

**2020**  
**COMPETITION**  
**RULE BOOK**  
**KART**



Release 1.9  
February 5, 2020

## INTRODUCTION

The Competition Handbook is designed to introduce you to kart racing with 5150 Speedway. We have tried to include guidelines that would be of interest and assistance to new as well as current karters. Not all technical aspects of the sport are included in this booklet; however, we have tried to answer most of the questions that were presented during a typical race meet at 5150 Speedway. Please read the handbook carefully and completely. If you have any questions, do not hesitate to contact track management.

This Competition Handbook serves as a supplement to the official 2020 WKA Technical Manual Regulations. The engines rules will be 2020AKRA rules for box stock clone classes unless otherwise noted.

Finally, REMEMBER if it is not in the rules does NOT mean it's legal. Ask before making gray line modifications.

## TRACK STAFF

Pit Steward – Randy McKinlay

Flagman – Aiden Maynard

Safety Director – TBD

Flagstand/Driver Communications – TBD

Technical Inspector – Dan Loveday

## CONDUCT

Section 105 General Rules of Conduct WKA Regulations apply for all 5150 Speedway Series Events.

Please respect all track officials wearing safety vests. All officials are volunteers trying to make safety and racing fun for all.

The event is promoted with the goals of competition, fairness, professionalism and sportsmanship. Foul language, fighting and disrespect to fellow competitors and race track officials, personnel, and volunteers will not be tolerated

Our track personnel, volunteers, and any staff will have ZERO TOLERANCE for any vulgar or derogatory language, any verbal or physical abuse. Any abuse will subject the offender to loss of driver points, immediate ejection from the track and possible suspension of racing privileges.

### Foul Language

All drivers and/ or the Parent(s)/Guardian(s) of minor drivers are responsible for their pit crew or any person(s) in their pit stall on the track grounds. Foul language by a driver, driver's crew, parent/ guardian or anyone in their pit stall will result in immediate loss of 100 driver's points and possible probation, suspension of the driver, ejection from the property or being banned from 5150 Speedway.

### Fighting

Any fighting by driver, driver's crew, parent/ guardian or anyone in their pit stall will result in immediate suspension of the driver and ejection from the property or being banned from 5150 Speedway.

Track management will not tolerate competitors posting negative or discriminating comments about the track on social media sites. Such actions will result in immediate suspension.

## SEASON REGISTRATION

Season registration fee is \$60.00. After April 15, 2019 registration is \$100.00. Opening night feature will have drivers lined up in order of their registration for the class.

Alternate driver registration is \$30.00

Season Pit parking: \$25.00 for an assigned pit. (You will be assigned a pit number when you pay for your membership - bring your own sign to mark your pit)

Season registration begins on the day the registration application is received at 5150 Speedway and expires on December 31 of the current year. Only registered drivers receive points toward the class championships. Class championship and special awards are presented at our Awards Banquet in October of the current year. You must present a valid government identification for Junior drivers plus a photocopy of the government identification for files (ie. Birth certificate, health card, or passport) when registering Junior drivers for season registration for their age and information.

## RACE TIMES

Drivers meeting 15 minutes before race time.

Thursday Night Races – Racing starts at 6:30pm starting May until last week in June. Start time for July and August is 7:00 pm. September race times start at 6:30 pm

## EVENT REGISTRATION

Event registration fee is \$25.00 per kart for registered drivers. Three pit crew people per registered driver each pay \$7.00 per event to enter the pits. Additional attendees pay \$10.00. Non-registered driver event registration is \$40.00 per kart and crew fee for non-registered drivers is \$10.00. Children 16 and under pay \$10.00 to enter the pits. Rookie class and Starter class drivers is \$15.00 per kart.

A driver can apply to race in multiple classes, excluding drivers in purple plate, green plate, red plate, and rookie red plate.

Race registration is open 2 hours before race time. After that time, the competitor will be placed at the rear of the field for each heat race. Drivers meeting starts 15 minutes before race time.

All competitors and persons entering the pit area or track must purchase and completely fill out an insurance pass. Spectator passes are available for persons who are not planning to enter the pit or track area. Your insurance or spectator pass must be visible at all times.

A minor's release must be completed and signed by a parent or legal guardian for any competitor under 18 years of age. The minor's parent or legal guardian must be present at the track at all times.

Tell the registration person the class or classes you intend to race in, and the number you have on your kart. Members may reserve any number for the competition year.

If the starting grid is to be determined by random draw, you will draw for your position after registering your kart and completing the insurance release.

The entrant and/or driver, in signing the entry form for any 5150 Speedway event, elects to use the course at his/her own risk, and thereby releases and forever discharges the 5150 Speedway, together with heirs, officers, representatives, agents, employees, and members from all liability from all claims of said injuries to parties listed above growing out of, as resulting contemplated under the entry form, or caused by any construction or condition of the course.

**NO REFUNDS.** In the event of a rain cancellation, driver wrist band must be presented at the next race event as the rain check, plus a \$7.00 fee for insurance for entrance to the pits. No rain check for pit crew and pit spectators.

In the event of rain during an event, everyone in the pits must wait to be directed out of the pit area to minimize damage to pit grounds. Failure to do so will cause suspension from the track.

If a dirt series event is rained out after one full set of heat races, it will be considered a complete night and each entrant will be awarded 100 points for the evening

### **RAIN DATES**

In the event a regular Thursday evening race is cancelled due to rain, the race will be rescheduled to run one of two Sundays available for the year. If that Sunday is rained out, the race will be made up later in the year on a Sunday that is agreed upon by consensus of the drivers at the next drivers meeting. A maximum of two rain days (Sundays) for making up missed races. If it rains more than two nights, the race night is complete and there will not be a makeup for that race night. Rain dates don't start until after the first official points are completed.

A driver that will miss a regular point's night of racing can contact the track **before the race night begins** in advance to notify them they will not be attending the race night. That driver will receive last place points for their class for the night. This can occur two times per race season maximum.

## DRIVERS

Competitors must meet the age requirements of the class in which he/she wishes to compete on the first race of the season. A competitor exceeding the class age requirement during a season may remain in his/her class for the rest of that season, or move up to the next class immediately. Once a competitor moves up to the next level class, he/she may not return to the younger age level classes without approval of the track management.

Drivers are responsible for the control and actions of their pit crew members. Unacceptable actions of crew members may subject the driver to penalty or disqualification from an event or suspension of registration privileges.

No Alcoholic beverages will be consumed by drivers or their crews at any time prior to or during an event. An open container in your pit WILL result in suspension of the driver/owner/and kart for one week and forfeiture of ALL POINTS toward the year end point championship. Anyone found to be supplying to any minor will be permanently suspended.

