

## 2026 Thunder Hill Speedway

R-Box, BP Wing, Mod BP Wing Rules:

Any Hoosier or AJC Treaded tires ONLY – Right-rear sidewall must be stamped 50 compound or higher, Either brand other 3 tires, NO chemical alterations allowed.

(Upper Midwest/Cedar Lake Arena or English Creek Speedway Engine rules OK)

Restricted Box Green Plate Wing: Ages 5-8 / Min weight 285 lbs. (Absolutely NO Alterations to restrictor plate of any kind)

BP Wing: Ages 8-12 / Min weight 315 lbs.

Mod BP: Ages 12+ / Min Weight BP engine 315 lbs, Mod BP engine 335 lbs, Int engine 360 lbs

### WING KART CLASSES: (Read through entire rules below and know your class rules)

Drivers that move up a class cannot go back and compete in lower classes or compete in both classes with possible exception of Nationals event. (Promoter discretion)

**Working RaceCeivers and Transponders are MANDATORY.** If your RaceCeiver does not work in staging you will not be allowed to race.

2. Transponders must be installed and in working order. If your transponder does not work you will not be scored. 3. **Transponders on Wing karts will be mounted behind seat on seat mount (low) near the frame** (If mounted in the incorrect spot and a close finish is scored you will be put behind the other finisher)

A: 1. All karts must be approved by the race director prior to competition.

2. Tires must be Hoosier or AJC treaded kart tires and approved by series officials. Not to exceed 6" diameter.

3. Cages are mandatory and must be for the protection of the driver.

4. Bodies can be any material except wood. No sharp edges or protruding parts

5. All karts must have a wing, hood, and a tail.

6. No bars may extend out past the outer edge of the tire except nerf bars.

7. All karts must have numbers on both sides of the wing and must be legible from the scoring tower or they will not be scored. 8. Duplicate numbers must have a letter. The letter must be legible.

9. No Front Wings allowed.

10. Traction Control Devices & Ratcheting Hubs are not permitted, during ANY event, in ANY class at ANY time, Hubs must be securely fastened to axle with key in place at all times! Must be a live rear axle.

• No wheel travel permitted of any kind. Axle and spindles must be solid mounted.

Can not "float" or move in any direction.

• All hardware that attaches the axle and spindles to the frame must be tight.

• No springs or shocks of any kind allowed to help limit travel of the wheels.

• Any infraction to this rule will result in an immediate DQ and no points will be

awarded for the entire event.

11. Axles cannot be made out of any exotic materials. No Carbon or Titanium.

### **Weight**

1. All karts must meet the designated minimum weight in their class.(post race with driver)
2. Additional bolt on weight is permitted, but must be fastened in a secure manner and must be painted white and must have the kart number written on it.
3. It is YOUR responsibility to make sure your kart meets the minimum weight each week per track scales.

### **Safety**

A. YOU ARE RESPONSIBLE FOR THE SAFETY OF YOU AND YOUR KART.

- B. Brakes must be in good working order at all times.
- C. Kill Switches are recommended in all classes! Karts must also have a 6" nylon tie attached to the spark plug wire.
- D. Aluminum high back seats are Mandatory. The top of the seat should be at the middle of the driver's head.
- E. All karts must be equipped with at least a 5-point harness to restrict body movement. Karts are subject to inspection and are at the discretion of track officials on whether or not it is safe enough to compete.
- F. Approved neck braces or neck restraints are mandatory.
- G. **Helmets must be 2020 SNELL approved or newer**, and must fit the drivers head correctly. Thunder Hill Speedway officials have the right to determine if a driver's helmet is safe enough for competition.
- H. Racing suits are highly recommended. No shorts or cut off pants allowed.
- J. Roll Cage must be securely fastened at 4 locations with at least grade 5 bolts.
- K. Driver's body must be completely inside the roll cage and have at least 2 inches clearance above the driver's head.
- L. Knee Knockers or padding around the steering column is recommended.
- M. Chain Guards, designed to protect the driver in the event of a chain failure are Mandatory.
- N. Helmets and all safety gear must be worn during engine warm ups at all times.
- O. Safety is Thunder Hill Speedway's number 1 concern. So please make it your number 1 concern as well. Be Smart!!
- P. All classes must utilize a sprint car style rear bumper. Must extend back from the end of the frame rail. (Bumper design must be approved by track management).

