag and safety lecture until the flagman is sure he is understood by each participant.

Section 30: Protective clothing requirements: Helmets must comply with WKA rules 115.1 and 115.2. High leather shoes (ankle coverage) including work shoes, boots and leather sport shoes. Unaltered full fingered gloves and helmet support (115.3) are mandatory. Nothing should be worn that is ripped or worn in such a way to expose parts of the flesh. In addition, cage kart drivers are required to wear arm restraints and a full fire resistant driving suit rated SFI 3.2 A1 or better. Chest protectors meeting SFI Specification 20.1 are mandatory for all drivers in flat kart classes where the maximum age is 12 or lower. Champ kart belts/harnesses must be new or re-certified every two years as per WKA regulation 485.1.

Section 31: No parts, tools, participants or crew may enter the racing area once the track entrance is closed unless permitted for red flag start with the exception of below listed starters. Track entrance chain will be closed after the last kart passed the pit entrance on the clinched green flag. Any kart entering late will be placed to the rear regardless of board lineup. One starter for each type of motor running on the track must be available at all times. If a kart needs to be restarted during a caution period and that starter is not inside the track area, one will be allowed to be brought over the fence and onto the track. Please Note: this is for starters only and no other tools will be allowed to be brought onto the track in this manner.

ARTICLE IV FINES AND PENALTIES

Section 1: Waste oil, tires, and general trash must be removed from the track property at the end of each race day. Kart owners are responsible and will be subject to severe sanctions up to and including permanent suspension for failing to comply with this rule

Section 2: Failure of tech will result in the loss of points for that day in all classes that the failed part raced in. The second offense will result in loss of points for that day and suspension

for the next scheduled race event. On the third offense, there will be permanent suspension at the discretion of the Board. Any driver refusing tech will lose points for that day plus be suspended for the next regular points racing events. (A fun day, practice, or rain out is not considered a racing event).

Section 3: All karts must proceed directly to scales upon leaving track after each scored race to be weighed. Any kart failing to do so will be automatically disqualified. If a kart is found to be light in the first heat race, they will start the next heat race from the rear in that class In addition to receiving a DQ for that heat. After the feature race, any kart found under weight will lose their points for the day in that class. The Nutmeg track scale is the final authority

Section 4: Anyone found tampering with another kart without permission will be expelled or suspended at the discretion of the Board.

Section 5: Any driver who does not obey flags immediately will be subject to suspension of that event. Any further penalty or suspension will be up to the Board of Directors.

Section 6: Any kart in a race more than two laps behind and competing may be flagged off at the race director/flagman's discretion.

Section 7: Any kart which in the opinion of the safety/tech committee or other Officials is not in good racing condition, shall be disqualified from competition until it meets W.K.A. and Nutmeg regulations.

Section 8: Anyone on the premises who gets into a fight, acts unseemly or argues at Club activities, can be immediately suspended. The Board of Directors may levy a suspension up to six consecutive race meets. If a person starts a fight on the grounds or at any club function, that person can be permanently expelled. Any suspension or expulsion under this section shall apply to all persons affiliated with that Club membership. The decision of the officials shall be final.

Section 9: Any person smoking on the track or Hot grid area shall be given one verbal warning on the first offense. Thereafter, they will be given a suspension for that day with loss of points.

Section 10: The top three (unless a different number is specified at the drivers meeting) finishers of each class must bring their kart to the designated impound area immediately after their feature race, unless his or her kart is used in two different classes. In that case the kart must be left in the designated area to be defined at the drivers meeting. Tech officials have the right to impound and inspect any kart at any time.

Section 11: Any Club Member or Crew Member participating in events thought to be under the influence of drugs or alcohol at any race event, will not be allowed to continue to participate in that day's events. Ruling will be at the discretion of the officials.

Section 12: As used above, a consecutive race event means a completed race day (all classes heat races must be completed). A two day show counts as one race event. Any and all disciplinary actions may be carried over to the next racing season.