Use, sale, or distribution of illegal drugs (including legal marijuana) at any time shall be cause for immediate and indefinite suspension. Participation by a team member in this activity will result in forfeiture of ALL POINTS toward the year end point championship.

Before race night begins, a drivers meeting will be conducted near the paddock area. ALL drivers are required to attend this meeting.

Prior to the racing activities, all karts must go through safety inspection and meet minimum weight for the class. Present the karts to the technical inspector prior to the start of the racing night to paint dab the carburetor, and valve cover bolts- If carburetor, or valve cover must be removed during the night, the Pit Steward must be aware of this and present. Each kart crew must submit the 5150 Speedway technical inspection form filled out to certify all safety requirements are met for the kart. (sheet located at the back of the rule book)

If a kart has not been through tech inspection, it will not be allowed on the track.

Radio scanner must be checked at kart tech inspection each race night.

A three week grace period is given to new competitors and visitors to get compliant with local track rule requirements.

If a Registered Driver cannot race for any particular reason and need to use an Alternate Driver, the said alternate driver must be a registered **alternate driver for that number and class** to collect points towards the Championship Series for the kart they participate in. 5150 Speedway does ask if you are using an alternate driver to give **notice at the driver sign in booth and notify Randy McKinlay before the drivers meeting.**

**An alternate driver is only allowed to be registered to one kart number in one class.**

**Alternate registered drivers** in red plate and green plate can substitute in respective classes and purple plate and blue, as registered alternate drivers for that number. If necessary, the order of the races during the night will be sequenced to allow the driver from one class to weigh in after their race and prepare for their following race – this will be addressed race night during the drivers meeting.

**Draw for starting position in the heat races will be done at the drivers meeting. There will be a roll call by class and each driver for the kart will pull their starting position.**

## **PIT RULES**

No open toed shoes or sandals are to be worn in the pits by driver or crew while in the pit area. – Offenders will be asked to put on proper footwear. If they fail to do so the person(s) will be ejected from the pits.

No pets allowed on premises.

Anyone entering the pit area must have an insurance pass. Spectator passes are valid for the spectator grand stand area only. The pit area is separated from the spectator area by the fencing.

Watch out for pedestrians. For race and practice, start your karts on the starting grid in the paddock area. Do not drive karts to paddock area.

Karts must not be started unless the driver is in the seat or the kart is on a stand. Rear tires must be firmly lifted off the ground.

Absolutely NO dumping of oil on track property. Oil Recycle barrel provided at sign in gate.

Tires that have been prepped must look dry at the grid. Wet spots on ground where kart tires were sitting on the grid will result in disqualification.

Mandatory – Every team must have a working fire ABC extinguisher in their trailer, visible and accessible.

Only track personnel are allowed on the track surface during a race. In the event of an accident on the track, only track personnel and paramedics are allowed on the track. At the discretion of track personnel, parents/guardians of children involved will be allowed on the track. Parents/guardians/pit crew going onto the track without authorization from the Directory of Safety will result in the kart being disqualified for that race.

No parents/drivers/spectators are allowed beyond the roped off corner of the barn. This is not track property. People in this area will be ejected from the property immediately.

Purchased designated parking spots will be for the entire season for kart races.

## FLAGS

For complete flag rules reference the WKA Technical Manual

The following flag signals given by the starter (flagman), pit steward, and turn marshals will be obeyed without question. Disregarding flag signals may result in disqualification or exclusion from practice and/or competition.

**GREEN:** Displayed at the start of the competition or practice and kept visible as long as the track is clear for racing.

**YELLOW (by turn marshals): DANGER. SLOW DOWN.** Be prepared to take evasive action or stop. Drivers will raise one hand to indicate slowing. No passing until past the next green flag.

**YELLOW (shown by starter): NO PASSING for the WHOLE track.** For yellow flag restarts, grid position is **DOUBLE** file, 1<sup>st</sup> place takes the inside line, 2<sup>nd</sup> place takes the outside and repeats back through the field. Restart on green shown by starter.

**RED (Shown only by the starter or pit steward)** Raise one hand to indicate slowing. Safely drive to the side of the track and come to a stop. Do not block intersections. If signaled to kill motors, shut off motors and wait for further instructions. Stay clear of any emergency vehicles.

**RED AND YELLOW (Shown only by the starter or turn marshals)** The entire race field will be brought to a stop for re-establishing the lineup. Drivers will raise one hand to indicate slowing. Look for the Pit Steward and stop in line before reaching him.

**BLUE:** Move over, stay out of the groove and let the karts behind pass. Point to the side you are leaving clear. You are being lapped.

**BLACK (waved):** Slow down, stay out of the grooves, and go to the pits. You have been disqualified. This may be for a mechanical defect you may not be aware of (flat tire, spilling fuel, etc.), or for a driving infraction.

**BLACK (Rolled and pointed at a kart):** You are being warned. Your behavior is bordering on disqualification. Any further display of same actions will be cause for disqualification.

**WHITE:** One lap to go. Remember, it might be for the leader just behind you - therefore you would have two laps to go.

**CHECKERED:** WKA Section 108.7 - The Checkered Flag is used in practice to indicate that practice laps are over. When displayed in a race it indicates that the race is complete, and drivers are to proceed to the pits or scale/impound area. If the white flag is used, the checkered flag must follow the white flag. A red or yellow flag cannot be displayed alone after the white flag. They may be used with the checkered to indicate caution on the track, and under these conditions, racing to the checker is prohibited. Waving checkered and the black flag indicate that the race is ending under conditions subject to review and potential action by race officials.

Complete one more lap after the checkered flag is shown in your finish position at reduced speed so scoring can be verified before proceeding to pits or scale/impound area.

## RACE RULES

Starting positions will be established by random number draw.

You have two minutes to start your kart and get on the track after the pit steward gives the starting signal. After two minutes are up, entry onto the track can only occur during caution or when directed by the pit steward it is safe to do so. If a kart stalls after it has entered the track, it will be restarted by the track personnel.

The first and second qualifying races will consist of 10 laps or 10 minute limit. The feature race will consist of 20 laps or time limit. This is subject to change by the pit steward

In the event of a red flag, completion of 50% or more of the scheduled laps constitutes a complete race.

On starts, the driver on the pole position sets the pace. A REASONABLE, EVEN SPEED. The driver on the pole will identify him/herself to the rest of the field by raising an arm during the early parade laps. If you are out of position on the start, wave one hand to indicate this to the starter and pit steward. If either the pole man or the outside man "plays games" one or both of them may be moved to the back of the pack.

ON PACE LAP, all drivers briefly acknowledge the one lap to green flag by briefly raising the first finger in the air. This alerts the flagman the flag has been seen.

For all starts, drivers must remain in their position, otherwise restart at the rear of the field.

When the green flag is displayed, each kart must stay in line until you pass the start line / cone on the track. Drivers moving out of line, passing, or attempting to pass other competitors before they pass the starting line / cone are subject to being moved to the rear of the field or disqualification.