### **Unsportsmanlike Conduct**

1. Fighting at Thunder Hill Speedway will result in suspension.
2. Any display of unsportsmanlike conduct (on or off the track) will result in a Fine, Suspension, and Immediate Removal from grounds, Point Penalties, or All of the above.
3. Rough driving will result in docked positions, fine or black flag. Drivers and Crew members observed verbally or physically abusing other drivers and/or officials will result in loss of points, fines and/or suspension. NO EXCEPTIONS!

TIRES & WHEELS: 5" or 6" rims. Bead lock wheels are allowed.

**Hoosier or AJC Treaded tires only! 50 or Higher is Mandatory on RR of R-box, BP or Mod BP Wing karts. (Must highlight RR 50 or 55 tire stamp with white paint or white paint pen for easy visibility to officials) No Tire Prep or hot boxes allowed!!**

**(BP Wing):**

**Ages 8-12**

Min weight #315

Open dry clutch only, NO jackshafts

Once you move up from R box you cannot return to R box, Driver May not compete in both classes.

- No body side enclosures will be allowed (on the cage) right side or Left side of cage (safety issues), nerf bars may be covered but covering may not be attached to frame, nose cover, or roll cage. Must be attached to the nerf bar only. Driver must have vision 360 degrees from the driver seat and must be able to exit from the LH side or RH side if needed.

Hood or any part of the front nose of kart may not extend to the rear of the kart behind the vertical front down tubes of the cage more than 3". +/- 1" No sharp edges

Center panel 36" long x 32" wide, Right side panel 40" long x 14" wide, Left panel 40" Long x 20" wide  
Wings cannot exceed these measurements by +/- 3"

Air deflecting material is NOT ALLOWED to be added to the wing. No sharp edges

- No cockpit adjustable wing sliders allowed

## 2026 Upper Midwest Wing Classes

Competition Age determination date is January 1, 2026

Class Name	Ages	LBS Min.	Plate	Pipe
Restricted Box Green Plate Wing *	5-8	285	.425 Green Plate	Big Pipe w/4104 Muffler
BP Wing *	<b>8-12* (Thunder Hill)</b>	315	-	-

Mod BP Wing \* 12+

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Option 1 –

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Upper Midwest  
BP clone  
engine, 315 lbs

Option 2 –  
Modified Upper  
Midwest BP  
clone engine,  
335 lbs

Option 3 –  
Upper Midwest  
Intermediate  
engine, 360 lbs

## **101.00 Restricted Box Green Plate Wing**

### **Upper Midwest Wing Karts**

Ages 5–8 / Min weight 285 lbs.

Clone 196cc ONLY

Open dry clutches only / drum or disc / No jackshafts allowed.

### **101.01 Engine / 2024 NKA rules will apply, with exceptions as outlined (NO porting allowed)**

The Upper Midwest Restricted Box Green Plate Wing is NOT an NKA or AKRA sanctioned class. The NKA rule book serves as a guide only.

ARC or Speed Karts 0.425 NO GO Green unaltered Restrictor plate only

Pump 87–91 Octane GAS only

### **101.02 Exceptions to NKA rules for Restricted Box class engines**

Big pipe w/ 4104 muffler required. No loop pipes. Header pipe and muffler must meet 2024 NKA rules for Adult Box Stock classes, must be inside the roll cage and must exit towards the rear of the kart or must be approved prior to event by tech inspector or race director.

Electric starter nut MAY BE used.

Valve seat may have up to three angles, 30 top / 45 center / 60 bottom as viewed with cylinder head removed gasket mating surface facing up, this will be a visual check for 2026, the 60 degree cut may not be cut into the aluminum bowl of the cylinder head. This rule will be reviewed for 2026.

Box Stock cast rod or Billet rod allowed; NO Titanium rods allowed.

### **101.03 General engine rule (Restricted Box Only)**

Minimum combustion chamber volume: 26.5cc Restricted Box Green and Blue plates.

The approved method of checking will continue to be the liquid cc test. Test to be made using ONLY Marvel Mystery oil. This test must not be completed on kart, engine must be removed and proper procedure followed to complete.

If min CC is not met a second test may be performed, this test will include removal of cylinder head using the number system.

Min number for Restricted Box Green and Blue plate classes will be .290 AS RAN.

Carbon should not be scraped but may be wiped from piston or cylinder head using only WD40 and must be done within a reasonable time limit.

Head gasket surface on head and block must be cleaned to remove any sealer or gasket material.