Section 13: A disciplinary action/penalty log book will be kept in the sign in booth. This book will be available upon request to the adult membership. The book must remain at the sign in booth when being viewed.

ARTICLE V KART SPECIFICATIONS

Section 1 : **Spirit and Intent**

The law of spirit and intent comes into effect when race officials are encountered with facets not specifically addressed in the rulebook. At this point, officials must make decisions based not only on fact, but also on whether the infraction was a clear case of attempting

to controvert the spirit of the event. We urge you avoid causing a spirit and intent ruling by being fully aware of all the regulations that apply to you and your kart/tires/engine etc. It is impossible to write a rule for every aspect of karting. Before attempting any modifications to your kart/tires/engine etc. that are not specifically addressed in the rulebook, talk to the technical inspector and clarify the requirements.

Section 2: All karts will conform to the most current WKA Speedway Dirt Series specifications as per written in the most current tech manual. Any additional safety requirements of the Nutmeg Kart Club must also be met.

Section 3: Legal tires - All classes must run either VEGA MAS tires (thick or thin tread) or Burris 33's any model. All four tires must be from the same manufacturer. Kid karts must follow WKA guidelines.

Section 4: General tire Tech Procedure

1. Competitors will bring spec tires to the event.
2. Tire cutting and grinding will be allowed however grooving of tires is illegal. Tech officials will have the final say in this matter and it shall be final.
3. Tire Prep is not allowed on track property. Prepping at the track is not allowed. If it is determined that anyone is prepping during a race event they will be disqualified for that race event (non droppable) and can be subject to a two race event suspension for the first offense. A second offense will be either suspension for the remainder of the season (this shall be at least 4 race events to be carried over to the next season) or permanent expulsion from the club. If there is any wet or tacky substance on a tire as it comes up for a practice session, heat or feature, the competitor will be disqualified from the event.
4. At no time will any kart be allowed entrance to the track on non-spec tires for the class being run.
5. Only one set of tires will be allowed to be used per kart, per race day event. (an event consists of what is stated at the daily pre-race drivers meeting.) If a set of tires is being used for more than one kart it must be pre-approved by a tech official prior to the first heat.
6. Once branded/marked, tires must be visible and in plain sight at all times. If you must work on your kart inside your trailer your tires must be removed and left outside. Tires at no time will be permitted to be removed from the pitting area during a race event.
7. The only acceptable cleaning substance for tires is water (no additives).
8. Tires will be branded or marked prior to the 1st heat. It is the drivers responsibility to ensure their tires are marked. If a kart does not have its tires marked and proceeds onto the track the penalty shall be a disqualification for that race.

Section 5: All engines must have a grounding strap or plastic tie wrap with 6 inch minimum length unless they have a functioning kill switch located in the stock position.

Section 6: Number Panels will be of lexan or plastic, and will be 6 inches high and visible with a maximum of two (2) digits. Numbers and panels shall be of contrasting colors with no clear panels. The Head Scorer will have final determination on the legibility of the numbers on any kart.

Section 7: All JR2 and below flat kart classes must have a rear bumper in which the width will be at least to the approximate vertical center of the rear tires, but not wider than the rear tire tread. Minimum tubing for bumpers and bars is 5/8" for Kid Karts and 3/4" for all others. Final

determination to be made by a tech official.

Section 8: All fuel containers must be approved for holding fuel and clearly marked "Methanol."

Section 9: All karts must have a metal chain guard with an extension to at least the center of the rear axle. Approval of the material used for the extension is at the discretion of the safety tech officials.

Section 10: All vendors at the request of tech officials will provide sample methanol prior to the 1st heat to be tested and used as a baseline for fuel tech on that race day. Tech can be decided by randomly pulling "tech chips" out of a hat for that particular day unless otherwise deemed necessary by the race officials. Any or all parts that have to be removed to get at the teched parts can be teched if Tech Officials or the Board of Directors deems it to be necessary. If the top 3 finishers in a class agree that they don't want tech, it **can** be waived by the race officials.