There will be two attempts to start the race with a double file formation. After two attempts at double file, it will be single file restarts for the rest of that race.

On restarts, the lead kart will start the race within the designated box on the track defined by the start / finish line and the cones defining the starting box.

Bumping, rough driving, and unsportsmanlike conduct are not allowed and are cause for disqualification.

When two karts are entering a turn together, the kart that is behind, whether it is an inch or several feet, is required to negotiate the turn without endangering or impairing the progress of the kart in front. Conversely, the kart in front may not take a deliberate line on the course for the reason of crowding a following competitor off the course.

Spinner and spinee rule will be in effect at flag man's discretion. Flag man's call is final word and will not be challenged.

A driver receiving a black flag in a heat race will automatically start at the back for the feature.

Raise one hand to warn following drivers of a sudden or unexpected change in speed or direction.

If you spin out or have to leave the track, drive at a reduced speed along the track and return to the track in the corner. DO NOT try to re-enter the track once you have left it. If you come to a complete stop, raise both hands to notify other drivers that you will not move until traffic clears.

If you cause more than two cautions, you are subject to disqualification at the flagman's discretion.



If you enter pits during your race, you may not re-join said race unless there is a caution is on track, or directed by the pit steward that it is safe to return. The Pit Steward has total control of any pit decisions.

Any kart with a flat tire or spilling fuel must leave the track immediately.

The starter's signals (except for the green flag) take precedence over those of the turn marshals.

After you receive the checkered flag, make one more complete lap unless otherwise directed and pull up to the track exit.

If any driver makes intentional contact with another kart after the checkered flag is waved, that driver will be ejected from the track property immediately. That driver/kart will receive no points for the race night.

Exit the track down the off ramp at a slow speed. Pedestrians walking may not see you approaching. The infraction for speeding is docking of 5 championship points.

Everyone that starts the race is put on the finish sheet and receives championship points. Karts may not be pushed across the finish line.

Top four finishing positions in all classes must weigh in after each race. Kart will pass over scale and stop for weight check, remain on the scale until signaled by a track official driver has passed/failed weight.

Verbal notification of intent to protest will be accepted during this period, and the kart in question will be impounded if necessary. If a written protest is not received within 15 minutes of the verbal notification, the protest will be disallowed (see PROTESTS AND TEARDOWN RULES below).

Top four karts from the feature race must go directly to the IMPOUND / TECH AREA after the feature.

If a kart is not going to participate in a heat race or feature race for any reason (ie, injury or breakdown), a team member from that kart must inform the pit steward/track marshal prior to the race that the kart will not be participating, so the start of the race is not delayed waiting for the missing kart.

### **TRACK SAFETY**

The track reserves the right to inspect any competitors kart for safety items if they deem it necessary.

## PROTEST RULES

Only a member can protest the inspection/teardown of a member or non-member.

All protests must be in writing and given to an official within 15 minutes of the time your class was released from the scales for the race in question. Protests will be heard and ruled on by the pit steward and the flagman with only the protester and the protested in attendance. Statements may be requested from other persons at the Pit Steward's discretion.

Only the driver can protest another kart that finished in front of him or her.

No one may talk to the pit steward, flagman or scorers while a race is in progress.

Any complaints must be addressed with the Pit Steward. It must be limited to the driver and one parent/guardian – there will be zero tolerance applied to profanity in these discussions. Note this will be included in the protest form.

The flagman must not be interrupted during the race night. Interrupting the flagman will result in points being lost for the night and immediate ejection from the property.

A protest against any occurrence or irregularity while a race session was in progress must be submitted within 15 minutes of the end of the race in which the infraction is alleged to have occurred. A protest sheet is included at the back of this rules booklet. Note, no profanity will be tolerated on protest sheet in writing or verbally when submitting the protest sheet to the Pit Steward. Reference WKA book 106.1 and 106.2.

Any impounded kart will be accompanied by an official at all times until the protest is resolved or until the end of the event.

A competitor may protest the legality of any engine in his or her class. The written protest must be accompanied by the following protest costs. The winner of the protest will be given the amount protested minus track and tech inspector fees.

Costs for protest are as follows.

- Restrictor Plate \$10      protestor gets cash back if found illegal
- Carb. \$25                      protestor gets cash back if found illegal
- Full Tear Down \$150

- If engine passes inspection, \$75 awarded to kart owner, \$25 to track, \$50 to Technical inspector - If engine fails inspection, \$100 returned to protester, and \$50 to Technical Inspector

### **TEAR DOWN RULES**

During a tear down, only driver and one crew member per kart if it's a junior kart – for adult classes only the driver or 1 crew member, and the tech inspector are allowed behind the roped off area. All others can view behind the roped off area .ie. “Open to the public”.

All tear downs are ‘open to the public’. This procedure is in compliance with most sanctioning bodies as it allows other competitors to observe the condition of the vehicle and components and allows others to copy procedures that may benefit others. This process makes the competition more equal and eliminates the suspicion of collusion.

Inspection procedures and specifications are per the WKA TECHNICAL MANUAL.

### **INSPECTION PENALITES**

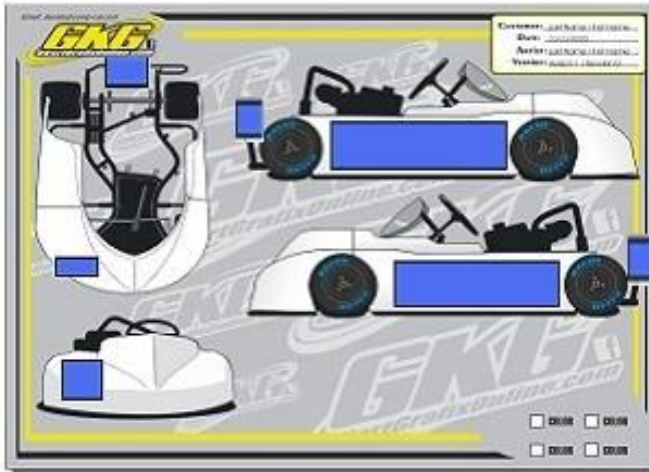
During post race inspection, if the kart has been found to be outside the rules, the penalty will be decided by the track officials after review of the infraction.

A certified second party capable of understanding the intent of the ruling will inspect appeals to the infraction.

The track officials will agree upon certified second parties.

## KARTS GENERAL GUIDELINES (ALL CLASSES)

**KART NUMBERS AND NUMBER PANELS:** Kart numbers must be mounted at the right front, on both sides of the kart (in blue shaded area) and on the rear face of the seat at the top so it is clearly visible. The numbers should be at least 6" high and in a colour contrasting with the panel. If your number is not legible, you will not be scored.