Owner or whoever is in tech with engine must be given opportunity to clean surface prior to tech official doing so.

Upper Midwest Wing Kart Specifications – Page 2

Use care in removing material but will not be liable for any damage that can or might occur during the cleaning process.

Examples: Restricted Box 196CC clone 26.5CC

Head between valves .275 (Measured on combustion surface between intake / exhaust valves)

Head gasket thickness .010

Piston in hole .005 (Measured parallel to wrist pin, does not need to be the same on both sides, if one side is .008 and one side is .006 use the number .007 in calculation – example only)

Total .290 minimum, anything above that number for Restricted Box would be considered acceptable, anything below is DQ.

Again, Upper Midwest Restricted Box classes / engine combinations are NOT NKA or AKRA engine rules or classes and there is no sanctioning body to contact or to protest to.

## **102.00 Restricted Box Blue Plate Wing**

### **Upper Midwest Wing Karts**

Ages 8–11 / Min weight 295 lbs.

Treaded tires only – Any factory treaded tire brand permitted. Right-rear sidewall must be stamped 50 compound or higher, NO chemical alterations allowed.

Clone 196cc ONLY

Open dry clutches only / drum or disc / No jackshafts allowed.

### **102.01 Engine / 2024 NKA rules will apply, with exceptions as outlined (NO porting allowed)**

The Upper Midwest Restricted Box Blue Plate Wing is NOT an NKA or AKRA sanctioned class. The NKA rule book serves as a guide only.

ARC or Speed Karts 0.550 NO GO Blue unaltered Restrictor plate only

Pump 87–91 Octane GAS only

### **102.02 Exceptions to NKA rules for Restricted Box class engines**

Big pipe w/ 4104 muffler required. No loop pipes. Header pipe and muffler must meet 2024 NKA rules for Adult Box Stock classes, must be inside the roll cage and must exit towards the rear of the kart or must be approved prior to event by tech inspector or race director.

Electric starter nut MAY BE used.

Valve seat may have up to three angles, 30 top / 45 center / 60 bottom as viewed with cylinder head removed gasket mating surface facing up, this will be a visual check for 2026, the 60 degree cut may not be cut into the aluminum bowl of the cylinder head. This rule will be reviewed for 2026.

Box Stock cast rod or Billet rod allowed; NO Titanium rods allowed.

## **102.03 Upper Midwest General engine rule (Restricted Box Only)**

Minimum combustion chamber volume: 26.5cc Restricted Box Green and Blue plates.

The approved method of checking will continue to be the liquid cc test. Test to be made using ONLY Marvel Mystery oil. This test must not be completed on kart; engine must be removed and proper procedure followed to complete.

If min CC is not met a second test may be performed, this test will include removal of cylinder head using the number system.

Min number for Restricted Box Green and Blue plate classes will be .290 AS RAN.

Carbon should not be scraped but may be wiped from piston or cylinder head using only WD40 and must be done within a reasonable time limit.

Head gasket surface on head and block must be cleaned to remove any sealer or gasket material.

Upper Midwest Wing Kart Specifications – Page 3

Configuration, NO head studs allowed! No copper or aluminum head gaskets allowed. No predator head gaskets allowed. Gasket thickness is Non-Tech. Sealer "May Be" used to ensure proper seal of the head gasket, more than one head gasket may be used to meet minimum cc rule. Depth between the valves front to back may not vary more than .005 max. Any stock configuration exhaust gasket may be used, sealer permitted. Header may also be run without gasket; sealer may be used rather than a gasket. Allen head bolts or other bolts of similar design allowed to secure header to cylinder head.

Breather hole in rocker cover may be tapped with ¼" pipe tap to accommodate breather fittings, no oversize drilling allowed. Factory stock internal pulse valve must be installed and operational in rocker cover. Rocker covers may be drilled and tapped for pulse fitting to fuel pump.

Bore and stroke: Stock bore is 2.685 and may be over bored to 2.718. Stroke is 2.123 +0.010/-0.005.

Connecting rod: MUST use billet rod, may or may not have insert. No Titanium rods. Rod length is non tech.

Upper Midwest General engine rule (BP Wing Only)

Minimum combustion chamber volume: 25CC BP wing. The Upper Midwest approved method of checking will continue to be the liquid CC test. Test to be made using ONLY Marvel Mystery oil.