Section 11: Any class participant may protest another competitor's fuel, motor or kart for a set fee. A protest must be made in writing along with the fee to the race director within 30 minutes of the conclusion of the race in that class. At the end of the race day there will be a tech inspection of the protested item. The same inspection will be done to the protester's item. If the protested item is found to be legal. The protest fee will be given to the protested. If the item being teched is found to be illegal, the protestor will get his fee back and the protested racer will lose points for that day. Any or all parts that have to be removed to get at the teched parts can be teched, if Tech Officials or the Board of Directors deems it to be necessary.

Protest Fees (Cash Only):

Kart	\$ 25.00
Fuel	\$ 25.00
Roll Cam	\$ 50.00
Carb, plate, gasket, head	\$ 40.00
Coil, flywheel, exhaust	\$ 40.00
Complete lower end	\$100.00
Complete tear down	\$225.00

Section 12: Brake Disc Guard – all karts must be equipped with a brake disc guard (aka-Wolfe Plate) located between the brake disc and the back of their seat.

ARTICLE VI CLASSES

Section 1: A driver's actual age as of January 1st will establish their karting class during the calendar year. Any driver who may attain the age of a higher class during a season can at their discretion remain in the lower class for the remainder of the season or move up to the higher class. All points earned in the lower class will be lost. A birth certificate may be required. Proof of age will be required for drivers who are Club members for any class where age is a factor. For junior classes, where the driver is a visitor, in the absence of proof of age, the parent or guardian shall sign a waiver stating the age and birth date of the junior driver.

Section 2: There will be a 1 kart minimum set as the number of karts required to be signed in and take the green flag at the start of the feature event for the event to be classified an official points event. A season championship requires at least 3 karts racing in a minimum of 50% of all race events.

Finishes will be awarded as follows:

All Senior classes shall receive 1st, 2nd or 3rd place trophies/medals (or members may receive a plaque if designated on their initial membership application that year). In addition, members who receive plaques and win their first feature race may receive a trophy/medal along with their plaque plate.

All participants in Kid Kart, Kid Kart Champ and Rookie will receive a trophy/medal.

All Junior classes will receive a trophy/medal up to 5th place, or a plaque as previously stated above. If plaques are chosen they will be awarded for any place finish in each class.

Section 2a: The Kid Kart, Kid Kart Champ and Rookie classes will have a maximum of 10 karts per class. All other junior classes will have a maximum of 12 karts. All senior classes will have a maximum of 14 karts. All classes with karts over the maximum allowed will be split.

Section 2b: All trophies/medals will be issued on race day only. If a winner is unable to pick up their award at the end of the day, arrangements must be made to have someone else pick it up.

Section 2c: Classes must complete at least 2/3^{rds} of the points race schedule, in order to receive year end trophies and Champion status.

Section 2d: Allow class racers to freeze their points and move up when they reach the required age for the next class. Jr1 to Jr 2, etc. Once moving up a level the racer may not move back down.

Section 3 Class Structures

Flathead motors are legal to run in all animal classes however they will receive no concessions.

Flathead motor rules will revert to the 2006 tech manual for JR Stock and the 2007 tech manual for JR1 and JR 2. All other classes will refer to the most current WKA tech manual.

KID KART (Exhibition Only) Age 5 - 8 Comer P50/51 140 lbs. All WKA 413.14 Kid Kart Rules Apply. Local Option JR 206 Engine also legal.

KID KART CHAMP (Exhibition Only) Age 5 - 7 Subaru Robin EX13 Overhead Cam 4.5 HP Engine 260lbs, 15x65 Gear Rule, 4000 max RPM. All WKA 413.15 Kid Kart Champ Rules Apply.

ROOKIE (Exhibition Only) Age 7 - 9 Subaru Robin EX13 Overhead Cam 4.5 HP Engine 240lbs, 4000 max RPM.