**DRIVER NAME:** Recommend driver's name posted on right side on nose cone.

**TIRES:** Pneumatic only. 5" and 6" rims allowed. Slicks only. No treaded tires. No tire grooving. Open to all tire manufacturers. No wet tires on the grid.

**STEERING:** Direct steering with universal swivel joints at the tie rod ends. Steering shaft must be steel, minimum 5/8" diameter 0.0625" wall tubing. Steering wheel must be secured with either a nut or a quick disconnect coupling. All steering fasteners must be safety wired or cotter pinned. Quick disconnect steering wheel bolts do not need to be wired.

**BRAKES:** Kart must be equipped with brakes capable of stopping both rear wheels equally and adequately. Master cylinder pivot pin must be cotter keyed or safety wired. Brake rotor fastener must be cottered, safety wired, or fastened with steel lock nuts. Brake caliper bolts must be safety wired, or cotter pinned. Brake lines must be securely mounted to the frame (tab bracket, wire wraps).

**FUEL TANK:** Floor pan mounted fuel tank is mandatory (Stock tank must be removed). Pulsed type fuel pump allowed. Top plate safety shield mandatory.

**WEIGHT:** WKA Section 401.10 Weights:

401.1.1 Added weight must be painted white with your karts number on each weight.

401.10.2 Weights over 7lbs must use 2 or more 5/16" bolts Fasteners must be cottered, safety wired, or steel double nuts.

Carrying weights on the driver's person is prohibited.

**THROTTLE:** Must be equipped with a return spring which will close the throttle completely when released.

**WOLF PLATE:** WKA Section 405.7 Brake disk guard:

Wolf plates must be made of steel with 1/8" min thickness

Wolf Plates are Mandatory / Brake Disk Cover unless the brake caliber is mounted on the right hand side of the kart.

REAR BUMPER: WKA Section 409.3 Rear Bumper:

Constructed of  $\frac{3}{4}$ " minimum diameter steel tubing, minimum tubing wall thickness of 0.065"  
Target Height: 7.5" from ground (1 inch tolerance permissible)  
Rear bumpers must cover a minimum of 50% of the rear tires. Rounded end loops are mandatory.  
Maximum width of 42 inches. Round tubing only.

KILL SWITCH: White coloured zip tie on plug wire mandatory. Kill switch is mandatory within drivers reach.

EXHAUST: Header pipe and muffler must be completely wrapped with header wrap.  
Suggest 1" - 1 1/2" exposed pipe to flange before wrap to prevent pipe fracture.  
Header Bracket and unaltered RLV muffler is mandatory. Header must be double nutted or wired/cotter pinned.

CHAIN GUARD: Metal or aluminum chain guard over clutch mandatory, with a guard over chain secured to rear bumper is mandatory.

ELECTRIC STARTERS: Karts with electric starts are recommended to use 3/4" head nut and pace cart will carry starter. Applies to Sportsman.

PULL START

Box stock classes must have pull start – no electric starters in box stock classes.

ENGINE: Class specific requirements.

Box Stock Classes are regulated using 2018 AKRA Technical Rules. Porting per the 2018 rules will be permitted.

CLUTCH GUARD: All karts must have a 4" x 6" metal (aluminum or steel, minimum 1/8" thick), attached to the chain guard/heat shield to protect the driver from the spinning clutch if the seat or engine should come loose during a race. This must be mounted parallel to the clutch. This must be approved by the Technical Inspector. See Appendix 1 for information.

FLYWHEEL: WKA Section 711.11 Flywheel:

The following flywheels are the only approved flywheels:

(1) ARC Model 6619, (2) PVL, (3) Raceseng REV WHEEL-Finned-S1, all at a minimum weight of 3 pounds, 2 ounces. The Speed Karts Steel Billet S1 flywheel is also approved at a minimum weight of 5 pounds, 3 ounces. No machining or alterations of any kind are allowed. Ignition coil must be stock, but ignition timing is non-tech. The flywheel may be run with or without a key.

**BODIES: WKA Section 408 Bodywork Components:**

408.2 Full Bodies Mandatory, No Metallic Side Panels or bodywork

Refer to Fig 258.3 for Nose Measurements in your WKA Tech Manual and Fig 258.5 for side panel measurements.

Fiberglass and plastic full bodies are acceptable.

No carbon Fiber

Full bodies allowed as defined by having same height as side panels, extending behind the rear wheels, not to exceed the rear bumper. Deck lids are acceptable between side panels behind rear tires. Spoiler cannot be above 4 inches measured vertically from deck lid.

**FREQUENCY SCANNER:RADIO:**

Drivers are required to have a one way frequency scanner to hear broadcasts only from the flagman and track personnel making the sport safer for both the drivers and officials. It saves time by allowing officials to talk to all the drivers at the same time. The officials can warn drivers about accidents or debris on the track as well as driver lineups.

The scanner must accept frequencies between 450-470mhz.

The track will use 450 MHz frequency for race events.

Radio scanner must be presented and functional at tech inspection.

No communication to any driver other than from the flagman and track personnel.

SPORTSMAN AND MODIFIED BODIES (OPTIONAL): Wedge body rules -Unlimited All Stars Class



This is only a guide line. Noses can be Sprint style as well. Wedge shown in pic is max height anything lower will pass tech. Karts do not have to run a body like this to race in the class all body styles are allowed as long as they are safe and follow the rules below.

The wedge body rules follow the UAS Unlimited All Stars Class in the USA

- a. These body work rules are here to provide guidelines for acceptable safe bodywork. It is not the intention of these rules to limit performance or invention in any way. They are written in the spirit of allowing as much flexibility and creativity as possible but with safety in mind. The overlying question to answer when examining bodywork is, is it safe?
- b. Bodywork approved in WKA, IKF and CIK is ok in the USA as well.
- c. In instances where karts do not have body pieces, adequate bumpers and nerf bars must be installed that meet the same criteria as body pieces.
- d. Body work is to be no higher than 30" (inches) from the ground measured at the center of the rear axle. It may extend back as far as the rear bumper at that height. Extended rear bumpers are permissible. Forward of that point the side body panels are to angle downward to a point 15" (inches) above the ground measured at the center of the axle spuds of the front spindles. This only applies to the vertical external side body panels.
- e. External body skin or vertical side panels must be made from plastic or a composite material. Lexan may be used in a wedge body design in conjunction with a standard kart side panel or other acceptable side panel material as long as the Lexan is attached at least 4 inches above the bottom of the standard kart side panel. Sharp edges are not permitted no matter what material is used for body work