This test must not be completed on kart; engine must be removed and proper procedure followed to complete. If min CC is not met a second test may be performed, this test will include removal of cylinder head using the number system. Min number for BP clone will be .275 AS Ran. Carbon should not be scraped but may be wiped from piston or cylinder head using only WD40 and must be done within a reasonable time limit. Head gasket surface on head and block must be cleaned to remove any sealer or gasket material. Owner or whoever is in tech with engine must be given opportunity to clean surface prior to tech official doing so. Tech official must use care in removing material but will not be liable for any damage that can or might occur during the cleaning process.

BP Wing 25cc.

Head between valves .260 (Measured on combustion surface between intake / exhaust valves).

Head gasket .010.

Piston in hole .005 (Measured parallel to wrist pin, does not need to be the same on both sides, if one side is .008 and one side is .006 use the number .007 in calculation – example only).

Total .275 minimum, anything above that number for BP Wing would be considered acceptable, anything below is DQ.

Upper Midwest BP Wing class / engine combinations are NOT NKA or AKRA engine rules or classes and there is no sanctioning body to contact or to protest to.

For technical procedure questions only, please contact Mark Alton directly at (715) 928-0691.

Carburetor / Intake requirements

Stock Huayi, stock RUXING, or Stock Tillotson PK1A only. Venturi .625 NO GO, Rear of carb bore .751 NO GO. Carb bore and finish is NON-TECH. Throttle shaft .115 Minimum, Butterfly .037 Minimum. Butterfly and throttle shaft must be stock and unaltered. Throttle shaft screw lock washer not required; throttle shaft screw length is non tech. Throttle shaft / butterfly retaining screw is required but non tech for head type. Air filter adapter of 1.375 maximum length is allowed. Gasket between adapter and carb body is required. No tech on thickness of gasket.

Pulse type fuel pump is required; pump must be pulsed from rocker cover or crankcase ONLY. No fuel bypass allowed. Fuel line must go directly from pump to carb inlet. Must be of a single line. Fuel filter may be installed between fuel pump and carburetor if desired. All fuel lines must be secured by using wire or plastic tie wrap. Any fuel line not secured will not be allowed to compete. This is a tech item!

May be teched at any time during the race event or in tech after the race event. Failure to secure fuel lines will result in DQ. Black phenolic spacer must be used, minimum thickness .255, surface finish of bore and gasket surface is non tech. Choke assembly may be removed, hole for choke shaft must be plugged. Jets, air bleeds jets, and e-tube are Non tech. Stock intake runner gasket configuration only. One extra gasket must be used when using restrictor plate. No other alterations allowed. No additional holes may be drilled in carburetor body or phenolic spacer with the intent to change fuel or air delivery.

## Ignition system

Ignition timing is Non tech. Stock ignition module (coil) must be used. Unaltered. No modifications allowed of any type. Stock factory sparkplug boot must be used as from factory. Timing key is not required.

## Piston

Must be stock dished piston with no modifications. Oversized clone or Honda dished pistons allowed up to .035 oversize. Rings must appear stock, all three rings must be installed. Piston may not pop out above block. NO piston pop out. Top of piston may not be machined or altered.

## Valve train

Stock valve train only in stock configuration except: Any single valve spring and spring shims allowed. No installed height check. Any 5.5mm stem steel or stainless-steel valve may be used. Intake valve head max diameter OD is .982 +/- .005, exhaust valve head maximum OD is .945 +/- .005. Valves must be one angle only, 45 degree, no knife edging of the valves, must have a minimum of 1mm top margin. Valve length is non tech. No additional support of rocker arms / studs is permitted. Champion rocker arms and valve cover are permitted but may not be modified in any way. Stock type valve retainers with lash cap on exhaust side only or automotive type retainers with two valve keepers per valve may be used. Lash caps not required but may be used with automotive type retainer and keepers. No minimum weight check on valves, retainers, or lash caps. NO TITANIUM valve train parts allowed, i.e., valves, retainers, keepers, or lash caps.

# Camshaft requirements

Stock / factory camshaft cores only, EZ spin must remain functional and as stock. Duration check for intake and exhaust lobe taken off the push rod. Intake duration of 248 degrees at .050 lift / 107 degrees at .200 lift, exhaust duration 247 degrees at .050 lift, 116 degrees at .200 lift. Max lift at the valve retainers (as raced) Intake .238, exhaust .242. Retainer may not be rotated.

