

2020 RULES SILVER DOLLAR SPEEDWAY

THE **2020** RULE BOOK IS COMPLETE. ERRORS MAY HAVE OCCURRED DURING THE TYPING OF THIS AND ARE SUBJECT TO CORRECTION OR CHANGE AT ANY TIME.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing and to establish minimum acceptable requirements. These rules shall govern the condition of all events and classes, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for conduct of all classes and are in no way a guarantee against injury or death to a participant, spectator or official.

All participants must sign-in to the pit area. Those under the age of 17 must be signed in by their parent/guardian. By signing in, all participants are agreeing to this disclaimer and giving up their right to sue or bring charges against any Silver Dollar Speedway official or property owner or their assigns of heirs. This also includes participants signed in by their spouse.

GENERAL INFORMATION:

*(Proof of driver's age has to be given by means of a driver's license or birth certificate.
15 & under must provide a copy of birth certificate.)*

Points Buy-In are \$100.00 per racing year, each additional race car is \$50.00 per racing year. This fee is for annual season points.

Pit Spot can be reserved for \$50.00 per racing year. Reserved pit spots will be excluded for Special events.

Reserved Parking on the spectator side of the track can be reserved for \$100.00 per racing year.

Racing Fees are \$30.00 per car for drivers with a nightly money purse \$10.00 per car racing in a class that has a nightly money purse. Pit passes are \$20.00 per person (non-drivers). All drivers and pit crew members are always required to have a pit pass.

TRANSPONDER INFORMATION:

All karts (Open Wheel and Kage) shall attach the transponder clip to the left front nerf upright on the inside of the tube. Midgets see your rules page for placement of the clip. The transponder clip should be attached to the nerf with cable ties or pop riveted as to affix it permanently to the nerf. If cable ties are used make sure the tie is the same width as the slot provided for it. If a larger tie is used, the transponder will not affix inside the clip. Clip should not be loose. If needed, additional clip pins may be purchased from SDS for a fee of 50 cents.

RACEIVERS INFORMATION:

Raceivers are mandatory for all drivers. Failure to have Raceiver will result in disqualification. The receiver is also considered part of the drivers safety equipment.

SAFETY:

The owner of the car is ultimately responsible for the condition and safety requirements on both the car and the driver for the car they own.

ALL COMPETITORS MUST COMPLY WITH SILVER DOLLAR SPEEDWAY RULES IN ORDER TO COMPETE.

2020 GENERAL RULES SILVER DOLLAR SPEEDWAY

INTRODUCTION:

SDS General Rules and NKA Technical Guide, and the following general track option rules and specific class track option rules as proposed by the rules committee and accepted by each class's members shall be effective for the 2020 race season subject to amendment.

Every driver and everyone entering the Silver Dollar Speedway (SDS) premises will be responsible for understanding and abiding by the rules and track option rules. Ignorance will not be tolerated as an excuse. SDS supports an alcohol and drug free environment. Non- prescription drugs and alcoholic beverages are NOT ALLOWED AT ANY TIME OR ANYWHERE. Violators will be asked to leave the premises. Second time offenders will be suspended or barred from the track for the remainder of the season. Drug offenders will be reported to the authorities!

Points Buy-In at SDS may not be sold or transferred from one person to another person. These rules may be amended by the property owner(s) if it becomes necessary to modify an existing rule, delete a rule or add a new rule. Amendment may be posted next to the lineup booth and made available to all race participants.

TRACK AVAILABILITY:

Hot laps may be available on Friday night after the race event is over if, it is before the midnight deadline. If that time has expired, insurance will *not be in effect*. Drivers must use all prescribed personal safety equipment. Only karts or micro midgets sanctioned by SDS are allowed on the track.

GENERAL:

A Registration Information Packet must be completed and accepted by SDS before a driver can compete. Each driver must complete a form that includes driver information, guardian information (if under 18), minor's release, Birth Certificate, awards presentation option and signed acknowledgement that they received and understand the SDS rules and that they have a copy of the SDS rule book.

Races will begin approximately at 7:30 p.m. Registration will close at 7:00 p.m. sharp. The Race Director will decide extenuating circumstances. Races will end at approximately 12:00 Midnight. The Flagman will display the white and checkered flag at midnight. The Race Director has the option of shortening the heats and/or main events to ensure completion by midnight. All classes shall be treated as equally as possible when races are shortened. There are no exceptions to this rule. No duplication of numbers is allowed between classes that could be combined.

All races will be allocated a predefined amount of time to compete. The Race Director has the option to combine small count classes. The clock starts when the Pit Steward releases a class from the grid. The clock will be paused during red flag periods and will be restarted when the green flag is displayed. The race will end when the scheduled laps are completed or when time expires. The race director and the owner(s) have the option of changing the maximum event duration if the current formula is not working inside time constraints.

The Owner of the car is ultimately responsible for the condition and safety requirements of the car they own along with the driver's safety.

CLASSES:

Box Stock, Junior Novice, Rookie Champ, Junior Sportsman, Junior Champ, Junior 1, Junior 3, Pro-Animal, Senior Clone, Senior flat, Senior Champ, B Class, Restricted 600, A Class Non-wing, and A Class. Winged Outlaws: Young Guns, Jr. 1, Jr. 2, Jr. 3, Stock Animal and Jr. Sprints. Outlaw Classes will run based on car count.

See individual pages for class rules and options.

NOTE: It is the racer's responsibility to let the Pit Steward know well in advance about conflicts between classes or mechanical problems. Not all schedule conflicts can be resolved, but we will do whatever we can to ensure that everyone has adequate time.

“POINTS BUY-IN” RESPONSIBILITIES:

All “Points Buy-In” for the new race season are due prior to the first race of the season of the current racing year. Dues are \$100.00 per racing year; each additional race car is \$50.00 per racing year. This fee is for annual season points.

INSURANCE:

Safety First! SDS provides liability insurance only for scheduled events. The cost of this insurance is part of your pit pass. No one is allowed in the pits without first signing in and receiving a pit pass. Liability insurance is only in effect for scheduled events, no insurance is in effect on non-scheduled events. There is no insurance at any other time. Medical insurance or other types of insurance are a discretionary decision of the race participant.

SPORTSMANSHIP:

Racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants, drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is their domain therefore please respect other racer's pit area, this includes cockpit and the area outside of the cockpit, especially after an incident where you have been involved with that racer. Drivers remember that you are responsible for the actions of your crews. Any offending parties will be subject to disciplinary action imposed by the property owner(s) according to their discretion.

SPIRIT AND INTENT:

This manual provides technical specification and inspection procedures to establish the legality of engines, racing chassis, and associated components used in the Silver Dollar Speedway sanctioned events. Officials at SDS sanctioned events are authorized to decide if any change or design is an attempt to “beat the rules.” In these cases, the race officials will disqualify an entry, and the SDS Owner(s) will uphold the disqualification based on the “spirit and intent” of *you can*. While these rules are intended to be a guide for technical inspectors, they will also provide guidelines for SDS racers in preparing legal engines and karts.

SOCIAL MEDIA POLICY:

SDS Members, facility attendees, drivers, pit area attendees, and general individuals should exercise extreme caution when choosing to make statements, commentary remarks, characterizations, exaggerations, or legal conclusions on social media sites that could be harmful or detrimental to the reputation of our club, facilities or race program.

Any of these statements, commentary remarks, characterizations, exaggerations, or legal conclusions made in a social media environment regarding SDS, its race facility, attendees, race officials or operations that are deemed derogatory, obscene, inappropriate, threatening, slanderous, otherwise objectionable or inaccurate by the SDS Owner(s) can result in ramifications for the commentator at the Board's discretion. A penalized commentator and any related persons to the commentator such as their driver(s), pit crew, general attendees, or otherwise may be subject to suspension for a length of time deemed appropriate by the SDS Owner(s).

SCORING:

All karts/midgets must have a front and rear number visible from all sides of car, no prismatic numbers all numbers must be 6 inches or greater. Racing without a transponder will cause you not to be scored and will be DQ for that race. In the event that you throw a transponder at, or toward an official you will be DQ. Absolutely NO EXCEPTIONS!!!!

POINTS:

Final point standings for the season will be the total accumulated points.

A maximum of thirty points can be earned in heat races. Each successive kart will receive two points less, i.e. 2nd place will receive 28 points and so forth. Points from the combined heats will determine the main event line up. Low draw number will be used to break ties. A maximum of forty points can be earned in the main event. Each successive kart will receive two points less. Total points earned in heats and mains will be used to determine end of season trophy to be presented.

RAIN-OUTS/CANCELLATIONS, PARITAL RAIN-OUT/CANCELLATIONS

If a race is stopped due to inclement weather: 1) race finishes shall be scored according to points accumulated in the heat races; 2) main events started or completed before a race rainout is called shall be scored as they ran and/or finished; 3) the class that started their main shall be scored as they ran when the race was called for rain, 4) any classes not ran will run at the beginning of the next scheduled race event. All time constraints apply.

FLAGS:

The Race Director has the final say during an event how a black flag is called. He will take under advisement the opinions of the infield workers and flagman. The Race Director has the option to change the black flag designation at any time during the event. The scorekeepers shall keep track of black flag designations. Protests of the Race Director's decision may be asked for in writing and given to the Owner(s), Jeff Reese or Patrick McNabb before the event is over. It is the intent of the SDS Owner(s) to be fair to all racers, and to support the decisions made by the Race Director in the completion of his duties.

An explanation of black flags and how they affect points are as follows:

1) MECHANICAL BLACK FLAG

Displayed when something is mechanically wrong.

2) DISCIPLINARY BLACK FLAG

Displayed for flagrant driving violations. No points for the race in which the violation occurred.

3) BLUE AND YELLOW FLAG

This flag warns lapped traffic that another kart is approaching, and the lapped kart is to move up and out of the racing line for the duration of the race. Failure to move out of the racing line will result in last place points.

ROOKIE DECLARATION:

A driver will retain rookie status until they have competed in three points nights and will obtain a yellow ribbon on the back of car during those 3 races. Veteran Box Stock drivers shall be considered a rookie when advancing. Any driver moving from any kart class to any micro midget class will be declared a rookie as well.

CLASS ADVANCEMENT:

Any driver that advances to an older class bracket, that is considered a "move up" in class, at ANY EVENT held at SDS, will not be allowed to move back to the younger age bracket class they advanced from.

MULTIPLE ENTRIES:

Drivers shall be permitted to run multiple cars as long as they have the same driver, same number and have paid entry for both cars. No driver switches are allowed at all! All classes that switch drivers shall receive a hard zero for that night's event.

DRIVER'S MEETING:

Driver's meeting will start at approximately 7:00 pm and last approximately 15 minutes. Each driver is responsible for knowing the information presented during the driver's meeting. Ignorance is not an excuse.