- f. Nose pieces, front wings, fairings are to be designed in such a way that they do not block the driver's vision or trap the driver in the kart in case of a mishap, create a hazard for other drivers and must provide adequate foot protection.
- g. Front end components are to be made in such a way that they cannot become a wedge that could lift a kart in front of it off of the ground in the event of contact.
- h. Support posts, spars, braces, etc., are to be made and attached in such a way that they cannot puncture a driver in the case of impact with another kart.
- i. Guidelines for body panels that are located inside of the vertical side panels; The interior body panel/wing can be made from a variety of materials:
  - 1. Fiber Glass
  - 2. Plastic composites
    - i. When using plastic composites the racer/builder will take into consideration the melting point of the material and insure that there is a safe distance between the interior panel and any part of the engine or exhaust system.
  - 3. Sheet metal
    - i. When using Sheet Metal for interior panel all edges must have a minimum of a ¼ inch double hem. There are to be no sharp edges exposed.
    - ii. On radius areas where a hem is not practical there must be a plastic or rubber capping material over the edge that will extend no less than ½ inch into the material on both the top and bottom
    - iii. The capping material will be secured a maximum of every 5 inches to the sheet metal by drilling thru both the capping material and the sheet metal and affixing with some form of additional fastener. Glue or other adhesives alone used to apply the capping material WILL NOT be accepted
  - 4. If it is desired to use some new sort of unmentioned material please contact the 5150 Speedway for consideration.
  - 5. Materials that are known to shatter and or shard will not be permitted for this application.
  - 6. The race track pit steward has the final say regarding the body work that is permitted on the race track.



## PROTECTIVE CLOTHING

Per WKA Technical Manual the following protective clothing applies to all competitors.

### WKA Section 115.1 Head Gear:

Full Face SA and M 2010 Snell or newer, K 2010 or newer Approved Helmets

### WKA Section 115.3 Helmet Supports / Neck Brace:

All Divers must wear an unaltered collar-type helmet support / Neck Brace

### WKA Section 115.4 Driver Clothing:

All drivers are required to wear jackets of leather, vinyl, ballistic nylon or other abrasion resistant material and full length pants to prevent or minimize abrasions. Closed toe shoes, socks, and gloves are Mandatory

Chest protectors for all Junior classes are highly recommended.

The driver's safety equipment must be available during kart tech inspection.

## MEDICAL REQUIREMENTS

All competitors shall be physically and mentally healthy in order to compete on any given race meet. The track management reserves the right to disqualify any competitor deemed "unfit to race" by track personnel. If a driver is rendered unconscious from an accident on the track, the driver upon regaining consciousness, shall be unable to compete for the duration of the evening. If a driver receives an injury requiring hospitalization or continuous care by a physician, the driver shall be required to submit in writing, a medical release on the attending physician's letterhead and it shall be received by track management 24 hours prior to the next scheduled race meet in which the driver wishes to participate. Also, the driver must show to track management, the ability to enter and exit the kart quickly and safely before being able to compete.

## **SPEEDWAY DIRT SERIES CHAMPIONSHIP CLASSES**

All engine Rules for Box Stock classes are as they have been written in the 2019 AKRA Technical Manual specified.

The weekly event uses the WKA TECHNICAL MANUAL, available from World Karting Association. Inc., 6051 Victory Lane - Concord, NC 28027 -- 704.455.1606  
www.worldkarting.com/

Must be minimum age for each class as of Jan 1, 2019 unless otherwise noted. .ie. Must be 11 as of Jan 1st, 2019 to run in blue plate at any time during 2019 season.

The minimum weight defined in the classes refers to the minimum combined kart/driver weight after each heat race.

Post race tech teardowns will be performed after the feature of races.

A season average of three karts per race is required for a class to be considered a championship class.

Drivers in Championship classes compete for points counting toward a season championship in their class.

Participation in the season ending feature race at 5150 Speedway is restricted to registered drivers which have participated in at least 3 previous nights of racing in that class at the track during the season.

### **TRACK BREAK IN**

It has been decided that drivers will be given 5 minutes to report to the track after being called to do so, failure will result in starting the remaining races of the night at the rear of the field. Also, drivers who refuse to work the track in properly and are just driving around keeping clean will be penalized and forced to start the remaining races for the night from the rear of the field. Class responsible to break in the track at the beginning of the night will be drawn at the drivers meeting.

### **ROOKIES**

A driver who has not previously raced at 5150 Speedway will be considered a rookie. Rookies will start at the back of their heat races until they have proven their ability at the discretion of the officials. Rookie/beginner drivers place a 3"x 3" X on the back of his/her helmet and start at the back of each race for 3 weeks and adjusted from there. Ability to move up or down to other plate classes to be determined by designated track official.

### **Plate Classes - 2019 Season**

The designated track official will monitor competitors in junior plate classes. If they deem that a competitor must move up to a higher-level plate class, they will be required to do so, and will be given equal points to the last consistently attending registered competitor in that class.

Restrictor plate classes require the use of a WKA approved intake plate. The restrictor plate is available at your local kart shop.

### **Junior Class Plates/Weights**

If a competitor in a junior plate class exceeds the minimum weight requirement with the kart, and is deemed not competitive, the designated track staff can be requested to review if a kart and driver can use a next size up plate in a plate class. Competitors' performance will be monitored to determine if other adjustments are necessary. No added weight allowed on karts with modified plates. Modified plate size to be registered with kart number in tech shed – no unsanctioned alteration to the modified hole diameter allowed.

## **SPEEDWAY DIRT WEEKLY EVENT CLASSES**

The following classes are designed to introduce the drivers to learning to drive and introducing them to competition flags and lap events. These two classes do not participate in a championship points system. The membership fee is not required to participate in t to race in the Starter or Rookie Red classes.

### **SPEEDWAY INTRODUCTORY CLASSES (NO CHAMPIONSHIP POINTS)**

#### **Starter Class Box Stock (5150 Speedway Class)**

This is intended as a beginner's class for young drivers. No competitive racing allowed in this class, Track time will be time limited with green and a caution flag to indicate track time is complete. Drivers will take to the track after all first qualifying races have finished. Time limit 15 minutes.

**RESTRICTOR PLATE:** WKA approved 0.375 inch Red intake restrictor plate.

**DRIVER REQ:** Age 5 through 7 years old.

**MINIMUM WEIGHT:** No min weight.

**MANDATORY GEAR RATIO:** 12 DRIVE GEAR / 60 DRIVEN = 5.0 RATIO

**ENGINE:** 196cc 6.5 HP box stock clone

No modifications except remove oil sensor. Stock intake box maintained.

Governor must be present and functioning on the engine **CLUTCH:** Drum clutch only.