BRIGGS SPTS 1 Age 8 - 10 Briggs & Stratton Stock Animal Engine with a restrictor plate three holes 0.225" (purple), Flathead .425" (purple), Clone .500 (purple) 250lbs

BRIGGS SPTS 2 Ages 10 - 12 Briggs & Stratton Stock Animal Engine with a restrictor plate top hole 0.275" and a bottom hole of 0.325" (turquoise/blue), Flathead .500" (turquoise/blue), Clone .550 (turquoise/blue) 275lbs

BRIGGS JR Age 12 - 15 Briggs & Stratton Stock Animal with a 0.505" (gold) restrictor plate, Clone unrestricted, 300 lbs.

BRIGGS SPTS CHAMP Age 8 - 12 Briggs & Stratton stock Animal engine with a restrictor plate top hole 0.275" and a bottom hole of 0.325" (turquoise/blue), Flathead .500 (turquoise/blue), Clone .550 (turquoise/blue), 315 lbs.

BRIGGS JR CHAMP Age 12 - 15 Briggs & Stratton Stock Animal Engine with a .575 (Black)

restrictor plate 335 lbs.

BRIGGS MASTERS Age 35 and older Briggs & Stratton Stock Animal Engine Methanol, Flathead Unrestricted, 375 lbs.

BRIGGS LITE, MEDIUM, & HEAVY Age 15 and older Briggs & Stratton Stock Animal Engine or Flathead Unrestricted Engine 325 lbs. LITE, 350 lbs. MEDIUM 375 lbs. HEAVY

BRIGGS SUPER HEAVY Age 15 and older Briggs & Stratton Stock Animal Engine or Flathead Engine, Overall minimum weight is 400 lbs., Maximum kart weight is 200lbs.

BRIGGS RAPTOR Age 15 and older Briggs & Stratton Stock 5HP Engine 360 lbs

2 CYCLE UNLIMITED 105cc/120cc/140cc/160cc Age 15 and older, No turbo chargers, superchargers, or nitrous oxide.

105cc - 300lbs

120cc - 340lbs

140cc - 380lbs

160cc - 420lbs

Wedge Bodies are allowed.

INTERNATIONAL STOCK Age 15 years and older – 375 lbs- 87 Octane Gas Only – Approved Engine: BS Project 6.5 OHV Clone, Stamped steel drum shoe type clutches only. No Tachometers allowed.

POWDER PUFF Age 15 years & up – 375 lbs. – 87 Octane Gas Only – Approved engine: BS Project 6.5 OHV CLONE, Stamped steel drum shoe type clutches only. No Tachometers allowed. Anyone who wins three or more races during the season, or is the class champion must move up to the International Stock Class next season.

ROARING LIONS Age 14 years and older – 400 lbs. – 87 Octane Gas Only - Approved Engine: BS Project 6.5 OHV Clone, Stamped steel drum shoe type clutches only. No Tachometers allowed.

JR INTERNATIONAL STOCK CLASS STRUCTURE

BOX STOCK JUNIOR 1 Age 8 to 10 years – 265 lbs. – 87 Octane Gas Only - Approved engine: BS Project 6.5 OHV CLONE, with .500 inch maximum intake restrictor, Stamped steel drum shoe type clutches only. No Tachometers allowed

BOX STOCK JUNIOR 2 Age 10 to 12 years – 290 lbs. – 87 Octane Gas Only - Approved engine: BS Project 6.5 OHV CLONE with .550 inch maximum intake restrictor, Stamped steel drum shoe type clutches only. No Tachometers allowed

BOX STOCK JUNIOR 3 Age 12 to 15 years – 320 lbs. – 87 Octane Gas Only - Approved engine: BS Project 6.5 OHV CLONE, Stamped steel drum shoe type clutches only. No Tachometers allowed

*****Important Note*****

All parts must be Box Stock Project factory production parts unless otherwise specified in this rules manual. No machining or alteration of parts is allowed unless specifically noted. All parts will be subject to a comparison to a know Box Stock part (when performing a comparison check it is recommended to use a +/-

.005" tolerance). Engine will be teched as raced. **There will also be a \$200 claiming rule in place for this engine.** Refusing to accept the claimer will result in immediate disqualification of competitor along with forfeiture of any points earned to date in class. Competitor will also not be allowed to compete any longer in that class. In addition if at any time it is determined that anything has been done to circumvent the spirit and intent of this as an entry level class. Whether it is an engine performance modification, fuel or oil enhancements, data recording devices, etc... You and anyone racing with your membership/family/team will be suspended from the blue motor class permanently.