SPONSORS:

SDS does not imply any kind of endorsement of sponsors displayed on participating karts/midgets. SDS will not regulate sponsor names or slogans unless such displays are considered by the owner(s) to be vulgar or inappropriate.

SDS EVENT POLICY:

The Owner(s) of Silver Dollar Speedway want to ensure a friendly/family orientated environment in which to conduct safe and competitive events; therefore, they will do whatever is necessary to fulfill this decree. The Owner(s) have the option to revisit and change rules and procedures in each class if problems are occurring. This is not protest-able.

Anyone at a SDS (i.e. general admission area, parking area, any restricted areas including the pits, track area, score tower) shall be subject to disciplinary actions by the race director, race officials, Owner(s) or a law enforcement agency representative if the a policy or any combination thereof contained within this rulebook are found to be in violation.

1) FIGHTING

- a. Absolutely no fighting will be tolerated! Profanity and obscene gestures will not be tolerated! Assignment of disciplinary measures is the responsibility of the Owner(s). Penalties can range from verbal warnings to expulsion from the track. Notification of Disciplinary action may be by phone, letter, or in person and shall take place before the next race event. Any person interfering with the Flagman, Race Director, Pit Steward, Score Keeper, Tech Official or any race official in the race program is subject up to and including expulsion. Race officials are empowered to assign disciplinary actions.
- b. Any racer or visitor that initiates or is involved in an altercation on SDS property will be escorted from the premises and the Owner(s) will place a trespassing warrant on persons involved, any driver involved with fighting will be suspended for the remainder of the year.

2) ALCOHOL/DRUGS

ABSOLUTELY NO ALCOHOLIC BEVERAGE WILL BE CONSUMED AT ANY TIME, BEFORE, DURING OR AFTER AN EVENT AT SILVER DOLLAR SPEEDWAY. USE, DISTRIBUTION, OR SALE OF ILLEGAL DRUGS AT ANY TIME SHALL BE CAUSE FOR IMMEDIATE AND INDEFINITE SUSPENSION.

3) SMOKING

Smoking is not allowed in any SDS building during operating hours.

4) PIT AREA

All participants will clean their respective pits before leaving the racetrack. This means everything (i.e. tear-offs, paper, candy wrappers, cans, etc.). Trash containers will be available at several locations in the pits. Disciplinary action may be taken by the Owner(s) for continuous violation of the clean-up rule. The Owner(s) will decide the punishment for infractions.

TRANSPORTATION VEHICLES

- 4.4.a. All transport vehicles (bikes, motorcycles, skateboards, ATV's) or any other motorized vehicle is not allowed in the pits without express consent from the race director. No bicycles, tricycles or battery-operated vehicles are allowed in the pit area unless they are for the handicapped.
- 4.4.b. Only kart/midget support vehicle and track worker's vehicles are allowed in the pit area. All other vehicles must park in the spectator's parking lot. Violation of this rule may result in disciplinary action against the driver of the pit area where the violation has been committed. The Owner(s) shall decide the punishment for the infractions.
- 4.4.c. A charged and operable Fire Extinguisher must be in all pit areas.

DEAD PITS:

Karts must be pushed to the starting grid and from the weigh-station to your pit area. A dead pit includes push vehicles. Push vehicles in the pit area may only be used to push midgets to and from the grid or scales. (Example: Do not use a push vehicle to go to the concession, get water or go to the bathrooms.) You must be 18 years old or older to drive a push vehicle. Push vehicles that appear to be racing onto the track or showing excessive speed may be expelled from the infield and not be allowed to push vehicles onto the race surface again. The speed limit for push vehicles in all areas of the pits is walking speed. A class, B class, and Unrestricted 600 Midgets and Restricted 600 Midgets are an exception to the dead pit rule: however, they must use the designated midget route and remain in their designated pit area. The speed limit for all midgets in all areas of the pits shall be walking pace. This includes the area along the south fence in the pit area and the road taken to exit the racing surface. Violation of pit speed rules shall result in a two week suspension (two hard zeros) and a hard zero for the night of the infraction. Violators may request an Owner of SDS to protest their punishment. Request must be made the night of the infraction and presented to any Owner, in writing, before midnight. Violator will be notified by a call, in person or by mail by one of the Owners.

GENERAL SAFETY TECH REMINDERS:

All tech officials are deemed SDS officials

INSPECTION:

The primary purpose of inspections is to establish that safety requirements have been met by each competitor prior to entering the track. Pre-race inspections include but not limited to chassis, helmet, neck brace, gloves, and fire suit. Pre-race tech does not guarantee post-race legality. **All safety equipment can be subject to inspection anytime during an event.**

Any safety tech failures will not result in point deductions or fines, however, must be fixed prior to the next race.

FOLLOWING RULES TO ALL CLASSES AT SDS:

- 1) All weights must be painted white and have the kart/midget number on them. All weights must be attached to kart and midget with grade 8 bolts and be pinned. Any weights single or stacked weighing more than 7 lbs must be fastened with at least two 5/16 minimum size grade 8 bolts and be pinned. If any weight that falls off a kart during a race event (heat or main), the driver shall receive a technical black flag. If your weight falls off your kart or midget during a race (heat or main) you may not weigh it with your kart in post weigh in.
- 2) All karts/midgets must have brakes to be able to brake both rear wheels equally and adequately.
- 3) All karts steering bolts and nuts including spindle bolts must be cotter keyed or safety wired any fastener (nut, bolt etc.) of a component that would enable movement or adjustment of spindles such as cater camber must be drilled for and utilized either cotter pin or safety wired. All master cylinder and caliper mounting bolts are to be cotter keyed and safety wired rear axle must snap rings installed on ends.
- 4) All car numbers must be legible from the tower and be non-prismatic.

EQUIPMENT DEEMED UNSAFE:

Any Kart/Midget or part that the race officials find to be unsafe may be impounded for review and/or inspection at a later time by SDS at the race officials' discretion.

PROTESTS:

Only written protests (forms will be provided at the grid) submitted to the Race Director or Pit Steward within 10 minutes after the last race of the race program will be accepted. The Race Director will state protest verdict within one hour of the race program conclusion or set a date that an answer will be stated. Only kart/midget drivers from the same class in which the protest infraction occurs may submit protests involving specific legality or driver conduct. Reference the rule book for rule infractions to cite in protest.

TECH IMPOUND AREA:

Driver must promptly exit impound area after placing midget/kart in impound. Pit crews or driver may not return to midget/kart after being placed in the impound area. Race Director or designee will give permission to enter impound area.

During the tech procedure if any representative of the Kart/Midget threatens or is out of control in the tech area, that Kart or Midget being teched, will fail and be disqualified for the night and punishment will follow the failed post-race penalties.

KART MOTOR TECH PROTEST:

Protest fee is \$100.00 and must be presented in cash to the SDS official (any Owner or the race director) before the main event starts and the protestor must be racing in that class (protestor must take green flag). Both karts will be impounded in scale house. The tear down will occur by the Tech inspector designated by SDS owner at an agreed upon time, if protested motor is found to be illegal, the protestor's motor shall be returned unopened and the \$100.00 (less the cost of tear down) will be returned to the protestor. If the protested motor is found to be legal the protestor's motor shall be torn down and \$100.00 less the cost of tear down will go to the protested. If either motor being found illegal will follow the failing post-race guidelines and will lose points and will be fined accordingly. Any refusal to a motor protest will follow the refusing to tech rule.

FUEL/OIL TECH:

Any competitors may be subject to random oil and fuel inspection at any time included in hot grid SDS officials reserve the right to draw oil or fuel for testing purposes prior to qualifying or racing.

Fuel will be teched by whatever means available by the tech personnel and tech is FINAL. Any car that fails fuel tech will follow the failing post-race penalties.

FAILED TECH INSPECTIONS:

Failing Post-Race Tech penalizes anyone caught cheating at any event (Points Race, Money Race, any Special Event, Parade Race, Top of Texas, Silver Dollar Shootout).

1st Offense - Will receive a 100-Point Penalty which will be deducted from the season total and up to a \$100.00 fine to be determined by the SDS Owner the decision will be made prior the next event.

2nd Offense – Loss of all accumulated points for the season and a \$100.00 fine payable

3rd Offense – Suspension from racing any class at SDS for the remainder of the season, a \$200.00 Fine, and loss of all accumulated point in all classes in which the driver participates. **All fines are to be paid prior to next race event and before participating in any class at SDS**

REFUSING TO TECH:

At any event (points race, money race and special event, Silver Dollar Shootout) any racer or representative of the car refusing tech will be penalized with a 200 point deduction from points earned during the racing season.

A \$100.00 fine to be paid prior to the next SDS Event (point race, money race, special event, or Silver Dollar Shootout). This includes class tech, and paid motor protest will also be applied.

Any combination of failing class tech, motor protest, or tech refusal will be counted towards the three strikes.

IMPOUNDED ITEMS:

Illegal Parts: Any engine or other component found to be illegal during the technical inspection may be impounded at the discretion of the Head Technical Inspector or Race Director for later inspection.

PRE-RACE PROCEDURES:

Registration will close at 7:00 p.m,sharp! Driver's meeting will start at 7:05 p.m. Racing starts at 7:30 p.m. Entries after 7:00 pm will start "scratch" in the heat races unless prior arrangements have been made with the chief of registration. Arrangements must be made for each event by calling or texting Kristal Reese.

RACE PROCEDURES:

Karts/midgets must be inspected before allowed to run on track. Tech inspectors will place a decal denoting compliance in a conspicuous place. No inspections will take place on race nights unless previous arrangements have been made with the class official.

Only drivers and track officials are allowed on track. Pit crews, parents, owners, other participants or fans are not allowed on the track at any time unless directed by the Race Director. Violators are subject to disqualification. SDS will provide the corner flagmen. You must be 18 years old to be in the infield unless signed in as a driver.

No one is allowed in the race area without the Race Director, or Pit Steward's prior consent. Infield workers will check in with the Race Director before they enter the race area. Any crew member or driver who violates this rule will have his/her kart/midget disqualified for the entire race event. It does not matter whether the offender's kart/midget is on the track or not. Parents in the infield shall not direct or signal their driver in any manner.

All competitors are expected to be on the pre-grid and in their starting order 5 minutes prior to their race. The track entry gate will close 90 seconds after the grid is released or the green flag is displayed. No late starts will be permitted. Once a driver or car owner has voiced to the grid that he/she is going to run scratch for a heat or main, it cannot be changed. They will be moved to the back of the line-up for the race they ask to run scratch in.

No hot lapping allowed unless designated by the race director. Drivers must remain in line up order.