**HEADER AND SILENCER:** Wrapped weenie pipe with any type screw-in silencer

**FUEL:** Pump Octane 87 to 93 Gasoline Only – move gas tank to floor pan

**CARBURETOR:** Stock Carburetor

- All Starter Class karts will have an RPM test at tech for 3600 RPM.
- Each kart on the track must have 1 guardian in the infield.
- No more than 2 karts wide on the track, if a driver is going past 2 karts making it 3 wide or 4 wide they will get a warning or asked to exit the track until the next run.
- Intention of start class is to learn racing fundamentals; caution flag may be thrown on purpose during track time to give practical experience to starter class drivers.
- Parents/guardians need to teach the different flags to starter class drivers.

#### **Rookie Red Junior Box Stock**

This is intended as a Novice class for first year drivers and drivers requiring development of their completion skills. Drivers are allowed to compete in the Novice class all season Drivers that have raced in a Championship class may not race in a Novice class without special permission of the track management.

**DRIVER REQ:** Age 8 through 10 years old.

Can only run this class for one year

No points assigned to finishing order – not a championship class

**MINIMUM WEIGHT:** 235 lbs

**ENGINE:** 196cc 6.5 HP box Stock Clone

**CLUTCH:** Drum clutch only.

**HEADER AND SILENCER:** Wrapped weenie pipe with RLV Mini 91 silencer only

**FUEL:** Pump Octane 87 to 93 Gasoline Only

**CARBURETOR:** Stock Carburetor

**MANDATORY GEAR RATIO:** 14 DRIVE GEAR / 65 DRIVEN = 4.64 RATIO

The pit steward will monitor competitors in Rookie Red class. If he deems that a competitor must move up to a higher-level plate class, they will be required to do so, and will be given equal points to the last consistently attending registered competitor in that class.

## SPEEDWAY DIRT SERIES CHAMPIONSHIP CLASSES

### Red Plate Junior Box Stock

Drivers are allowed to race in red plate class for two years. At the discretion of the track drivers this can be extended .

RESTRICTOR PLATE: WKA approved 0.375 inch Red intake restrictor plate.

DRIVER REQ: Age 8 through 10 years old.\*\* (Must be 8 years old by May 1 to race in red plate class for season)

MINIMUM WEIGHT: 265 lbs.

ENGINE: 196cc 6.5 HP box Stock Clone (AKRA Engine Rules)

CLUTCH: Drum clutch only.

HEADER AND SILENCER: Wrapped weenie pipe with RLV Mini 91 silencer only

FUEL: Pump Octane 87 to 93 Gasoline Only

CARBURETOR: Stock Carburetor

For the Red Plate feature, there will be maximum 8 karts on the track for the feature event. If there are more than 8 karts available during a race event, the top 6 based on heat race results will transfer to the feature. A twenty lap B-main will be run with the remaining karts and the top two competitors from the B-main will transfer to the feature. Points for the feature will be awarded sequentially (feature will be 1-8, B-main will be 9 to how many karts are present)

### Green Plate Junior Box Stock

RESTRICTOR PLATE: WKA approved 0.425 inch Green intake restrictor plate.

DRIVER REQ: Age 9 through 13 years old.

MINIMUM WEIGHT: 265 lbs.

ENGINE: 196cc 6.5 HP box Stock Clone (AKRA Engine Rules)

CLUTCH: Drum clutch only.

HEADER AND SILENCER: Wrapped weenie pipe with RLV Mini 91 silencer only

FUEL: Pump Octane 87 to 93 Gasoline Only

CARBURETOR: Stock Carburetor

### Purple Plate Junior Box Stock

RESTRICTOR PLATE: WKA approved 0.500 inch Purple intake restrictor plate.

DRIVER REQ: Age 10 through 14 years old.

MINIMUM WEIGHT: 290 lbs.

ENGINE: 196cc 6.5 HP box Stock Clone (AKRA Engine Rules)

CLUTCH: Drum clutch only.

HEADER AND SILENCER: Wrapped weenie pipe with RLV Mini 91 silencer only

FUEL: Pump Octane 87 to 93 Gasoline Only

CARBURETOR: Stock Carburetor

### Blue Plate Junior Box Stock

RESTRICTOR PLATE: WKA approved 0.550 inch Blue intake restrictor plate.

DRIVER REQ: Age 11 through 15 years old.

MINIMUM WEIGHT: 290 lbs.

ENGINE: 196cc 6.5 HP box Stock Clone (AKRA Engine Rules)

CLUTCH: Drum clutch only.

HEADER AND SILENCER: Wrapped weenie pipe with RLV Mini 91 silencer only

FUEL: Pump Octane 87 to 93 Gasoline Only

CARBURETOR: Stock Carburetor

### Box Stock **Claimer**

DRIVER REQ: Age 13 and up

MINIMUM WEIGHT: 375 lbs.

ENGINE: 196cc 6.5 HP box Stock Clone (AKRA Engine Rules)

CLUTCH: Drum clutch only.

HEADER AND SILENCER: Wrapped weenie pipe with RLV Mini 91 silencer only

FUEL: Pump Octane 87 to 93 Gasoline Only

CARBURETOR: Stock Carburetor

**\$250** dollar claim rule on the engine & protestor's engine – Claimed engine includes block, coil, **flywheel**, cam and head (.ie. does not include carburetor, pipe, clutch, chain guard, air filter, air filter adapter top plate, pump)

Engine claim must be submitted by participant in Claimer Box Stock Class from same race on lead lap to Track General Manager with money within 15 minutes of the last lap of the feature.

**Review complete rules in the Appendix II – Engine Claiming Rules**

### Pro Clone

DRIVER REQ: Age 16 and up.

MINIMUM WEIGHT: 375 lbs.

ENGINE: 196cc 6.5 HP box Stock Clone (AKRA Engine Rules)

CLUTCH: Disc or drum clutch.

HEADER AND SILENCER: Wrapped big pipe with RLV silencer

FUEL: Pump Octane 87 to 93 Gasoline Only

### Modified

DRIVER REQ: Age 16 and up.

MINIMUM WEIGHT: 375 lbs.

ENGINE: “One engine only” Must be a cast block of 212cc or less, stamped or cast on the block. If bore size is not visible on the block, size will be visually determined by the racers of the Sportsman class competing with the racer in question. Visible external braces or bondo / welding is permitted for safety. Boxing up or incasing the block and head is not permitted. The block and head must still in some way be Stock Appearing. Any 2 or 4 cycle makes (Honda, Clone, Briggs Animal, etc.) Open intake manifold, carb, header and clutch.

CLUTCH: Open

FUEL: Gasoline or alcohol only ( If Alcohol the word ALCOHOL must be printed on the kart near engine and must be visible )

CARBURETOR: Open

CHASSIS: must be standard kart chassis (speedway or road race chassis)

OIL CATCH CAN: must have approved catch can that is securely mounted to the chassis. Must be approved at pre-race tech inspection.

### Sportsman Sealed (Former Predator Class)

DRIVER REQ: Age 13 and up

MINIMUM WEIGHT: 345 lbs.