# Crankshaft requirements

Stock factory crankshafts only. Must have stock factory crank gear installed in stock location. May not be welded to crank shaft. No modifications to crankshaft allowed. Aftermarket steel crankshaft bearings allowed. Must be of the non-self-aligning type. With or without seal installed. NO Ceramic bearings allowed. Crankshaft journal diameter is 1.180–1.168 Min. Journal rod surface finish is NON tech.

# Block requirements

Stock as cast block and produced with no modifications or alterations other than those specifically permitted in these rules. Block head mating surface may be machined; however, no piston pop out is allowed. Block may be welded or epoxied for repairs only. Under the flywheel or the front of the block only, no welding to the cylinder head mating surface is allowed. All bolt bosses in block may be drilled and tapped for repairs or other uses. Additional side cover gaskets as required for crankshaft thrust are permitted. All parts associated with the governor and low oil sensor may be removed and plugged. Side cover bolts are non tech. No studs and nuts allowed on the side cover. Solid dowel pins are allowed but must be of the OE size.

Upper Midwest Wing Kart Specifications – Page 5

Flywheel

Any Legal 2024 NKA/ SFI approved billet flywheel manufactured for the 196cc Clone engine only is allowed. No machining or alterations allowed. Minimum weight is 3.3 lbs. Any timing key or no key at all is allowed. A flat washer or spacer may be used and is recommended between the flywheel nut and flywheel. Handheld electric starter may be used but the compression release mechanism must remain on the camshaft and functional. If flywheel is manufactured with a removable fan the fan must be unaltered, attached, and functional. Missing or damaged fins may result in a DQ in tech.

Header and muffler requirements

Silencer (muffler) must be (B91XL) round hole muffler. Muffler must be unaltered and must meet tech spec for stock class clone. Exhaust pipe / Header must be double nutted or retaining bolts

must be drilled and safety wired. Header must be supported by a minimum of one support brace. No loop pipes allowed. Header may be ceramic coated but must meet all requirements for 2024 NKA big pipe headers in the Box Stock adult clone rules. Muffler may not be welded to header pipe, muffler may not be painted or coated. Muffler does not need to be safety wired. Muffler must be tight to header at post-race inspection. All readings +/- .0005 or 2 degrees to allow for gauge variances and wear.

104.00 Modified Pro Wing  
Upper Midwest Wing Karts  
Ages 12+

The Mod BP Wing class builds on the existing Intermediate Wing class and is designed to offer expanded opportunities for drivers ages 12 and older.

Treaded tires only on all four corners- Cannot use tires manufactured as slicks and groove them. Weight must be displayed on top wing on both sides visible to scale operator. Tech will be completed according to the weight displayed on wing 315 / 330 / 360.

104.01 Option 1: Upper Midwest 2026 BP Engine

Current 2026 Upper Midwest BP clone engine rules with following exceptions only: Methanol fuel or Pump gasoline only 87–91 octane, No additives. All other engine rules are the same as Upper Midwest BP class for this option (reference 103.01). Minimum Weight 315.

104.02 Option 2: Upper Midwest 2026 Modified BP Engine

Upper Midwest 2026 BP engine rules with the following modifications:

- Pump gas 87–91 octane no additives or Methanol fuel no additives
- No Min CC check
- No 14 or 18CC cylinder heads allowed

Upper Midwest Wing Kart Specifications – Page 6

- Porting of the cylinder head allowed; combustion chamber must be untouched as cast. Valve guide and seats cannot be touched in the port area.
- Any three ring flat top or dished piston allowed up to .030 oversize. MUST use stock clone wristpin and stock length connecting rod. NO titanium rods allowed. Billet aluminum rod only allowed.
- Max lift at push rod .265, no duration check, max lift at retainer .325. NO billet camshafts allowed.
- No machining of camshaft to reduce weight; compression release on camshaft is optional.
- Any steel or aluminum rocker arm allowed.
- Any single or dual valve spring allowed.
- Titanium retainers allowed.
- Any length push rod, max OD 3/16".
- Any rocker arm allowed, stock or roller type.
- No rocker arm / rocker cover spacers allowed other than rocker gasket; may use up to three stock type gaskets.
- No tech on venturi size; no filler or epoxy inside the venturi / bore of the carburetor.