The green flag to start the race will be displayed after the first row of micro midgets/karts passes the start line and the entire pack is properly lined up. The race will be yellow flagged if anyone jumps the start. The front row kart/micro midget that runs too fast a parade lap or jumps the start, in the opinion of the flagman or race director, will be sent to the back. This is not protest-able.

Races will be restarted after a yellow flag using the last completed lap by the leader. Under a yellow flag, lapped cars shall be put into line where they ran and not moved to the back unless the race officials feel they are unable to race with the field or are a danger to themselves or the rest of the field.

After the completion of the first lap, micro midgets will need to restart using the Texas Restart. Karts shall restart at the start line in turn four. The lead micro midget shall maintain a parade lap speed until exiting turn three. The Flagman and/or Race Director have the option to use an alternate starting method. The flagman has the option of sending the lead midget to the rear if they increase their speed before exiting turn three.

All kart/micro midgets that roll over shall go to the pits for a safety check. (A roll over is described as all four wheels are off the ground. This includes karts/micro midgets that roll onto their side). This is not protest-able. Points shall be assigned to the driver at the point in which they dropped out of the race to the conclusion of the race, provided they do not receive a black flag and they meet all other post-race requirements. Micro midgets and karts shall be teched before being allowed to continue the night's race program or any race program after a roll over.

Kart/Micro midgets that drive four wheels off the racing surface during a race shall re-enter the track in turns **two** or **four**. Drivers that re-enter the racing surface at any other point shall receive a mechanical black flag and last place points for that heat or main event providing they meet postrace requirements. This is not protest-able and is per our insurance regulations. Kart/Micro Midgets in the infield may re-enter the track in the back straight of way.

The Race Director has the option to modify the number of laps for a class due to kart/midget count or other circumstances. All classes shall be treated as equally as possible. Lap count guidelines are as follows: Box Stock - Heats 8 laps, Mains 10 laps. Winged Outlaws Young Guns – Heat 8 laps, Mains 10 laps. All Junior Open Wheel - Heats 10 laps, Mains 12 laps. Jr. Sportsman & Sportsman Champ – Heats 10 laps, Mains 12 laps. All Senior Open Wheel - Heats 10 laps, Mains 15 laps. Senior Champ – Heats 10 laps, Mains 15 laps. All Midgets - Heats 8 laps, Mains 15 laps.

The no restarts, no push back rule is in effect except for the following classes: Box Stock, Winged Outlaws Young Guns, Rookie Champ, Jr. Novice and Micro Midgets.

After a red flag, a pit crew member is allowed on the track to restart motors as directed by the Race Director. Pit crews or drivers are not allowed to work on karts/micro midgets during a red, yellow or green flag. **No working on karts on the track.**

Disabled karts/midgets must exit through the exit gate immediately after the conclusion of their race or will be required to stay in the infield during the next race. Micro Midget/karts in the infield should proceed to turn one and be ready to leave the race area when the race is over.

Karts/Micro Midgets are not allowed to exit through the grid gate. Exception is when kart/micro midgets are being removed by track officials.

A driver will be black flagged if he/she causes two cautions during the race except for Jr. Novice, Rookie Champ, Winged Outlaw Young Guns, and Box Stock who will be allowed 3 cautions. This is not protest-able. The charge of a yellow flag to a driver is at the race official's discretion. This is also not protest-able.

Drivers shall not get out of their kart/midget while on the track or in the infield to discuss the race with the track officials. Violators may be disqualified for the remainder of the event as determined by the Race Director.

If a caution is thrown after the white flag has been displayed the race will be considered over. The race will be scored according to the white flag lap with the kart/midget(s) charged with the caution put to the back of the white flag lap.

All kart/midgets must scale after each heat or main. All kart/midgets will be required to stop at the end of the exit ramp of the scale house before proceeding into the pit area. Failure to scale will result in a zero for that heat or main. This is not a hard zero and is droppable if it is one of the lowest nights at the end of the season.

FLAT KART CLASSES

Classes: Box Stock, Junior Novice, Junior 1, Junior 2, Senior Clone

BOXSTOCK

The Box Stock class is intended to provide an avenue for young, entry level go-kart drivers to learn karting safety, driving techniques, driving strategy, flag usage, and build self-assurance while in a competitive environment. This class is Time-Controlled for safety reasons. Silver Dollar Speedway (SDS) also wishes to keep this class an inexpensive entry level class that is fun and fair for all drivers and entertaining to the spectators. The Box Stock Class is not a sanctioned class, however, SDS has adopted several rules from a sanctioning body to establish safety requirements and provide for the orderly conduct of race events. Please direct your concerns or questions to the owners of SDS.

GENERAL: SDS general rules and procedures apply to this class.

1. AGE:

- a. Minimum age is the obtained age of 5. Driver must have had their 5th birthday before being allowed to compete.
- b. Maximum age is 8 years old. Age is determined by age on Dec. 31st of the previous year you are competing in.

2. MOTOR

- a. Harbor freight motor 6.5 horsepower 212cc OHV horizontal shaft gas engine harbor freight lot# 69730, 60363, 68120, or any current harbor freight motor with board approval.
- b. May only run air filter that was stock on muffler may modify for throttle clearance
- c. Exhaust system as came with stock motor. No Modifications Allowed.
- d. Drum clutch
- e. Governor intact. No Modifications Allowed.
- f. 19-22 second lap time will receive last place points. Under 19 seconds will be considered a breakout and will be Disqualified
- g. Spec gear 12/70

3. WEIGHT

- 4. 235 lbs. minimum

5. CHASSIS

- a. See information at end of section for Open Wheel Kart Classes at end of section.

6. BODIES

- b. Approved competition Junior Body by SDS tech officials
- c. No steering fairing allowed.

7. WHEELS & TIRES

- a. Any 5" or 6" aftermarket racing wheel.
- b. Open tire rule for this class only.
- c. Automotive gasoline only. 87 to 92 Octane Gas Only.

- 8. Veteran Box Stock drivers shall be considered rookies when advancing to another class.

SAFETY:

Please see list of Safety requirements and uniform requirements in the OPEN WHEEL KART CLASSES at end of section.

JUNIOR NOVICE

GENERAL: SDS general rules and procedures and NKA tech rules apply to this class.

1. AGE

- a. Minimum age is the obtained age of 5. Driver must have had their 5th birthday before being allowed to compete.
- b. Maximum age is 8 years old. Age is determined by age on Dec. 31st of the previous year you are competing in.

2. MOTOR

- a. Clone motor with a 1 hole .375 Red restrictor plate.
- b. Muffler mandatory

3. WEIGHT

- a. 250 lbs minimum with driver

4. CHASSIS

- a. See information for Open Wheel Karts

5. BODIES

- a. Approved competition Junior Body by SDS tech official
- b. No steering fairing allowed

6. WHEELS & TIRES

- a. Any 5" or 6" aftermarket racing wheel
- b. Open tire rule

7. FUEL

- a. 87 Octane GAS ONLY!

SAFETY:

Please see list of Safety requirements and uniform requirements in the OPEN WHEEL KART CLASS at end of the section.

JUNIOR 1 FLAT

GENERAL: SDS general rules and procedures and NKA tech rules apply to this class.

1. AGE

- a. The age for this class is the attained age of 8 with no previous experience (must have had 8th birthday) to 12 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in. (May be 7 with one years prior experience.)

2. MOTOR

- a. The NKA Clone Engine, no port or polish with a 1-hole green 425 restrictor plate and the weenie pipe.
- b. Muffler mandatory.

3. WEIGHT

- a. 265 lbs minimum with driver for flat head motor

4. CHASSIS

- a. See information for Open Wheel Karts

5. BODIES

- a. Approved competition Junior body by SDS tech officials
- b. No steering fairing allowed

6. WHEELS & TIRES

- a. Any 5" or 6" aftermarket racing wheel
- b. Open tire rule

7. FUEL

- a. 87 Octane GAS ONLY

SAFETY:

Please see list of Safety requirements and Uniform requirements in the OPEN WHEEL KART CLASS at the end of this section.

JUNIOR 2 FLAT

GENERAL: SDS general rules and procedures and NKA tech rules apply to this class.

1. AGE
 - a. The age for this class is the attained age of 11 (must have had 11th birthday) to 15 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
2. MOTOR
 - a. NKA Clone Motor
 - b. 1 HOLE .500 Purple Restrictor Plate
 - c. Muffler mandatory with weenie pipe
3. WEIGHT
 - a. 290 lbs minimum with driver
4. CHASSIS
 - a. See information for Open Wheel Karts
5. BODIES
 - a. Approved competition Body by SDS tech officials,
 - b. Steering Fairing allowed.
6. WHEELS & TIRES
 - a. Any 5" or 6" aftermarket racing wheel
 - b. Open tire
7. FUEL
 - a. 87 octane GAS ONLY

SENIOR PREDATOR FLAT

1. Motor Ducar 212cc. Sealed motor purchased from David Ulch at Pro Tech Body Shop 806-322-3900. Motor MUST be raced as it is out of the box.
2. Fuel same fuel as other clone classes.
3. Tires Open
4. Any clutch
5. Weight 365
6. Age 14 and up. 14 year old must have prior experience in a class with the approval of the owner.
7. ALL SAFETY RULES APPLY! See flat kart rules.

The following applies to all Flat Kart classes

(Box Stock, Junior Novice, Junior 1, Junior 3, Senior Clone)

SAFETY/GENERAL

1. A charged and operable fire extinguisher is required in ALL pits.
2. Kart Chassis:
 - a. Cotter keys, safety wire, double nut, lock nut (ny-locks) or lock washer on all bolts in the steering and brake system. Method listed in order of preference.
 - b. No sharp edges or protruding objects.
 - c. Nerf bars are mandatory.
 - d. Recommended monster bumpers - rear (tall and full width type bumpers)
 - e. Kart must be a production built, racing chassis.
 - f. Kart must have a JUNIOR racing body for Box Stock, Junior Novice, and Junior 1.
 - g. Steering fairing only allowed in Junior 3 and Senior classes.
 - h. Steel axels only. No titanium or aluminum axel allowed.
3. Protective Gear: MANDATORY
 - a. Helmet must comply with the 2020 NKA rules.
 - b. Racing neck collar with foam insert.
 - c. Gloves with palms made of leather.
 - d. Long sleeve jacket must be racing jacket or heavy jacket (as in Levi type) No nylon or sweat shirt type.
 - e. Long pants, heavy fabric, in good condition, no holes in the knees.
 - f. All hair must be encased in helmet and secured.
 - g. Shoes must cover entire foot and ankle. No sandals. High top shoes must be laced, buckled or secured as designed.
 - h. ***Chest protectors are mandatory for drivers under 13 years old and must be approved by the insurance.***
 - i. Driving or racing suit is optional. One or two piece heavy weight, abrasion resistant racing driving suit may be used in place of long pants and long sleeve jacket.
4. Ballast/Weights:
 - a. All weights must be painted white and have the kart number on them.
 - b. All weights must be attached to kart with 5/16" (minimum size) grade 8 bolts and be pinned.
 - c. No weights allowed on driver.
 - d. No weights allowed on nerf bars or rear bumpers.
 - e. Weights exceeding or stacked over 7 lbs shall incorporate usage of at least two 5/16" (minimum size) grade 8 bolts and be pinned.
5. Kart Appearance:
 - a. Karts must have legible numbers and must be visible from the tower.
 - b. Numbers must be visible from both sides and the front of the kart and have a contrasting background to number color.
 - c. No prismatic numbers allowed.