All Clone Classes must conform to 2010 WKA Kart Specifications.

INTERNATIONAL CLASS ENGINES 710 STOCK INTERNATIONAL CLASS ENGINES

These rules describe the specifications for International Class engines. All parts must be factory production parts unless otherwise specified in this manual. No machining or alteration of parts is permitted unless specifically noted. All parts are subject to be compared to known stock parts. No reading between the lines. If it not in the rules, it must remain, stock. **UNLESS OTHERWISE STATED ENGINE WILL BE TECHED AS RACED.** Additional rules may be added as WKA moves forward with this program.

DESCRIPTION: Single cylinder, 2 valve, OHV 4 cycle clone engine all colors are legal.

CLUTCHES: Must be a shoe type clutch. Any stamped drum clutch allowed. No machined drums allowed. No disc clutches will be allowed.

FUEL TANK: Must be floor mounted.

CARBURETOR: Huayi types allowed. All stock carb gaskets must be present. Choke assembly must be functioning. Choke bore must be cast. Venturi: 0.615" No-Go. Back carb bore: 0.751" No-Go. Emulsion tube must remain stock 0.064" No-Go. Main jet: 0.042' No-Go. Low speed idle jet 0.019' No-Go.

FUEL PUMP: Any pulsed type fuel pump is allowed. Fuel pump must be pulsed from the valve cover. *Any other way to pulse must be approved by the WKA Tech Official for the race weekend.

AIR FILTER: Any air filter allowed. After market air filter adapters are allowed. Maximum length: 1.375".

BLOCK: Block must remain stock. Maximum bore is 2.685". Stroke is 2.123" plus or minus 0.005".

CYLINDER HEAD: No porting, grinding or modification. Valve seats have two angles: single 4° bottom and single 30° top. Head gasket must be stock configuration. Combustion chamber volume minimum: 26.5cc.

VALVE TRAIN: Valve train will remain stock. No polishing. No grinding. No alterations. Stock 1:1 ratio OEM rocker arms only. Stock valve springs only. Maximum wire diameter is .0705". Maximum spring pressure is 10.8 lbs. at an installed height of 0.850".

ROD: Stock rod only; no modifications.

CRANKSHAFT: Stock crankshaft only; no modifications.

PISTON AND RINGS: Stock piston and rings only.

CAMSHAFT: Camshaft must be stock. Maximum running lift on exhaust is 0.242" taken on valve spring retainer with zero lash. Maximum running lift on intake is 0.238" taken on valve spring retainer with zero lash. Duration check for Intake and Exhaust lobes. Intake duration of 218.5 degrees at 0.050" lift. 85.5 degrees at 0.200" lift. Exhaust duration of 221.5 degrees at 0.050" lift. 96.5 degrees at 0.200" lift. (All checks will allow +2 degrees for wear and gauge variances.)

HEADER PIPE AND SILENCER: Header Pipe Length: Minimum 10"- Maximum 18". Silencer must be a RLV 91_L type with .1285 no-go hole. OR Maximum length on header and muffler is 14" and minimum is 10". Header must be single stage maximum 0.750" outside diameter, 0.635 ID inside measurement. Muffler must be the Weiner type, part #89966. Muffler may be welded onto end of header pipe or screwed on.

Mandatory for both rules header must be wrapped a minimum of 8" starting from where it attaches to the head.

FLYWHEEL AND IGNITION: Flywheel and ignition coil must be stock. NO alterations, NO machining. Timing must be stock with stock flywheel key. Plastic fins must remain stock.

