

# 209 Speedway Karters

## Senior Asphalt LO206 Kart Rules

**Age Requirement:** Minimum age of 15. Age is subject to the Race Director's Approval.

### 1.0 Engine Rules:

#### 1.1 Rules & Intent:

- A. This class is intended to be a class for fun and low-cost entry.

#### 1.2 Approved engines:

- A. Briggs and Stratton LO206 with black slide, bearing a genuine untampered B&S security seal.
- B. No alterations to the engine or air filter.
- C. All engines are subject to the technical specifications of the B&S 206 United States Rule Set. Rules are available at [209speedwaykarters.com](http://209speedwaykarters.com) in the "Class Rules" page.

#### 1.3 Clutch:

- A. Any engine mounted shoe/drum clutch.
- B. Gear Ratio is open.
- C. No axle clutches.
- D. No disc Clutches.

#### 1.4 Starter:

- A. Stock pull starter must be in place and functional.

## **1.5 Fuel:**

- A. CHEVRON 87 Octane ONLY.
- B. No methanol, No E-85, No fuel enhancers, or additives of any type.
- C. Fuel must pass any or all the following test: -Visual; -Continuity meter; -Gravity test, - Gas, Alcohol and Water Mix.
  - Maximum allowance is 10+ or - on the meter.
- D. Fuel meter will be calibrated to CHEVRON 87 Octane.

## **1.6 Other**

- A. **All karts must have a 6” nylon tie attached to spark plug wire.**
- B. Kill switches are highly recommended.
- C. No traction control devices are allowed. The kart must have a solid axle and fixed hubs.
- D. No mirrors.

## **1.7 Protesting:**

- A. Any competitor that started the main event may protest any other competitor in the same class for legality within 15 minutes of completion of the main event.
- B. Protest must be made in writing to the assigned tech steward for that race, accompanied by a \$150 protest fee.
- C. If kart in question is deemed legal, \$100 will be awarded to the driver receiving the protest, if the kart in question is deemed illegal, \$100 will be returned to the protesting driver.
- D. See General Rules section 2.1 for more details.

## **2.0 General Kart and Bodywork Specifications:**

### **(Begin NKA Sprint Rules)**

#### **CHASSIS:**

- A. STANDARD LENGTH: MAX 84 in
- B. NOSECONE WIDTH: MIN 39.375 in
- C. REAR BUMPER WIDTH: CANNOT EXCEED REAR TIRES
- D. STANDARD LO206 KART WIDTH: MAX 55.125 in / MIN 49 in
- E. SPACE BETWEEN TIRE AND REAR BUMPER: MIN 1 in

#### 20.2.1: Homologation

Chassis used in series competition are not required to be homologated, but are expected to generally meet homologation standards set by the CIK.

20.2.2: Maximum Overall Length 84 inches.

#### 20.2.3: Overall Kart Width

20.2.3.1.1: All LO206 full-size karts: 55 1/8" in. maximum, 49" minimum.

20.2.4: Maximum Overall Kart Height 26 inches.

20.2.5: Wheelbase Minimum 1010 mm as measured from the front and rear centerline of the axles when positioned 90 degrees from the centerline of the frame.

#### 20.2.6: Frame

Frame tubing shall be circular cold roll steel tubing or other material of equal strength, with a consistent diameter throughout the frame member (i.e. no elliptical, square, etc.). Main frame members shall have a maximum diameter of 32mm. All joints must be welded, with no slip joints or similar. Carbon fiber is prohibited as an integral part of the chassis. Integral part of the chassis does not include: floor pan, seat, bodywork, clutch and engine components.

#### 20.2.7: Wheels

Shall be as manufactured, with no drilling or removing of material and void of any defects. Only 4 wheels are approved and can be aluminum or magnesium. 5” wheels are mandated, with a maximum width of 135mm front/215mm rear. Pressure relief devices are prohibited. Wheel weights for wheel balancing are approved.

20.2.8: Wheel/Axle Bearings Ground ball or roller type only. Split-race bearing not allowed. Bearings must be adjusted to remove excessive play.

#### 20.2.9: Axles

The axle must be of a one piece design, driving both wheels equally. It can be solid or tubular with a minimum diameter of 25mm, a maximum diameter of 50mm and a minimum wall thickness of 0.075” . Axle must be of ferrous materials. Exotic materials, such as carbon fiber, carbon fiber composites, titanium, etc. are prohibited. Stiffeners are allowed if they are secured with bolts that are safety wired or clipped. Stiffeners may also be secured with locking axle key. Snap ring grooves, or any machining other than for keyways, are prohibited in the area between the left and right wheel hubs. Axle shall not extend past the outside edge of the wheel.