ENGINE: SEALED 212cc Predator HEMI 12HP Stage 2 KWC Clone engine.

Part Number - DC212-ST2NP \$695.00 [www.kartworks.ca](http://www.kartworks.ca)

CLUTCH: Drum clutch only.

HEADER AND SILENCER: Wrapped Open Header ¼”- ½” Flange with RLV 5/16” Muffler, Header must be braced Muffler must be Safety wire Muffler.

(No weenie pipes!).

FUEL: Pump Octane 94Ultra - VP 98 Gasoline Only 9:1 Compression.

( No Alcohol )

CARBURETOR: Bore .625” Max. Rui\*ing OEM Stock Carburetor.

SEALED 212cc Predator HEMI 12HP Stage 2 KWC Clone engine.\$695.00 +taxes

- PVL Aluminum Flywheel 17,000 RPM Rated
- Prepped for Racing
- Cast Iron Cylinder Sleeve
- Governor Removed
- Dual Ball Bearing Block
- Ducar Hemi Head
- Ruixing Carb Blue Printed.625” venturi
- Carb Re-Jetted and Blue Printed
- Electronic Ignition
- NGK Spark Plug
- Chrome Faced 1mm (Thin) Top Ring
- Increased Compression
- Hardened Dished Valves 27mm 24mm
- Valve retainers and keepers
- 26lb Valve Springs
- 275 - 7000RPM Modified Cam
- Advanced Timing Degrees
- HD rockers with EZ lash adjustment
- Engine Dyno Test, Flush and Valve lash adjusted after tuned.
- Dyno Sheet Included
- KWC Custom Seal, Crank case and Head
- EZ Pull-Start Design

Kart Works Canada – Mon-Friday

Jenn 519-819-9481 Day 9am – 6pm

Ryan 519-819-0481 Night 6pm – 8pm

[kartworkscanada@gmail.com](mailto:kartworkscanada@gmail.com)

[www.kartworks.ca](http://www.kartworks.ca)

## 5150 SPEEDWAY DIRT SERIES POINT SYSTEM

This system will be used to determine season points for each division. The season consists of the scheduled races or scheduled rain dates.

The kart number will receive the amount of points from the feature race.

First and second qualifying races score the following points

1st place -	1 pts	6th place -	6 pts	11th place -	11 pts
2nd place -	2 pts	7th place -	7 pts	12th place -	12 pts
3rd place -	3 pts	8th place -	8 pts	13th place -	13 pts
4th place -	4 pts	9th place -	9 pts	14th place -	14 pts
5th place -	5 pts	10th place -	10 pts	15 and up -	15 pts

The qualifying race points will be totaled after the second heat.

The driver with the lowest total points will start on the pole or last for the feature.

A TIE after the first two qualifying races will be resolved in favor of the driver who finished higher in the second heat.

A driver will receive the listed amount of championship points listed below for their finishing positions in the feature.

Feature championship points as follows:

1 <sup>st</sup> place	100 pts	11 <sup>th</sup> place	80 pts
2nd place -	98 pts	12th place-	78 pts
3rd place -	96 pts	13th place -	76 pts
4th place -	94 pts	14th place -	74 pts
5th place -	92 pts	15th place -	72 pts
6th place -	90 pts	16th place -	70 pts
7th place -	88 pts	17th place -	68 pts
8th place -	86 pts	18th place -	66 pts
9th place -	84 pts	19th place-	64 pts
10th place-	82 pts	20th place-	62 pts

Driver with the highest total points for the feature is the overall class winner and is added to their Championship point total.

If a dirt series event is rained out after one full set of heat races, it will be considered a complete night and each entrant will be awarded 100 points for the evening.

Ties in the final standings will be broken by a comparison of the number of highest finishes in the season within the particular class.

Point standings will be posted on the 5150 Speedway website [5150speedway.com](http://5150speedway.com)

Number of karts in each class will determine how many trophies will be presented on trophy nights.

## Appendix 1 – Clutch Guard



Clone Motor Aluminum Clutch Guard w/ Dzus Fasteners

Example picture available at [www.Kartworks.ca](http://www.Kartworks.ca) - Model: PM-42CLCG

- Guard must be securely mounted with minimum 1/4" diameter bolts or with dzus buttons as shown.
- Must be secured to the engine chain guard on the centerline of the clutch/crankshaft

The intention of this safety device is to protect the driver in the case where the seat moves toward the spinning clutch while on the track or in the event of a crash.

This guard will be reviewed and approved by the TECHNICAL INSPECTOR



## Appendix II – Engine Claiming Rules

The claim rule is intended to maintain cost effectiveness to compete in the Box Stock Claimer class and maintain a level playing field for the division.

An engine may be claimed by another competitor from the Box Stock Claimer Class only, and must be competing on the same race day.

A driver who processes a claim must have taken the checkered flag in the feature and have finished the feature on the “lead lap”. The claim must be presented in cash or certified cheque to the race director, or designated official within fifteen (15) minutes after the completion of the feature race.

The driver must have the claim payment and his/her current/valid membership card available to show the race director or designated official. A third party cannot provide these items to the claiming driver. Yearly membership runs from January 1 through December 31 in the competition year.

Both the claimed and claiming competitors will submit their karts for technical inspection at the end of the feature race. Failure by either competitor will result in penalties and/or exclusion.

During an engine claim, the claimer will trade his/her engine from their kart, as raced, for the engine on the claimee’s kart, as raced, at the end of the feature event.

The trade during a claim does not include: starter mechanism, blower housing, header assembly(header, nuts, washers, gasket) , carburetor, carburetor linkages, starter, motor mount, carburetor adaptor, fuel pump, top plate, chain guard, clutch assembly (clutch, bolt, clutch, driver gear, spacers)

If a claim is refused, the claim is not held against the claiming driver.

A driver can claim another kart’s engine only one time during the race season.

Only the engine of the feature event winner can be claimed.

In the case of multiple claims on the same engine in one night, the engine will go to a claiming driver who finished the furthest back in the running order of the feature event on the lead lap.

The winner of the feature must go to the claim area immediately following weight measurement for the feature event. If no driver comes within five (5) minutes to claim the engine, the winner may proceed as directed.

Any driver making a claim must drive his/her kart immediately after the finish of the feature under its own power to the claiming area.

Only drivers, officials, and one pit crew member are allowed in the claiming area.

The claim area will be designated by the race director to all drivers at the drivers meeting prior to the feature event. Unless otherwise notified at the drivers meeting, the claim area at 5150 Speedway is the barn near turn 3.

The claimed engine must be removed within one (1) hour from the time the claim is made.

Only the winning driver may accept or refuse the claim for the engine.

Any refusal to sell forfeits all trophies and points award for that race night.