STARTER: Pull starter must be present and remain stock. Pull starter may be rotated for a better cranking angle.

OIL CATCH CAN: Engine oil recovery system mandatory.

OIL SENSOR: Oil sensor may be removed.

GOVERNOR: Governor and governor components are non-tech.

Claimer Rule: You must finish the race in the International Stock class to purchase the winners engine for \$200 (Cash Only) (minus the clutch/chain guard/throttle kit, header pipe/muffler, air filter adaptor/air filter, top plate & fuel pump). The following tech will take place on all claims. Full carb, shroud removal, flywheel, timing key, roll cam for duration and lift, side cover removed for visual rod check.

ARTICLE VII SCORING

Section 1: All classes will line up for their heats according to a number drawn. In the event that 2 heats are run for a class, the starting positions of the 2nd heat will be inverted from the starting positions of the 1st heat. Club members who are "new racers" as it is applied in Article 1, Section 8, shall start in the rear. In the case of a tie drawing, the driver drawing later shall draw again.

Section 2: Heat finishing positions will be used for line up positions for the feature. Drivers shall be lined up in the order of their combined heat finishing positions. In the case of a tie, the feature starting position will be determined by low lap time.

Section 2a: In the event that a class has more entries than that class is allowed, the class will be split into 2 groups to be determined by chips drawn at sign in (lowest numbers in group A and highest numbers in group B). The class will be split 50/50 with an even number of entrants and if there is an odd number of entrants Group A will have the extra kart. Each group will run 2 heats with an inverted order in the second heat. The number of karts in group A will be the number of karts that qualify for the A main and the number of karts in Group B will be the number of karts that qualify for the B main. Example: If there are a total of 13 entries for the event and the maximum allowed to race is 10 then 7 will race in heats group A and 6 will race in heats group B. 7 karts will qualify for the A main which will be 1st, 2nd and 3rd place from both heats A and B. The 7th kart would be the 4th place kart from either heat group with the fastest lap. The B main is then run with the remaining 6 karts. Since the maximum allowed on the track is 10 for this class 3 additional karts would transfer from the B main to the A main. Upon completion of the B main 1st, 2nd and 3rd would make the transfer while 4th, 5th and 6th of the B main would receive 11th, 12th and 13th place points respectively. The A main would then be run and scored 1st through 10th in order of finish. The heat winners of like positions will have their feature finish set based upon fastest lap time from their qualifying heats. For example 1st place in group A and 1st place in group B will compare fastest lap. Fastest lap gets inside slower outside. This continues on down position by position. The remaining karts that transferred from the B main will start from the next open position and follow back from their finishing order in the B main. For example 12 karts transferred directly into the feature allowing 3 more from the B main. The winner of the B main would start in the 13th position, the 2nd place kart from the B main would start in the 14th and so on.

Section 2b: Feature finish determines trophy and points, except in the case of inclement weather where the feature for that class is not completed. In this case, points and trophies will be awarded according to the combined finishing order of the heats.

Section 3a: There shall be no drop races.

Section 3b: In the event of a point's tie at the end of the season, the championship will go to the driver with the most feature wins. In the event that there is still a tie, it will progress down through feature finishes until the tie is broken.

Section 4: Any points discrepancies must be given to the Board of Directors (IN WRITING) by the end of the day in which the points are posted on the Nutmeg bulletin board. If the Board is not notified in writing the points will stand as is for the rest of the season.

Section 5: Karts will be scored as follows for the feature race:

POSITION	POINTS
1 st	100
2 nd	90
3 rd	80
4 th	70
5 th	60
6 th	50
7 th	40
8 th	30
9 th	20
10 th	10
and ^{after}	10

ARTICLE VIII

SPECIAL EVENTS

Section 1: Rules governing any special racing event held by the Nutmeg Kart Club shall be made at the discretion of the Officials, Board of Directors and/or appropriate committees.