#### 20.2.10: Rear Hubs

Must be metallic materials. No “slip” or “ratchet” hubs allowed. Both drive hubs must be locked in fixed position so the wheels turn equally at all times.

#### 20.2.11: Bodywork

20.2.11.1: Two CIK or CIK style side boxes with side bars attached and operational, Front/Rear Bumpers CIK or CIK Style (full width steel allowed), Driver Fairing with 3” clearance to any part of the steering wheel & a maximum of 1” above the highest point of the steering wheel when operational before and after a session.

20.2.11.2: The bodywork must be attached as intended, and remain as intended throughout an official session. Loss of bodywork on track shall result in a mechanical black flag if time permits, with the driver receiving points for the finishing position. Bodywork that has

become unattached will not result in disqualification unless the driver fails to obey the mechanical black flag. Bodywork that has become unattached may not be used in post-session scale procedures. Bodywork may not extend past the width of the rear or front tires with the exception of rain set ups.

#### 20.2.12: Floor pan

No void large enough for any part of the driver's body to inadvertently pass through shall be permitted. Pan must stay within the main-frame rails of the kart, be flat, and only have holes for components. Floor pan is not to extend past the B rail crossmember where the seat mounts are affixed.

#### 20.2.13: Aerodynamic Devices

Any additional form of aerodynamic device(s) is prohibited and subject to approval prior to use based on the Spirit and Intent of these standards.

#### 20.2.14: Front Bumpers

20.2.14.1: The top of the front bumpers must measure a minimum of 7.750" above the ground or be CIK front bumper with nosecone. With the CIK front bumper, the nosecone must be attached to be legal.

20.2.14.2: The top of the CIK front bumper must measure a minimum of 6.5" above the ground.

20.2.14.3: Must have at least two vertical supports running to the top loop of the bumper or use two CIK style clamping hooks. The top tube shall not be less than 0.625" in diameter with a 0.065 wall thickness.

20.2.14.4: Main bumper members (bottom tube) shall be not less than 0.750" outside diameter by 0.065" wall thickness, cold rolled steel tubing or other material of equal or greater strength.

20.2.14.5: Front bumper must be at least 39.375" wide and cannot exceed the outside edge of the front tires.

## 20.2.15: Rear Bumpers

20.2.15.1: CIK plastic approved rear bumpers that span the full rear track width are mandatory. Bumper shall be a minimum of 1" behind the tire as raced, and may not exceed the width of the rear tires.

20.2.15.2: Main bumper members shall not be less than .750" by 0.065 wall thickness, cold rolled steel tubing or other material of equal or greater strength. 20.2.15.3 Metal Double bar rear bumpers must be a minimum of .630" diameter. Bumper must be attached to each of the main frame rails. The top bar must be 6.5" to 12" from the ground with the driver seated in the kart. The Bottom bar may not be any lower than the frame rails of the chassis, or higher than the top plane of the rear axle. An interrupted bar design is acceptable between the frame rails so long as there is a rear cross bar present. Slip joints between the frame rails are also acceptable. The top and rear bars may be connected, but no 90 degree joints may be at the outer edges of the upper bar. Additional reinforcement bars are optional. Bumper may be mounted at an angle of 0 - 45 degrees tilted rearward.

## 20.2.16: Nerf Bars

20.2.16.1: The overall length of the side nerf bar shall be a minimum of 400mm (bottom bar) and 300mm (top bar) measured from the back side of the nerf bar closest to the rear tire and the rear of the kart in a straight line to where it attaches to the kart at the front.

20.2.16.2: Double high nerf bars are mandatory.

20.2.16.3: Main nerf bar members shall not be less than 0.630" by 0.065 wall thickness, cold rolled steel tubing or other material of equal or greater strength.

## 20.2.17: Seat Assembly

**SEAT MAY NOT BE OFFSET past the left frame rail.**

20.2.17.1: **Only seats suitable for sprint racing**

competition on sprint tracks will be allowed. **NO SPEEDWAY SEATS ALLOWED.** Seat shall be molded, one piece sprint bucket design and be the correct size for the driver so they cannot

move or slide from side to side in a manner that could be unsafe or to gain an advantage from aerodynamics. **Lay down type seats are prohibited.** Seat cannot be cut in any way which affects its structural integrity and shall be in a safe condition, e.g., the bottom is not weak or broken.

Repairing the bottom of the seat from rubbing on track is approved.

20.2.17.2: Use of spacers or washers between the frame mount and seat is approved, provided that they are fully compressed and do not act as suspension in any form other than to prevent bind or remove space between frame and seat.