KAGE/ OUTLAW KART CLASSES

CLASSES: Rookie Champ, Junior Sportsman, Junior Champ, Senior Champ

ROOKIE CHAMP/ YOUNG GUNS (KAGE)

GENERAL: SDS general rules and procedures and NKA tech rules apply to this class.

1. AGE

a. The age for this class is the attained age of 5 (must have had 5th birthday) to 8 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.

2. MOTOR

a. AKRA restricted Clone, must run 1-hole .375 Red” restrictor plate between carburetor and manifold. Restrictor may not be altered in any way. Must use gasket between restrictor and manifold. Any size pipe with a muffler and it must be wrapped and wired.

Open Clutch Rule. Main chain guards are mandatory on engine and rear sprocket.

3. WEIGHT

a. 250 lbs with driver

4. CHASSIS

a. Follow NKA guidelines and may run Jr. Sportsman or Champ kart chassis in this class

5. BODIES

a. Follow NKA guidelines. Open Tire Rule. For safety and Gear please see end of section.

6. 87 Octane Gas Only

JUNIOR SPORTSMAN / OUTLAW JR 1 (KAGE)

GENERAL: SDS general rules and procedures and NKA tech rules apply to this class.

1. AGE: The age for this class is the attained age of 5 (must have had 5th birthday) to 8 years old.
Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
2. Motor: AKRA restricted clone, must run 1-hole .425 green restrictor plate between carburetor and manifold. The restrictor may not be altered in any way. Must use gasket between restrictor and manifold.
3. Clutch: Open Clutch Rule Applies.
4. Weight: 265 lbs. with driver.
5. Chassis: Follow NKA guidelines and may run Jr. Sportsman or Champ Kart Chassis in this class.
6. Bodies: Follow NKA guidelines.
7. Tires: Tires and Wheels 5" or 6" Open Tire rules.
8. Muffler: Stage 1, 2, and 3 pipe with muffler. Pipe must be wrapped and bolts must be wired.
9. Fuel: 87 Octane gas Only.

OUTLAW JUNIOR 2 (KAGE)

1. The age for this class is the attained age of 7 (must have had 7th birthday) to 11 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
2. Run Clone Motor with a 1 hole purple 550 restrictor plate.
3. Clutch: Open Clutch Rule
4. Weight: 290 lbs. with driver .
5. Chassis: Follow NKA guidelines and may run Jr. Sportsman or Champ Kart Chassis in this class.
6. Bodies: Follow NKA guidelines.
7. Tires: Tires and Wheels 5" or 6" Open Tire rules.
8. Muffler: Stage 1, 2, and 3 pipe with muffler. Pipe must be wrapped and bolts must be wired.
9. Fuel: 87 Octane gas Only.

OUTLAW JUNIOR 3 (KAGE)

1. The age for this class is the attained age of 10 (must have had 10th birthday) to 14 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
2. Run Clone Motor with an unrestricted plate.
3. Clutch: Open Clutch Rule
4. Weight: 320 lbs. with driver.
5. Chassis: Follow NKA guidelines and may run Jr. Sportsman or Champ Kart Chassis in this class.
6. Bodies: Follow NKA guidelines.
7. Tires: Tires and Wheels 5" or 6" Open Tire rules.
8. Muffler: Stage 1, 2, and 3 pipe with muffler. Pipe must be wrapped and bolts must be wired.
9. Fuel 87 Octane Only

JUNIOR CHAMP (KAGE)

GENERAL: SDS general rules and procedures and NKA tech rules apply to this class.

1. AGE

- b. The age for this class is 11 to 15 years of age. Ages are based on attained age or age as of Dec. 31 of the previous year you are competing in. (A 10-year-old driver with driving experience may advance to this class with the approval of the Board of Directors).

1. MOTOR

- c. Clone Motor with a unrestricted plate
- d. Muffler mandatory

2. WEIGHT

- e. Briggs OHV Stock Animal: 325 lbs with driver

3. CHASSIS

- f. Follow NKA guidelines may run Jr. Sportsman chassis as long as driver has not outgrown kart as per tech inspection. This pertains specifically to the following NKA rules:
 - There must be a 3 inch minimum gap from the top of the helmet to the top of the roll cage.
 - The seat must not be laying over the front plane of the rear axle of the kart.

4. BODIES

- g. Follow NKA guidelines. NO METAL BODIES.

5. WHEELS & TIRES

- i. Any 5" or 6" aftermarket racing wheel
- j. Any aftermarket racing tire.

6. FUEL

- k. 87 octane GAS only

7. SAFETY

- l. SFI fire rated jacket mandatory.
- m. Helmet must comply with the 2018 NKA Rules.
- n. Commercial manufactured arm restraints required.
- o. All karts must have commercially manufactured 5 point safety restraints attached to the frame
- p. Kill switch mandatory in reach of driver.

SENIOR CHAMP (KAGE)

GENERAL: Unless specifically outlined below, NKA tech rules and TSK general and safety rules govern this class.

1. AGE

- a. The age for this class is 14 years of age with 2 years driving experience. Ages are based on attained age or age as of Dec. 31, of the previous year you are competing in with Board Approval.

2. MOTOR

- a. Blue Wazoom OHV "Sealed" Animal. See NKA for further specs, must be approved by TSK tech official. Must be sealed by authorized dealer of Uncle Franks with the exception of a few motors already in use. See TSK board.

The following applies to all Kaged Kart Classes

(Rookie Champ, Junior Sportsman, Junior Champ, Senior Champ)

SAFETY/GENERAL

1. A charged and operable fire extinguisher is required in ALL pits.
2. Chassis:
 - a. Chassis:
 - i. Cotter keys, safety wire, double nut, lock nut (ny-locks) or lock washer on all bolts in the steering and brake system. Method listed in order of preference.
 - ii. No sharp edges or protruding objects.
 - iii. Any production built racing frame allowed. No yard karts.
 - iv. Frame must be made of steel. No aluminum or titanium.
 - v. No part of the kart chassis may be adjusted while kart is in motion.
 - b. Bumpers and Nerf Bars:
 - i. Front and rear bumpers are mandatory, minimum 3/4" to maximum 1" O.D. tubing, may not exceed past the outside of tires.
 - c. Roll Cages:
 - i. Must be production-built roll cage.
 - ii. Any roll bar padding must be fire retardant. No plumbing insulation.
 - iii. Minimum 3" clearance between helmet of driver and top of roll cage.
 - d. Seat:
 - i. High back aluminum or fiberglass seat required. Must extend above top of driver's shoulders.
 - ii. Seat must be mounted to allow 6" clearance from driver to left side nerf bar.
 - e. Steering:
 - i. Steering wheel must be equipped with a quick release devise.
 - ii. Quick release device must be bolted to steering wheel with drilled bolts and safety wired together.
 - f. Brakes:
 - i. All karts shall have pedal operated brakes, operating in such a manner to brake the axle adequately.
 - ii. No scrub brakes permitted.
 - iii. All brake caliper bolts, master cylinder bolts, and master cylinder pins must be cotter pinned or safety wired so that both cannot unscrew, allowing the brake disc to fall out.
 - iv. Disc brakes are mandatory on rear axle and must be operational.
 - v. Karts running fiberglass seats must have a rotor guard mounted on caliper housing between brake rotor and seat.
3. Bodies:
 - a. Body must be complete. This includes side panels and floor pan. Feet must be protected with nose cone or tubing.
 - b. Body may be fiberglass or non-splintering plastic. Front wheels must be exposed.
 - c. Tail is optional
 - d. Drivers will be responsible to see that their karts have no sharp edges or protrusions that will injure a competitor or themselves
 - e. Hood is required

- f. Top wings will not be allowed in this class.
6. Axle:
 - a. Must be live axle kart only.
 - b. Axle must be steel. NO TITANIUM AXLES OR ALUMIUM AXLES.
 - c. Axle may NOT extend past outside of rear tires.
 - d. Snap ring required on end of axle to prevent hub loss.
7. Drive Train:
 - a. Any shoe or dry disk clutch allowed.
 - b. Chain guards are mandatory on engine and rear sprocket.
8. Additional safety items:
 - a. All karts will be inspected by safety tech initially and randomly. Safety tech has final work. All competitors must comply with Tri-State Karting and Tri-State Speedway rules in order to compete.
 - b. All karts must have commercially manufactured 5-point safety restraints securely attached to the frame. MANDATORY
 - c. All karts must have commercially manufactured arm-restraints. Restraints must be attached to the driver's safety harness, not the steering column. MANDATORY
 - d. A kill switch mounted inside kart within driver's reach is MANDATORY.
9. Protective Gear: MANDATORY
 - a. Helmet must comply with 2018 NKA Rules.
 - b. SFI rated neck brace or collar. Helmet restraints recommended but not required. (Hans, Hudgens or D-Cell)
 - c. Leather palm gloves required. Prefer fire resistant SFI 3.2 A/1 gloves.
 - d. Fire resistant SFI rated jacket is mandatory and required to race. The SFI 3.2 A/1 racing suit is recommended but not required.
 - e. Long pants, heavy fabric, in good condition, no holes in the knees.
 - f. All hair must be encased in helmet and secured.
 - g. High top shoes. Shoes must cover ankle area. Shoes must be laced, buckled, or secured in the manner in which they were designed. (Long socks recommended to protect ankle area)
10. Ballast/Weights:
 - a. All weights must be painted white and have the kart number or driver's name on them.
 - b. All weights must be attached to kart with 5/16" (minimum size) grade 8 bolts, with locknut, and be pinned.
 - c. No weights allowed on driver.
 - d. No weights allowed on nerf bars or rear bumpers. Weights exceeding 7 lbs shall incorporate usage of at least two 5/16" (minimum size) grade 8 bolts and be pinned.
11. Kaged Kart Appearance:
 - a. Karts must have legible numbers of at least 6" in height.
 - b. Numbers must be visible from all four sides of the kart and have a contrasting background to number color.
 - c. All numbers must be registered with SDS.
 - d. No prismatic numbers allowed.

Rules for the 125/250/250F/500 may be changed at anytime by the SDS Owner for the safety of the driver.