Any driver refusing to give up his/her engine at a claim is fined \$200.00 at the first claim attempt and is suspended for the next racing event. The second refusal to give up a claim request is a \$300.00 fine and suspension for two (2) weeks.

All claimed engines must be removed from the kart at the track.

The claimer/claimee must examine each of the engines before removal to confirm there is no damage/issues with the engine.

Once engine removal has started, the sale is final.

Any sabotage to the claimed engine or claimers engine will result in the saboteur driver being suspended for all competition events for 30 days

Protestor Form (must be submitted within 20 minutes of Infraction)

Date: \_\_\_\_\_ Time Submitted: \_\_\_\_\_

Name of Driver \_\_\_\_\_ Kart Number \_\_\_\_\_

Race Class \_\_\_\_\_ Race: Heat 1 Heat 2 Feature  
(circle one)

Is Driver a Minor? Yes No Parent /Legal Guardian Name \_\_\_\_\_  
(circle one)

Information of Driver(s) Being Protested:

Name of Driver(s) \_\_\_\_\_ Kart Number(s) \_\_\_\_\_

Rule Violation Being Protested:

State the Rule You Believe Was Violated – The Rule States: \_\_\_\_\_

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Describe The Reason For The Protest (Describe where on track violation occurred, lap number, location of karts on the track, your position when infraction occurred, your position at end of race etc)

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Signature of Protestor: \_\_\_\_\_

Pit Steward Response:

Actions Taken: \_\_\_\_\_

Protest Findings \_\_\_\_\_

Results of Protest (upheld overturned) \_\_\_\_\_  
(circle one)

Pit Steward Signature \_\_\_\_\_

## 5150 Speedway Safety Technical Inspection

The following is a list of safety technical inspection of the kart and driving equipment.

Safety Technical Inspection must be completed by race competitor (or parent/guardian) at the beginning of the season and must be kept on file in the tech shed. Review that safety details below are met, and provide signature on this form prior to starting the racing season. The safety details below will be monitored by track staff.

- |  |   |
|--|---|
|  | 1. Kart must have a loop bumper dimensioned per rule book   |
|  | 2. NO loose /poorly mounted body work.  |
|  | 3. All bolted on weights must be painted white with the kart number on each piece of weight.  |
|  | 4. No weights to be mounted on the nerf bars or on the rear bumper  |
|  | 5. Floor pan must be securely mounted to chassis and intact.  |
|  | 6. Header insulation wrap must extend from within one inch of the header bolts and within one inch of the end of the muffler.   |
|  | 7. Engine and fuel tank must be tight.  |
|  | 8. Ensure clutch guard/ removal clutch cover guard are present & tight. It must not allow the driver's arm access to the chain/clutch area.   |
|  | 9. Chain guard must cover the chain to the rear bumper  |
|  | 10. All steering and front end geometry adjustable tools must be safety pinned, wired, or double nut.   |
|  | 11. Kart must have proper brake pressure to stop the rear axle from turning. Brake lines must be secured to the chassis to prevent brake lines from dragging on the track                                       |
|  | 12. Throttle spring return action must smooth and fully return. Any squeaking throttle mechanisms must be lubricated. Squeaking indicates a potential for resistance that may cause the throttle to stick open. |
|  | 13. Brake bolts on caliper, rotor, and disc must be securely tightened.   |
|  | 14. Both header bolts must be safety wired together or double nut to prevent the bolts from backing out. Header support brace is mandatory  |
|  | 15. Brake master cylinder bolts must be safety wired or cotter keyed.   |
|  | 16. Mandatory helmet check for all classes. Helmet must be with the kart for inspection.  |
|  | 17. Driver Scanner Radio must be checked for working condition at technical inspection each race night.   |
|  | 18. Kart numbers must be at least 6" high and a colour contrasting with the panel (verified at inspection)  |

Driver: \_\_\_\_\_ Kart #: \_\_\_\_\_ Class: \_\_\_\_\_

Signature: \_\_\_\_\_ Date : \_\_\_\_\_

(Parent Or Guardian To Sign if Driver is less than 16 years old)

Track Official: \_\_\_\_\_ Date: \_\_\_\_\_

## Revision History

Revision Date	Version No.	Revision/Reason or Need	Page #
5/30/14	1.1	Changed all plate classes to ages 8 through 15 years old	20
5/30/14	1.1	Added 3 rules for Starter class	21
2-2-2015	1.2	Conduct update	2
	1.2	Drivers – note about alternate drivers Added note about paint dab on valve cover and carburetor bolt	3
	1.2	Pit rules - updated open toe sandals rule - was in manual 2x before – combined Added note about people allowed on track surface during race.	4
		Race rules – added note about driver must start at back of feature if gets black flag during heat race	6
		Updated notes on Rookies	13
		Championship classes – updated info relating to 4 quarters for points during season Plate classes – designated track committee to monitor and move competitors in plate classes Junior class weights/plates – added note about potential to run bigger plate	14
		Red plate novice – age notes added, number of karts in feature and B – main added Green plate age range modified Purple plate age range modified Blue plate age range modified	15
		Starter class – notes added about yellow flag, requirement for governor, caution will be thrown during track time, and parents/guardians teaching children the flags	16
		Sportsman class – updated engine, fuel, added note about chassis and tires	17
		Open attendance rules meeting held May 5 2015 – rules reviewed and following changes are based on consensus from meeting	
5—12-15	1.3	Added info on absence and two last place points days	
		Rain dates updated per rules meeting	14
5-12-15	1.3	Sportsman engine rule updated per rules meeting	17
5-12-15	1.3	Points –Absence on Race Night – added per rules meeting	15
5-12-15	1.3	Driver substitutions for plate classes updated per rules meeting and invert/coin toss info updated per rules meeting.	21
3-22-16	1.4	removed duplicated wording for defining width of loop bumper 409.3.3 Maximum Width: No wider than rear tire. / 42” max width 409.3.4 Minimum Width: No less than the lateral width of the main frame rails	12

1-12-17	1.6	Maintain 2018 AKRA engine rules	
1-12-17	1.6	Removed the coin toss	22
1-12-17	1.6	Change in drivers meeting and start of racing time	22
2-14-17	1.6	Added pro clone class	
2-14-17	1.6	Updates for 2017	

1-25-19	1.8	Updates for 2018 - added clutch guard on engine, added Predator class, scanner check at tech inspection, minor adjustments to wording	
2-5-19	1.8	Removed: All participants entering the pit area shall be sober and not under the influence of any substance that could impair their ability to participate in a safe and orderly manner.  ABSOLUTELY NO alcoholic beverages allowed in the pits. Drivers are responsible for their crew members.  Revised with new wording	
1-28-2020	1.9	Added Appendix II – Engine Claiming Rules for Box Stock Claimer Class. Updated Predator class rules. Updated name of Box Stock class. Added information regarding alternate drivers.	