20.2.17.3: Auxiliary seat struts mounted from seat to axle bearings may not replace the use of chassis provided seat mounts. The seat end of the strut must be bolted or affixed to the chassis with a ty-wrap when not bolted to the seat. The bearing end must be bolted to the bearing carrier. The strut is to be of one-piece singular design with no added materials that may act as suspension.

20.2.17.4: The bottom of the seat can be no more than 2" (50mm) above the top of the chassis frame rails.

20.2.17.5: Angle of seat back to ground must be greater than 48.5 degrees. Seat can not exceed 28" when measured from the top center of the seat back to the most forward bottom lip. CIK approved hybrid seats (NEK/Jecko) do not meet the 28" measurement but are approved. Seat shall not extend past the trailing edge of the axle.

#### 20.2.21: Brake System Assembly

20.2.21.1: the NKA requires a single hydraulic braking system where both rear wheels will equally and adequately stop the rear, or rear and front, assembly when pressure is provided to the system via a brake pedal, rod, and safety cable with a minimum diameter of 1.8mm.

20.2.21.2: Hydraulic brake connections must be tight and free of any visible leaks. All brake lines must be safely routed to prevent any possibility of contacting the ground or any rotating members of the driveline. Scrub or mechanical braking systems are prohibited.

20.2.21.4: Brakes may be cooled using flexible hosing that is properly affixed to the chassis.

20.2.21.5: Carbon and titanium brake rotors are prohibited, but carbon brake pads are approved.

20.2.23: Push Back Bumpers are NOT required.

**(End NKA Sprint Rules)**

## **2.2 Wheels & Tires:**

- A. 5” diameter kart type wheel. See NKA Sprint Rules section 20.2.7.
- B. Slicks 4.5/6.0. Right rear tire minimum durometer reading 48.
- C. No Chemical "preps" are allowed on the tire at any time, tire may be washed at the track with water only.
- D. Tires must be dry before coming to the grid.

## **2.3 Weight:**

- A. Kart and driver 390 lbs.
- B. Specified karts and drivers must go to scales after A main event or will be DISQUALIFIED and will forfeit any money or points for that night.
- C. All weights added to the kart must be securely fastened to the kart with a minimum 5/16-inch diameter bolt that is double nutted, or safety wired.
  - If weight is attached to the seat area a large “fender” washers must be used.
- D. Kart Weight must be displayed on the engine shroud or top plate to aid track officials at the scales.
- E. Any kart that loses a weight will be disqualified from that session and lose points/position from that session

### **3.0 Tech:**

#### **3.1 Tech Procedures:**

- A. After the main event the top 5 karts will proceed to the designated tech area, at this point the kart will be considered “impounded”
- B. Karts will be inspected in their finishing order.
- C. Drivers/Crew will be required to assist with removal of parts, drain their oil, and to help facilitate the technical inspection on their kart.
- D. Track official has the option to exchange any motor they feel is performing beyond its ability. They will have a new replacement motor on hand. This rule will not apply to old motors that are built to perform just to exchange for a new one.
- E. See General Rules section 5 for more details.

#### **3.2 Tech Items:**

- A. Any Engine Check using the B&S 2026 LO206 Rules. See supplemental Rules under “Rules” at [www.209speedwaykarters.com](http://www.209speedwaykarters.com).
- B. Post Tech items will include but are not limited to ALL sections of the rules.
- C. Tire Durometer:
  - a) Right Rear tire must read a minimum of “48” on a shore certified “A” durometer after given adequate time to cool or prior to track entry on hot grid.
- D. Carburetor air leak and Fuel.
- E. Any motor showing enhanced performance will have full tech after main event.
  - If anything is found to be in fault of the rules that motor will be banned from racing and must be replaced.

## **4.1 Race Procedures & Safe Driving:**

- A. Competition is expected to proceed without you endangering yourself or others.
- B. If in the judgment of the race official, a driver bumps, crowds, or pushes another driver, the offending driver may be penalized or disqualified.
- C. A one-way radio receiving device (i.e., Raceceiver) is mandatory for all classes (1 race grace period only).
  - Drivers must have their unit on and working at all times while on hot grid and the track.
  - Failure to observe this rule shall result in your kart not being scored and/or additional penalties.
  - No 2-way radio communication between the driver and crew.

## **4.2 Penalties:**

- A. Any kart found in blatant tech or protest violation may lose all points, prizes and recognized finishing position for the event, as well as earned points towards the championship up to that point in time.
- B. Certain nonperformance rule infractions may be handled with a written warning and correct by next race waiver per the governing bodies/tech steward's discretion.
- C. Although the rules are comprehensive, they may not address every situation.
- D. If the rules do not specify you can do something, assume that you cannot until clarified.
- E. The Race Director's decision is final.