125 OUTLAW

1. Single cylinder, two cycle, single carburetor motorcycle dirt bike engine not to exceed 135cc displacement. Stock OEM Stroke. NO slipper clutches.
2. Must run gas only. Race gas is OK. No ALCOHOL OR FUEL ADDITIVES.
3. Weight with driver shall be a minimum of 370 pounds.
4. Age 10 and up.
5. All racers must run a spec'd right rear tire. Racers have the option of running Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch 50 or above on a durometer.
- 5....No prepping or doping the right rear "spec'd" tire.

250 cc 2-STROKE

1. Single cylinder, two cycle, single carburetor motorcycle dirt bike engine not to exceed 265cc displacement. Stock OEM Stroke. No slipper clutches.
2. Must run GAS only. Race gas is OK. No fuel additives or alcohol
3. Weight with driver shall be a minimum of 420 pounds
4. Age 13 and up.
5. All racers must run a spec'd right rear tire. Racers have the option of running a Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 Right rear tires. Right rear tires must punch 50 or above on a durometer.
6. No prepping, sipping, grinding or doping the right rear "spec'd" tire.

250F 4-STROKE

1. No overbore, some manufactures have different cylinders A,B,C etc. If it falls within the parameters of OEM specs you are ok.
2. Stock Stroke
3. No Slipper Clutches
4. Carb. Or fuel injected is legal, single carb only
5. No porting, no welding of ports, no port angle changes, etc.
6. No lightening of flywheels
7. Must run gas only. Race gas is OK. No additives or alcohol
8. Any pipe allowed as long as it is not a safety issue, (protruding outside of nerf bars, etc.)
9. Gear removal will be a non-tech item
10. Beadlock required on right rear
11. Weight 420 pounds
12. Age 13 and up.
13. All racers must run a spec'd right rear tire. Racers have the option of running Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch 50 or above on a durometer.
14. No prepping, siping, grinding, or doping the right rear "spec'd" tire.

PRO OPEN OUTLAW

1. Single cylinder, 550cc max, single carburetor Two-cycle or Four-cycle motorcycle dirt bike engines are accepted. NO TURBO CHARGERS ALLOWED!
2. Weight with driver shall be minimum of 450 pounds.
3. Age 15 and up.
4. All racers must run a spec'd right rear tire. Racers have the option of running Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch 50 or above on a durometer.
5. No prepping, sipping, grinding or doping the right rear "spec'd" tire.
6. Must run gas only. Race gas is OK. No fuel additives or Alcohol

OPEN OUTLAW 35 AND OVER

1. Single cylinder, 550cc max, single carburetor two-cycle or four cycle motorcycle dirt bike engines are accepted. NO TURBO CHARGERS ALLOWED!
2. Weight with driver shall be a minimum of 450 pounds.
3. 35 years of age and over
4. All racers must run a spec'd right rear tire. Racers have the option of running Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch 50 or above on a durometer.
5. No prepping, sipping, grinding, or doping the right rear "spec'd" tire.
6. Must run gas only. Race gas is OK. No fuel additives or alcohol.

The following applies to the Winged Outlaw Karts

SAFETY & GENERAL INFORMATION

1. A charged and operable fire extinguisher is required in all pits.
2. Chassis- Kart chassis (winged outlaw and caged)

a. General:

- i. Cotter keys, safety wire, double nut, lock nut (ny-locks) or lock washer on all bolts in the steering and brake system. Method listed in order of preference
- ii. No sharp edges or protruding objects
- iii. Any production built racing frame allowed. No yard karts
- iv. Frame must be made of steel no aluminum or titanium
- v. No part of the kart chassis may be adjusted while kart is in motion

b. Bumpers and Nerf Bars

- i. Front and rear bumpers are mandatory, minimum $\frac{3}{4}$ " to maximum 1" O.D. tubing, may not exceed past outside of tires
- ii. Bumpers and nerf bars must have rounded ends, no sharp edges allowed. Recommended monster Bumpers rear (tall and full width bumpers)

c. Roll Cages

- i. Must be production-built roll cage, and must have a fairing or hood on the front of the kart.
- ii. Any roll bar padding must be fire retardant. No plumbing insulation.
- iii. Minimum 3" clearance between helmet of driver and top of roll cage.

d. Seat

- i. High back aluminum or fiberglass seat required. must extend above top of driver's shoulders
- ii. Seat must be mounted to allow 6" clearance from driver to left side of nerf bar.

e. Steering

- i. Steering wheel must be equipped with a quick release device.
- ii. Quick release device must be bolted to steering wheel with drilled bolts and safety wired together

f. Brakes

- i. All karts must have pedal operated brakes, operating in such manner to brake the axle adequately
- ii. No scrub brakes permitted
- iii. All brake caliper bolts, master cylinder bolts, and master cylinder pins must be cotter pinned or safety wired so that both cannot unscrew, allowing the brake disc to fall out.
- iv. Disk brakes are mandatory on rear axle and must be operational
- v. Karts running fiberglass seats must have a rotor guard mounted on the caliper housing between brake rotor and seat

3. Bodies

- a. Body must be complete. This includes side panels and floor pan, feet must be protected with nose cone or tubing.
- b. Fiberglass or non-splintering plastic- front wheels must be exposed
- c. Tail is optional
- d. Drivers will be responsible to see that their karts have no sharp edges or protrusions that will injure a competitor or themselves
- e. Hood is required
- f. Anyone running in this may run with a top wing or without a top wing, however whatever you start with for the race night is what you end with for the race night. The only exception is if a wreck prevents ending with what you started the race night with.

4. Axle

- a. Must be live axle kart only
- b. Axle must be steel. NO TITANIUM OR ALUMINUM AXLES
- c. Axle may NOT extend past outside of rear tires
- d. Snap ring required on end of axle to prevent hub loss

5. Drive Train

- a. Any shoe or dry disk clutch allowed
- b. Chain guards are mandatory on engine or rear sprocket

6. Additional Safety Items

- a. All karts will be inspected by safety tech initially and randomly. Safety tech has final word. All competitors must comply with Silver Dollar Speedway rules in order to compete.
- b. All karts must have commercially manufactured 5-point safety restraints securely attached to the frame. MANDATORY
- c. All karts must have commercially manufactured arm restraints. Restraints must be attached to driver's safety harness, not the steering column. MANDATORY
- d. A kill switch mounted inside kart within driver's reach is MANDATORY

7. Protective Gear

- a. Helmet must comply with 2018 NKA rules
- b. SFI rated neck brace or collar. Helmet restraints recommended but not required
- c. Leather palm gloves required. prefer fire restraint SFI 3.2 A/1 gloves
- d. Fire resistant SFI rated jacket is mandatory and required to race. The SFI 3.2 A/1 racing suit is recommended but not required.
- e. Long pants, heavy fabric, in good condition, no holes in the knees.
- f. All hair must be encased in helmet and secured.
- g. High top shoes, shoes must cover ankle. Shoes must be laced, buckled or secured in the manner in which they were designed. (long socks recommended to protect ankle area)

8. Ballast/Weights

- a. All weights must be painted white and have the kart number or driver's name on them.
- b. All weights must be attached to kart with 5/16" grade 8 bolts with lock nut and be pinned. c.

No weights allowed on driver

- d. No weights allowed on nerf bars or rear bumpers. Weights exceeding 7 lbs shall be incorporated usage of at least tow 5/16" grade 8 bolts and be pinned

9. Kaged Kart Appearance

- a. Karts must have legible number of at least 6" in height
- b. Number must be visible on 3 sides of the kart and have contrasting background to number color
- c. No prismatic numbers allowed

MICRO MIDGET CLASSES

Classes: B Class, Restricted 600 Class, A Class Non-wing, A Class

B CLASS NON-WING MIDGETS

GENERAL: SDS general rules and procedures apply to this class.

1. AGE
 - a. Age is 10 years and up with 1 year driving experience, excluding Box Stock or Rookie Champ. (must be attained age of 10).
 2. MOTOR
 - a. Kawasaki Ninja EX 250 four-cycle inline two cylinder motor.
 - 2.a.i. No modifications allowed.
 - 2.a.ii. Must be stock.
 - 2.a.iii. Stock carburetor.
 - 2.a.iv. No aftermarket ignitions allowed.
 - 2.a.v. Charging systems must be hooked up and working at all times.
 - 2.a.vi. Stock transmissions only
 3. WEIGHT
 - a. 675 lbs minimum with driver
 4. FUEL
 - a. Gasoline only.
No E85 or Ethanol allowed
 - b. No other additives allowed.
-

Silver Dollar Speedway General Rules / Procedures and NOW600 Rules Apply to the Following Classes:

RESTRICTED 600 MIDGETS

Reference the attached NOW600 Rule Book for 2020

A CLASS MIDGETS

Reference the attached NOW600 Rule Book for 2020

A CLASS/ NON-WING MIDGETS

Reference the attached NOW600 Rule Book for 2020

The following applies to all Midget/Micro Classes

(B Class, Restricted 600, A Class Non wing, A Class)

SAFETY/GENERAL

1. A charged and operable fire extinguisher is required in ALL pits.
2. A Class, B Class, and Restricted 600 classes are not subject to combining for small classes.
3. **Safety Equipment:**
 - a. All cars must be equipped with a 5-point seat belt system. All latches must be metal to metal. All belts must be in good working order, to be decided by safety tech. Excess seat belt material shall not be cut. It is to be taped or rolled up and cable tied.
 - b. Arm restraints are mandatory AND must be adjusted as to keep the driver's hands below the top of the roll cage.
 - c. Helmets must be Snell 2010 or newer and be full coverage.
 - d. All drivers shall wear a name brand flame-retardant uniform.
 - e. Gloves must be SFI rated. MANDATORY
 - f. All drivers shall wear a neck brace or head and neck restraint system when on the racing surface.



NOW600 Rule Book for 2020

This booklet contains the official car specifications for all sanctioned events of the National Open Wheel 600 Series.

****RACEivers are MANDATORY to race in a National Open Wheel 600 Series Sanctioned Event.***

SECTION I: CAR SPECIFICATIONS

1.1 - Appearance: All cars should be painted. Cars will be clean prior to heat races. Any damage to a car will not cause disqualification but must be repaired prior to the next night's racing. The exception to this will be a car with damages deemed to be a safety issue by track officials.

1.2 - Body: All cars must have complete bodies. The intent of this rule is to eliminate any add-on panels of any type which could be considered an airfoil or sideboard. The area behind the driver (a frame area) cannot be enclosed at all unless it has a behind the driver radiator. Panels to be flat with no more than 1" flap not to exceed 45 degrees.

1.3 - Brakes: Type optional. No hand operated brakes allowed, unless approved by NOW600 officials. Brakes must be sufficient strength to slide wheels or stop the car while in motion.