- .751 area must be untouched and will be teched same as gas BP carb.
- No tech on throttle shaft, screw or butterfly in carburetor.
- Fuel pump may be pulsed from anywhere on engine.
- Additional fittings may be installed in side cover for venting purposes only; must go to catch tank only. NO billet side covers.
- NO ceramic crankshaft bearings; steel roller bearings only.
- Stock class round hole muffler or square hole muffler allowed.
- No titanium parts allowed unless specifically noted above.
- All other engine rules are exactly the same as current Upper Midwest BP clone rules for 2026.
- Minimum Weight 335.

#### 104.03 Option 3: 2025/2026 Intermediate Clone Engine

2025 / 2026 Upper Midwest Intermediate engine rules apply.

Gasoline or Methanol fuel only. NO additives allowed.

Minimum Weight 360 lbs. (up from 350 in 2025).

There are no changes to current Intermediate engine rules.

Engine spec sheet for Upper Midwest Intermediate Clone engine

6.5 OHV – Approved Engines. 196cc Clone only. No Kohler, No Honda, No Predators allowed.

Description: Single cylinder, 2 valve overhead 4 cycle engines. No aftermarket coatings allowed or permitted on any part of the engine unless otherwise noted in these rules. (Header, blower housing, rocker cover, and shrouds are permitted). Cylinder head requirements: Must be OEM casting only.

Any Clone JT casting, Tillotson JT-207, or TG-1 head will be allowed. Must be of the four-bolt valve cover type only. Intake valve seat maximum ID 0.897, Exhaust seat maximum ID 0.862.

Bore and stroke

Stock bore is 2.685 and may be over bored to 2.718. Stroke is 2.123" +0.010" or -0.005.

Connecting rod

Billet aluminum rods, with or without bearing inserts required. No titanium rods allowed. Rod length is non tech.

#### Upper Midwest Wing Kart Specifications – Page 7

Carburetor

Stock appearing 196cc Clone carbs only. No Honda carbs allowed. Huayi, Ruxing, or Tillotson PK series carburetors only. Internal filler of any type not allowed anywhere inside of carburetor venturi or throttle bore to reshape or redirect air flow or fuel signal.

Ignition system

Ignition timing is non tech. Stock 196cc ignition module / coil only. No modifications of any type allowed. Spark plug wire and boot / spark plug connector must be stock as supplied by factory.

Piston requirements

Piston is allowed up to .035 oversize.

Valve train

Intake valve head max OD .982 +/- .005, Exhaust valve head max OD .945 +/- .005.

### Crankshaft requirements

Stock factory 196cc crankshafts only with stock timing gear in factory location.

### Block requirements

Stock 168F clone type block. Bracing / welding is allowed. No billet blocks, No Honda blocks, No Kohler blocks. 68MM Tillotson blocks are allowed.

### Flywheel

Any SFI certified billet aluminum flywheel only. May NOT be modified or altered.

### Clutches

Disc or drum only allowed.

### Header and muffler Requirements

Silencer / muffler must be B91XL round hole or RLV-4106. Exhaust pipe / header must be double nudded, or safety wired. Header / silencer must be supported by clamped brace to secure it in place. No loop pipes are allowed.

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear (All wing classes).

Upper Midwest Modified Pro Wing class / engine combinations are NOT NKA or AKRA engine rules or classes and there is no sanctioning body to contact or to protest to.

### 104.03 Side enclosures will be allowed in the Modified Wing class only

Enclosures must be mounted to cage on left side or right side or both but may NOT restrict drivers view, may not be mounted behind the cage on either side, cannot be bolted to cage / holes drilled in cage, must be held in place with zip ties or DZUS fasteners only. May be made of acrylic material or aluminum only. No side wings of ANY type will be allowed. Enclosures may not be mounted ahead of driver's seat and must allow driver to exit from right or left side of kart without removing enclosure.

### 105.00 Applicable to All Upper Midwest Wing Classes

#### 105.01 Wing Dimensions

Center panel 36" long x 32" wide; Right-side panel 40" long x 14" wide, Left side panel 40" long x 20" wide. NO SHARP EDGES allowed. All dimensions are +/- 3". No air deflecting metal or plastic/Lexan material allowed to be added to the wing. No cockpit adjustable wing sliders electric or manual.

#### 105.02 No body side enclosures will be allowed anywhere

On the cage or chassis for Restricted Box Green Plate / Blue Plate Wing or BP Wing classes. Not allowed on Right side / left side / front or back of cage. Nerf bars may be covered but covering may not be attached to frame, nose cover, or roll cage. Must be attached to nerf bar only. Driver must have vision 360 degrees from driver seat.