1.4 - Bumpers: Car must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge or the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. Bumpers must be securely mounted (no zip ties, pop rivets, etc.)

1.5 - Nerf Bars: All cars must be equipped with nerf bars. Left side nerf bars may extend no more than one inch past the left rear. Right rear nerf bar must not extend past outside edge of tire. Nerf bars must be securely mounted (no zip ties, pop rivets, etc.)

1.6 - Chain guards: Chain guards will be installed on all cars where chains are exposed to the driver and/or other participants. The chain guard, using a minimum of .090 aluminum material or equivalent, will run on top of the chain from front of front sprocket to the vertical centerline of the rear sprocket. The guard must be installed in such a manner that the driver cannot touch the chain and/or sprockets while sitting in the driver's seat.

1.7 - Driver's compartment: No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit with exception of the steering wheel hub. Go/No Go gauge must pass through right side. Fire Walls: There must be a metal fire wall between the driver and engine compartment isolating driver from engine compartment for YOUR safety. Minimum specifications are: Steel-24 gauge and aluminum-.0625 thick Floors and belly pans: Cars must have an under pan extended from the front of the seat to a place forward of the driver's feet on top of cross members and lower frame rails.

1.8 - Frame: Type optional. No aluminum

1.9 - Fuel: See class rule

1.10 - Fuel tank: Type optional. All cars are mandatory to have either a bladder or safety cells. This is for YOUR DRIVER'S protection. Fuel cell must be securely mounted. Tanks used in qualifying must be used for all events. No flammable liquids in cooling system.

1.11 - Fuel System: A fuel shut off valve at the rear of the car is mandatory and must be marked on the body for safety crews. A fuel cut-off safety switch is highly recommended but not required for all cars with an electric fuel pump. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

1.12 - Electric's and Electronics: On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional. No radio communication is allowed with the car or the driver. No mirrors allowed.

1.13 - Mufflers are MANDATORY! Any type as long as it gets the car to 100 decibels. If a muffler falls off the car or is not mounted in its correct spot, that car will be DQ'd for that race.

1.14 - Numbers: All cars must have legible numbers painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose and nose wing, 10" on each side of the tail and 12" on the wing. Numbers must be separated from advertising, so they will be readable. No prismatic numbers will be allowed on the cars. If the scorers cannot read your numbers, you will be required to change them before next race. Cars must have the same number on all parts of car. Cars without wings must have number plates a minimum of 6" x 8" on right side of roll cage.

1.15 - Nuts and Bolts: All nuts and bolts and component parts of car's suspension system, chassis, and running gear must be secured with either, lock nuts, lock washers, cotter keys, or safety wire except wheel nuts when using quick change hubs. All axles must be pinned to not allow axle nut to back off.

1.16 - Radiator: Type optional

1.17 - Roll Cage: Roll cages shall be at least 1" .062 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

1.18 - Ballast: Any material used for ballast must be firmly attached as a part of the car's structure. No liquid or loose ballast such as water, fuel, oil, sand bags, rocks, log chains etc. allowed. Seats: Type optional

1.19 - Steering: Front wheels must be connected by a solid or tubular tie rod

1.20 - Throttle: Must be foot operated

No electronic traction device.

1.21 - Stock is defined as factory delivered specifications. All gaskets are to be in place and be of O.E.M. specifications.

1.22 - Advance Timing is allowed in all classes.

SECTION II: SAFETY EQUIPMENT

2.1 - Arm restraints: Use is mandatory. Must be adequate to keep driver's hands below roll cage.

2.2 - Drivers helmet: Must be full head coverage, condition to be one of three latest SNELL approved.

2.3 - Driver's uniform: Must wear a name brand flame retardant uniform. High top tennis shoes or wrestling shoes are acceptable.

2.4 - Neck brace: Mandatory. Cage net or seat mounted head-rest required unless wearing an approved immobilization device (i.e. Hans's device)

2.5 - Gloves: SFI rated driving gloves are mandatory.

2.6 - Seat belts and shoulder harness: Seat belts must be securely attached to the car and used at all time. Metal to metal latches only. 5 point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three years old. (Example: Oct 05 may be used in 2006, 2007, and 2008)

2.7 - It is mandatory to install a cross brace on the frame behind the seat to support the shoulder harness.

2.8 - Any driver requiring medical attention as a result of an accident while participating at NOW600 Series must obtain a written release from the attending physician before being allowed to race again.

2.9 - All mechanically operated devices must be mounted below the driver's shoulders for safety.

2.10 - Quick release pins are recommended in wing H for easy removal in emergencies.

SECTION III: TIRES AND WHEELS

ASCS2 Stamped Hoosier Right Rear MANDATORY. See class rules for more information.

SECTION IV: FUEL

Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by NOW600 officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

NOW600 Restricted 'A' Class Rules for 2020

1. AGE: Drivers age 8 to 16 may compete in the Restricted Class. (A driver whose 16th birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday. Racing season starts February 1st.)

2. ROLL CAGE: Roll cages shall be at least 1" .062 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

3. ELECTRIC'S AND ELECTRONICS: On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional. No radio communication is allowed with the car or the driver.

4. FUEL: Class "A" 600cc powered cars may run methanol. Upper end lubricants are allowed. NITRO products are NOT allowed.

5. WEIGHT: 725lbs minimum with driver at the conclusion of the race.

6. COCKPIT: Absolutely no cockpit adjusters (shocks, wing, jacob's ladder, panhard bars etc.) are allowed. Panhard adjusters can be bolted to not allow driver to adjust during competition. All shock adjusters must be completely out of the car not only disconnected.

7. SUSPENSION: TREAD; MAX 50". MINIMUM 32", center to center of tires. WHEELBASE; max 70" min 50", center of front axle to center of rear axle. STEERING; front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

8. SHOCKS: Any shock absorber legal, except no cockpit adjustable shocks.

9. TIRES: ASCS2 Stamped Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 50 or harder no later than five minutes after the checkered flag.

10. BODIES: All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24-gauge steel or .0625: aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. The minimum opening on the right side of the car will be 14" from the top of the roll cage to the top of the mud guard or sissy bar and 16" minimum from the front down tube to the back. All mechanically operated devices must be mounted below the driver's shoulders for safety. No mechanical, electrical or hydraulic adjustments will

be allowed in the cockpit area on multi-cylinder cars. If you chose to have an inside pan hard adjuster, it must be bolted to where it cannot be moved during a race by the driver. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

11. TRANSMISSION: Four-cylinder motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the drivers compartment. Shift levers may mount outside the driver's compartment on opposite side of car from the chain drive. Chain guards will be made of .090-inch-thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

12. WINGS: 10 square ft. max, left sideboard 24" x 48", right sideboard 18" x 48", nose wing 18"x 24" max. Offsets are allowed. Nose wings cannot exceed 8 ½" tall or 21" long.

13. ENGINE: 600cc 4-cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A. No current year production engines. Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting. Valve seat inserts may be reworked. Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or aftermarket shims. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted. Cylinder head gaskets may be replaced only with original equipment manufacturer's stock parts (All 3 layers of the head gasket must be used). All other gaskets may be replaced with duplicate aftermarket parts. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. Fuel injection engines can run carburetors. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve. Injection must be OEM, stock OEM throttle bodies no mixing manufacturers (i.e. Suzuki on Suzuki, Yamaha on Yamaha etc.) with OEM Boots in place. Modification of oil pan & pick up allowed or aftermarket ok. Modification to thermostat cover allowed or aftermarket ok. Modification to water pump Cover allowed or aftermarket ok. Any air box, stock appearing CDI, aftermarket washable replacement air filter. Any 600cc OEM CV carburetors (no flat slides allowed). Stock ECU, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. Joes Racing Product Tulsa Shootout Carb Adapter (they will be labeled with TSO.) Restrictor Plate must be King Racing Product Restrictor Plate .750" inside diameter. No exception. Any tampering with or altering will result in disqualification.

All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers.

No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.

NOW600 Winged A-Class Rules for 2020

1. AGE: *Drivers ages 12 and up may compete in the A-Class.*

2. ROLL CAGE: Roll cages shall be at least 1" .062 wall thickness, or 1 1/8" .065 wall thickness, or 1 1/4" .065 wall thickness. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have efficient front and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

3. ELECTRIC'S AND ELECTRONICS: On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional. No radio communication is allowed with the car of the driver.

4. FUEL: Class "A" 600cc powered cars may run methanol or gasoline. Upper end lubricants are allowed. NITRO products are NOT allowed.

5. WEIGHT: *775lbs minimum with driver at the conclusion of the race.*

6. COCKPIT: Absolutely no cockpit adjusters (shocks, wing, jacob's ladder, panhard bars etc.) are allowed. Panhard adjusters can be bolted to not allow driver to adjust during competition. All shock adjusters must be completely out of the car not only disconnected.

7. SUSPENSION: Tread; max 50". Min 32", center to center of tires. Wheelbase; max 70" min 50", center of front axle to center of rear axle. Steering; front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

8. SHOCKS: Any shock absorber legal, except no cockpit adjustable shocks on multi cylinder cars.

9. TIRES: ASCS2 Stamped Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 50 or harder no later than five minutes after the checkered flag.

10. BODIES: All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24 gauge steel or .0625" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. The minimum opening on the right side of the car will be 14" from the top of the roll cage to the top of the mud guard or sissy bar and 16" minimum from the front down tube to the back. All mechanically operated devices must be mounted below the driver's shoulders for safety. No mechanical, electrical or hydraulic adjustments will be allowed in the cockpit area on multi cylinder cars. If you chose to have an inside pan hard adjuster it

must be bolted to where it cannot be moved during a race by the driver. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

11. TRANSMISSION: Four-cylinder motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the drivers compartment. Shift levers may mount outside the driver's compartment on opposite side of car from the chain drive. Chain guards will be made of .090-inch-thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

12. WINGS: 10 square ft. max, left sideboard 24" x 48", right sideboard 18" x 48", nose wing 18"x 24" max. Offsets are allowed. Nose wings cannot exceed 8 ½" tall or 21" long.

13. ENGINE: 600cc, NO 636's, 4-cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A No current year production engines. Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, or blueprinting. Valve seat inserts may be reworked. Valve springs may be shimmed with standard or aftermarket shims. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Cylinder head gaskets may be replaced only with original equipment manufacturer's stock parts (All 3 layers of the head gasket must be used.) All other gaskets may be replaced with duplicate aftermarket parts. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed. Transmission gears may be shimmed only for the purpose of proper engagement. Standard on aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. Electronic fuel injection allowed, no mechanical injection. Must be stock throttle body. No mixing manufactures (i.e. Suzuki on Suzuki, Yamaha on Yamaha.) Fuel injection engines may run carburetors. Injected with power commander allowed gas or alcohol. NO timing modules allowed. Fuel injection engines running carbs may change all fuel metering devices to tune fuel curve, Billet intake boots allowed. Modification of oil pan & pick up allowed or aftermarket ok. Modification to thermostat cover allowed or aftermarket ok. Modification to water pump cover allowed or aftermarket ok. Any air box, stock appearing CDI, aftermarket washable replacement air filter, power commander on fuel injection models only. Any 600cc OEM CV carburetors (no flat sides allowed Stock ECU, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. Fuel cell securely mounted. Tank used for heats must remain for all events. NO flammable liquids allowed in cooling systems.

EFFECTIVE 2020 RACE SEASON: All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers.

No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.

NOW600 Stock Non-Wing Rules for 2020

1. AGE: Drivers ages 12 and up may compete in the Non-Wing class.

2. ROLL CAGE: Roll cages shall be at least 1" .062 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromyl steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have efficient front and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

3. ELECTRIC'S AND ELECTRONICS: On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional. No radio communication is allowed with the car of the driver.

4. FUEL: Class "A" 600cc powered cars may run methanol or gasoline. Upper end lubricants are allowed. NITRO products are NOT allowed.

5. WEIGHT: 750lbs minimum with driver at the conclusion of the race.

6. COCKPIT: absolutely no cockpit adjusters (shocks, wing, jacob's ladder, panhard bars etc.) are allowed. Panhard adjusters can be bolted to not allow driver to adjust.

7. SUSPENSION: Tread; max 50". Min 32", center to center of tires. Wheelbase; max 70" min 50", center of front axle to center of rear axle. Steering; front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

8. SHOCKS: Any shock absorber legal, except no cockpit adjustable shocks on multi cylinder cars.

9. TIRES: ASCS2 Stamped Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 50 or harder no later than five minutes after the checkered flag.

10. BODIES: All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24 gauge steel or .0625" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. The minimum opening on the right side of the car will be 14" from the top of the roll cage to the top of the mud guard or sissy bar and 16" minimum from the front down tube to the back. All mechanically operated devices must be mounted below the driver's shoulders for safety. No mechanical, electrical or hydraulic adjustments will be allowed in the cockpit area on multi cylinder cars. If you chose to have an inside pan hard adjuster it must be bolted to where it cannot be moved during a race by the driver. All fuel tanks must be equipped

with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

11. TRANSMISSION: Four-cylinder motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the drivers compartment. Shift levers may mount outside the driver's compartment on opposite side of car from the chain drive. Chain guards will be made of .090-inch-thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

12. WINGS: NO TOP OR NOSE WINGS ALLOWED!

13. ENGINE: 600cc, NO '636's, 4-cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A No current year production engines. Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, or blueprinting. Valve seat inserts may be reworked. Valve springs may be shimmed with standard or aftermarket shims. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Cylinder head gaskets may be replaced only with original equipment manufacturer's stock parts (All 3 layers of the head gasket must be used.) All other gaskets may be replaced with duplicate aftermarket parts. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed. Transmission gears may be shimmed only for the purpose of proper engagement. Standard on aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. Electronic fuel injection allowed, no mechanical injection. Must be stock throttle body. No mixing manufactures (i.e. Suzuki on Suzuki, Yamaha on Yamaha.) Fuel injection engines may run carburetors. Injected with power commander allowed gas or alcohol. NO timing modules allowed. Fuel injection engines running carbs may change all fuel metering devices to tune fuel curve, Billet intake boots allowed. Modification of oil pan & pick up allowed or aftermarket ok. Modification to thermostat cover allowed or aftermarket ok. Modification to water pump cover allowed or aftermarket ok. Any air box, stock appearing CDI, aftermarket washable replacement air filter, power commander on fuel injection models only. Any 600cc OEM CV carburetors (no flat sides allowed.) Stock ECU, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. Fuel cell securely mounted. Tank used for heats must remain for all events. NO flammable liquids allowed in cooling systems.

EFFECTIVE 2020 RACE SEASON: All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers.

No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.

NOW600 Outlaw Rules for 2020

1. AGE: Drivers age 12 and up may compete in the Outlaw class.

1a. A driver younger than 12 may compete with the Outlaw class at the discretion of the promoter or race director.

2. WEIGHT: Minimum car and driver weight 800lbs.

3. WINGS: Outlaw Micro Sprint 4x4 max, left sideboard 26" x 54", right sideboard 24" x 54". Nose Wing: 4 Square Foot

4. TIRES: ASCS2 Stamped Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 50 or harder no later than five minutes after the checkered flag.

5. ENGINE: 640cc MAX displacement. No Nitrous, turbo or superchargers permitted.

JR. SPRINT RULES

AGE

Drivers ages 6 through 12 may compete in the Junior Sprint Class. A driver whose 13th birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday. Exception: drivers age 5 with prior racing experience that can prove they can safely handle the car can participate with the tracks approval and must start at the rear for a minimum of 3 racing programs. Once a driver moves to and runs the Restrictor Class for a full season they are no longer eligible to run the Junior Class. At any point a Junior Class driver races a Wing or Non-Wing race they are no longer eligible to race the Junior Class

A copy of birth certificate or state issued photo ID must be provided for any driver under the age of 18.

ROLLCAGE

Roll cages shall be at least 1 inch .083 wall thickness mild steel, or 1 inch .065 wall thickness chromoly steel. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3 inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 in above the drivers helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

BUMPERS and NERFS

Car must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. All cars must be equipped with nerfing bars. Nerfing bars must extend to inside edge of tires, but not beyond the outside of tire.

SAFETY

Seat belts must be securely attached to the car and used at all times. Metal to metal latches only. 5 point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three years old. (Example: Oct 14 may be used in 2015, 2016 and 2017.) Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage. Helmets must be full head coverage competition type and one of the three latest SNELL approvals. All drivers will wear a name brand flame-retardant uniform. Neck braces, cage nets and/or head and neck restraints with a SFI 3.2-1 rating or higher are

mandatory. SFI gloves are mandatory for safety.

ELECTRICS and ELECTRONICS

On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional. No radio communication is allowed with the car or the driver.

Cockpit controls: carb adjusters, kill switch, starter button and engine monitor. No wing sliders or pan hard adjusters driver operated in cockpits.

BATTERY

All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

FUEL

Gas or Alcohol.

Performance enhancing additives are prohibited.

WEIGHT

Junior class cars, minimum car and driver weight 400 lbs.

SUSPENSION

Coil-over shock suspension only.

Tread: Maximum 56 inches outside to outside of rear tires. Minimum 32 inches, center to center of tires.

Wheelbase: Maximum 52 inches. Minimum 50 inches, center of front axle to center of rear axle. Rear axle to be minimum 1 1/4" dia.

Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device. Some type of locking device must secure wheel nuts.

SHOCKS

Aluminum or steel body shocks are legal.

BRAKES

Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time

TIRES and WHEELS

Wheels to be 8" dia steel, aluminum or carbon fiber. Right rear spec tire to be 16 x 8.50 x 8 American Racer JKKN8 stamped NMMA or 16x 8.5 x 8 Hoosier stamped RD 20. There can be no grooving, siping, softening or altering the tire in any way. It should be as it arrives from the manufacturer. Wheels must be held on with 4 or more standard lugs or knock off hubs.

BODIES

All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24 gauge steel or .050" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. No rear view mirrors The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. All mechanically operated devices must be mounted below the drivers shoulders for safety. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

TRANSMISSION

The drive will be by engine or jackshaft mounted clutch. No axle mounted clutches allowed. No direct drive will be allowed.

Chain guards will be made of .090 inch thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

BALLAST

Any material used for ballast must be firmly attached as a part of the car's structure. No liquid or loose ballast such as water, fuel, oil, sand bags, rocks, log chains etc. allowed.

WINGS

Right side board, maximum 42" x 20". Left side board, 42" x 20". Minimum size is 6 sq. ft. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than 3" beyond center section and sides must cover center section. All wings must

have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Wings sides cannot be more than 4" below top of roll cage. Nose wings cannot exceed 24"x 18", and must carry car number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available.

NUMBERS

All cars must have legible numbers painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose and nose wing, 10" on each side of the tail and 12" on the wing. Numbers must be separated from advertising so they will be readable. No gold or silver leaf or prismatic numbers will be allowed on the cars. Remember: The easier your numbers are to read, the easier they are to score!

HUBS

Front hubs; Go kart type with 5/8" bearings and 5/16" wheel studs minimum. Rear hubs; Douglas 5 x 130 Go kart type or equivalent.

STAGING AREA

Once a car enters the staging area it is considered race ready. No legality changes may be made. If a car is not legal once it reaches the staging area it will be disqualified for that specific event.

COCKPIT ADJUSTMENTS

Functioning cockpit adjustments are NOT allowed.

SELF STARTING

All cars must be self starting. Any car requiring a push vehicle prior to the initial green flag will start at the tail of that race.

ENGINE

The only engines approved for the Jr. Sprint Class is the Briggs & Stratton World Formula. The Briggs World Formula will use a RLV 5442S header and RLV 4100 silencer or stock pipe as defined in the Briggs World Formula rules. Loosely mounted mufflers/silencers will mean disqualification. If your muffler falls off during the race you will be disqualified. Briggs & Stratton engine must meet the Kid Sprint USA Briggs & Stratton World Formula Rules dated 03-21-07 or later. These can be found at www.gokart racingengines.com.

2018 Kid Sprint Engine Rules Briggs World Formula

All parts must be Briggs & Stratton factory production parts unless otherwise noted in these rules. No machining, polishing or alteration of any parts is permitted unless specifically noted in these rules.

All parts are subject to comparison with a known stock part. All tolerances are +/- .001 inch

CYA Rule: If the rules does not say you can - You can't!!!!!!

717.1: Shrouds and covers: All shrouds and covers must be run as supplied. Cylinder shield may be bent slightly or drilled around spark plug hole to allow fitting cylinder head temperature lead and clearance for Coil Ground lead. Flywheel Cover, Top Cover and Plate are non tech items. They are replaced by Part # 555699.

717.2 : Header and silencer

717.2.1: Factory header or RLV part number 5442S. Any exhaust gasket or no exhaust gasket allowed. Sealer allowed on header. Header nuts are not required to be safety wired. Bottom bracing must be bolted to head. Factory header may be cut and turned to fit car as long as the overall length and tube size remains the same as the stock factory header: OAL 20.5" OD .9375" x .065 wall (ID .807 +/- .005) Coating the pipe is allowed.

717.2.2: Exhaust gas temp sensor is optional.

717.2.4: RLV Silencer #4100 required. Baffle rattle is allowed however if baffles have been altered or removed, the muffler will be deemed illegal.

Baffle holes are .128 inch(#30 drill bit) no go gauge. Coating is allowed

717.2.5: Springs attaching Silencer to header must be safety wired.

717.3 : Electric starter: Starter motor must be operational and capable of starting engine.

Battery must be minimum of 8 AH rating and capable of starting warm engine. Recoil starter and flywheel starter cone optional. Starter support bracket P\N 557119 is optional.

717.4: Air filter must be Green Brand 40 X 75 filter attached directly to Carb. No Extensions or Adapters.

717.5 : Spark plug: Any commercially available, 10 mm thread, spark plug allowed. Spark plug must be stock. Indexing washers allowed. Removal of factory sealing washer is not allowed unless using head temp sensor ring.

717.6: Fuel pump must be B&S part 557033. Must be pulsed from intake manifold only.

717.7: Clutch: May be engine and/or Jackshaft mounted. Belt or chain drive from engine to jackshaft. May use #219 or #35 sprocket.

717.8: Rev Limiter: Rev Limit is 7100 rpm +/- 50 rpm. Rev limiter may be checked at any point in the race program. Rev limit will be checked with a suitable memory capable tachometer attached to the plug lead and the motor accelerated until the rev limiter begins to function. All rev limiters must function within 100 rpm when checked with the same instrument. Each competitor is allowed one courtesy check of the rev limiter with the instrument to be used at the event.

717.9: Fuel: **Race Gas Only. No Additives Allowed**

717.9.1: OIL: Any crankcase oil is allowed BUT MUST PASS THE BURN TEST AND/OR THE SNIFFER TEST. (Recommend TIFF Industries Sniffer)

717.10 Carburetor: Stock Walbro PZ carburetor only. No alterations allowed; choke excluded. Carb mount boot Briggs #557130 is required. New Carburetor may have different color and exterior appearance.

717.10.2: Slide must remain unaltered. Unaltered Stock needle marked CDB is required,

717.10.3: Choke assembly is optional and may be removed and shaft holes plugged with silicon. If choke is retained choke lever may be fastened open with spring, rubber band or tie wrap.

717.10.4: Pilot Jets: 36, 38, 40 are allowed. Check by .017 inch (#77drill bit) no go gauge. Drilling or reaming is allowed.

717.10.5: Main Jets: 90, 93, 96, 98, 100, 102 are allowed. Check by .041 inch (#59 drill bit) no go gauge. Drilling or reaming of jets allowed.

717.10.6: Venturi measurement

717.10.6.1: Vertical .9902" max

717.10.6.2: Horizontal .7382" max

717.11: Camshaft: No alteration of the camshaft by machining, polishing, or altering is allowed. Must compare to stock Briggs part. First camshaft check will be taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainer may not exceed .3085". Any camshaft with a measurement at the push rod of less than .306 should be removed and measured on the grind and checked for alteration. Camshaft must be as supplied with Stock Profile and compression relief.

717.11.1: Install degree wheel, using positive stop method.

717.11.2: Check ignition timing. With the right edge of the magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil.

The degree wheel must indicate between 23 and 29 degrees BTDC. Flywheel key must have BS logo. Minimum key width is .182 inch.

717.11.3: Tech camshaft at pushrods. Push gently down on dial indicator stem to ensure that

there is no lash when pushrods are going down.

Exhaust Lobe Lift Intake Lobe

75-71 BBDC .020 34-30 BTDC

57-53 BBDC .050 18-14 BTDC

39-35 BBDC .100 2BTDC-2ATDC

25-21 BBDC .150 13-17 ATDC

9-5 BBDC .200 29-33 ATDC

12-16 ABDC .250 49-53 ATDC

25-29 ABDC .275 63-67 ATDC

.3085 MAX .3085 MAX

70-66 BTDC .275 31-28 BBDC

57-53 BTDC .250 18-14 BBDC

37-33 BTDC .200 2-6 ABDC

21-17 BTDC .150 18-22 ABDC

6-2 BTDC .100 33-37 ABDC

11-15 ATDC .050 49-53 ABDC

29-33 ATDC .020 66-70 ABDC

717.12: Deck/Piston Clearance: Machining of deck surface is permitted. There will be no knife edge finishes allowed, Smooth finish only. Piston pop up cannot exceed .035" above block surface in the center of the piston. When measuring piston pop up, use the backside of the Sox pushrod gauge or set flat bar stock across piston parallel to wrist pin. Use dial indicator to check pop up on center of this bar. Carbon may be removed from the top of the piston prior to measuring. Top of piston may be filed to relieve protrusions left by number stamp on top of piston.

717.13: Bore: Maximum bore 2.725". Factory oversize pistons allowed.

717.14: Stroke: Maximum stroke is 2.204". Push piston down to take up rod play.

717.15: Head gasket: Any commercial available head gasket may be used but must maintain same configuration of shape of standard Briggs World Formula gasket. Minimum thickness is .040 measured with a micrometer from inside of cylinder hole of gasket at 4 points between the head bolts. Fire Ring B&S gasket is legal. Current engines using .010 and thicker will be legal to 01/5/2018. **Any engine built after 7/15/2017 will use the .040 head gasket. This will allow those engines that are fresh to be used til 1/5/2018 then rebuilt to .040 spec. All engines used in 2018 will require the .040 gasket.**

717.16: Head: Head may not be altered in any way from factory specifications. NO PORTING OF ANY SHAPE OR WAY! Heat sink P\N 555690 is allowed.

717.16.05: Cylinder head gasket surface may be machined. Remove Carbon first. Depth from gasket surface to head surface between valves must be a minimum of .319". Measure by using a depth micrometer. No knife edges or angle milling of head.

717.16.1: Rocker Arms / Push Rods: rocker arms must be as produced. Length must be 2.820 inches minimum. Push rod length 5.638" no go to 5.656 must go. Push rod diameter is .185 to .190".

717.16.5.1: Intake port: No media blasting of any type allowed on intake port in\on the head or manifold. Must be as cast.

Maximum diagonal measurement is 1.101".

Maximum vertical measurement is 1.044".

717.16.5.2: Exhaust port: No media blasting of any type allowed on exhaust port. Must be as cast.

Maximum I.D. of shoulder in bottom of exhaust port is .854"

717.16.6: Valve seats - one 45° angle only

717.16.6.1: Intake valve seat diameter is .966" - .972".

717.16.6.2: Exhaust valve seat diameter is .844" - .850".

717.16.7: Valves

717.16.7.1: Intake valve head diameter is 1.055" - 1.065".

717.16.7.2: Exhaust valve head diameter is .935" - .945".

717.16.7.3: Valve stem diameter is .232" - .238".

717.16.7.4: Valve face must have one 45° sealing surface only.

717.17.8 Valve springs

717.17.8.1: Dual valve springs as supplied by factory are required.

717.17.8.2: Inner spring wire diameter is .066" - .068".

717.17.8.3: Outer spring wire diameter is .112" - .114".

717.17.8.4: Valve Guides: Replacement of valve guides with B&S factory part 555645, is allowed.

717.18: Ignition: Unaltered B&S stock coil #557040 w/External Limiter or #557125 with Internal RPM Limiter is mandatory. Attachment bolts or bolt holes may not be altered.

717.18.1: Spark plug connector must be stock factory type.

717.18.2: Rubber plug boot is allowed.

717.18.3: There must be resistance from plug wire to ground on coil #557040. Resistance must be between 3000 ohms, minimum, to 6000 ohms, maximum. Coil resistance may be rechecked after a minimum of 10 minutes if correct reading is not attained upon first check. No spec available on P\N #557125.

717.18.4: Coil air gap is non tech.

717.19: Flywheel: Only stock Cast Iron or Cast Aluminum Briggs #557126 flywheel is permitted. Starter ring gear and all cooling fins must be in place. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed. Minimum Flywheel Weight with starter ring, cooling fins, and attachment bolts 4 pounds 3 oz.

717.19.1: Chipped fins due to poor casting are legal. Completely broken off fins are not allowed.

717.19.2: Stock flywheel key with B & S logo is required and will determine Aluminum flywheel ignition timing. The flywheel key may be aluminum or steel. .182 minimum width. NO offset keys permitted.

717.20: One or two stock crankcase gaskets are required.

717.21: Valve Lifters: Must be stock. No Polishing allowed.

717.21.1: Lifter head diameter must be .964" - .984".

717.22: Connecting Rod: Stock B&S part #557005 or 557117 rod only. Rod may not be altered or polished. Rod may be clearanced providing that it is in stock configuration and finish, with no dimpling or media blasting. Rod ends must be concentric with crank journal and wrist pin with no chamfer or breaking of edges.

717.22.1: Rod length, measured from bottom of wrist pin hole to top of crank journal hole, is 2.419" minimum to 2.429" maximum.

717.22.2: Oil hole opening is .185" no-go. Crank end of oil hole is chamfered.

717.23: Wrist pin:

717.23.1: Maximum I.D. is .414".

717.23.2: O.D. is .624"-626".

717.23.3: Minimum length is 1.901".

717.24: Piston rings: Three rings mandatory. Top compression ring must have chamfer or O toward top of piston. Second scraper ring must be installed with inside chamfer down and O toward top of piston. Oil ring must be installed as from factory. No alteration of rings allowed

except end gapping and lapping. Maximum RING GAP of Rings .050. Rings must be self supported in the cylinder bore of the engine being inspected. Rings must remain flat. Rings must be in one piece when removed from block. Aftermarket rings are allowed if they meet the Specifications listed below.

717.24.1: Minimum width of top two rings is .095".

717.24.2: Thickness of top two rings is .059" - .064".

717.24.3: Minimum width of oil ring is .065". Ring groove must be present. Expander must be installed but may be trimmed in overall length.

717.24.4: Thickness of oil ring is .098" - .102".

717.25: Piston: Stock "kidney bean" piston required. No alteration, polishing or machining allowed. Only piston skirts are coated and coating cannot be removed and skirts or any part of piston be polished. Factory finish only.

717.25.1: Minimum from top of piston to top of wrist pin on circlip side is .658".

717.25.2: Minimum piston length is 1.768".

717.25.3: Factory oversize World Formula pistons are allowed.

717.26: Crankshaft: Stock B&S crankshaft casting #772 and #052 only allowed, all finishes being as factory supplied, with stock timing gear installed in stock location only. No alteration or polishing in any manner allowed. Offset crankshafts not permitted. Stock bearings required. Side cover may be peened to retain side cover bearing.

717.26.1: Shim(s) if used, must be installed as from factory.

717.26.2: Crankshaft journal diameter is 1.094" - 1.100".

717.27: Block: Must be stock with no alterations, except blocks may be repaired from broken rod damage, providing that repair does not constitute a functional modification of original block. No welding is permitted from the cooling fins upward.

CYB rule: Unless the rules say you can; you can't!!!

717.28 All Tolerances +/- .001 measured with dial indicators, micrometers or calipers due to calibration variance.