

Twin State Speedway Kart Program Rules  
Sunday Racing Schedule

Pit Gate Opens at 9:00am; Practice starts at 10:30am; Racing begins at Noon  
Pit Pass: \$15/ Entry Fee Per Division: \$22/ Special Event Entry Fee: \$27  
(No membership fee)

Rainout Policy

If the program is a complete rain out, we will make every attempt to call the race by 8am on Sunday. Please check the Twin State Website at: [www.twinstatespeedway.net](http://www.twinstatespeedway.net) to see if the event has been canceled. If we make an attempt to run the Sunday program and get rained out - we will not reschedule. It will be a rain event. Please read the following rain conditions carefully. If any karts get onto the track, we are still responsible for the insurance fee, which is why you will see the pit pass entry in some cases will not be refundable.

If we do not get all of the heat races in and it rains, and the event is canceled, only the kart registration fee will be carried over for the NEXT event only.

If we do get all of the heat races in before a rain out - we will use the heats as main events and no fees will be refunded. (Heats will count as mains and points and trophies will be awarded appropriately).

If we do get some main events in before a rain out - we will use the heats from the divisions that didn't run a main as the main event and no fees will be refunded. (Mains that are complete will receive points and trophies. Mains not completed will have points and trophies awarded by heat finish).

If a race is under ½ way, it does not count.

If a race is over ½ way it will be scored according to the last completed scored lap and that will be the official finish.

General Information

Every driver must inspect the racing surface and race area for any defects, obstructions, or anything which in his/her opinion is unsafe and report any concerns to a Twin State Speedway track official in a timely manner. Any driver entering any racing event is considered to have inspected the track and to have determined that all conditions are satisfactory to them. If not, **THEY SHOULD NOT RACE**. This further indicates that they are aware that racing involves risks and they assume these risks with full awareness and knowledge.

The raceway assumes no responsibility for damage to or loss of any racers' equipment, vehicle, or any parts by any means whatsoever.

**MINORS:** Anyone under 18 years of age **MUST** complete the necessary releases and have them signed by a parent or legal guardian. Release forms are available at the sign-in booth, and **MUST** be completed **BEFORE** the minor will be allowed to enter the pit area, or competition. A legal birth certificate must accompany all release forms.

## Disclaimer

The rules set forth herein are designed to provide for orderly conduct of racing events and establish minimum acceptable requirements for such events. These rules shall govern the condition of all Twin State Speedway Karting Events. By participating in these events, all participants agree to comply with the conditions set forth by these rules.

**IMPORTANT:** Competitive racing can result in injury and/or death to the participant. No expressed or implied warranty of safety shall result from publication of or compliance with these rules/regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

## Claim and/or Injury Information

When involved in an accident resulting in injury to yourself, advise the racing officials **IMMEDIATELY** so that the necessary insurance reports will be expedited. **NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE SPEEDWAY PROPERTY.** If a driver is physically unable, his/her crew must be responsible for filing this report. Once a driver returns to racing, all injury claims become void.

## Pit Passes

Everyone entering the pit area at Twin State Speedway must sign a 'Release and Waiver of Liability Assumption of Risk and Indemnity Agreement' prior to entering the pit area. **EVERYONE** must have a wrist band on their wrist. Everyone with a wrist band **MUST** attend the drivers' meeting. Anyone who does not comply must leave the pit area. **NO ONE** is allowed in the pit area without a wrist band. Violators are subject to ejection from the event sight and possible suspension.

## Pit Area Rules

**WASTE OIL & FUELS:** All waste oil must be removed from the grounds and taken with you when you leave the facility. Dumping oil on the grounds or in a trash barrel is prohibited and the violator **WILL BE FINED \$250 and/or will be SUSPENDED.**

## Personal Conduct

- Any person in the pit area who has evidence of substance abuse (Beer, Wine, Liquor, or Drugs), or is seen using any such substance during a race event will be barred from the pit area and from participating in racing activities for an indefinite period of time.
- Any person involved in a confrontation at the track will be suspended for that event and could receive further suspension.
- The driver is responsible for everyone in his crew and any visitors to the pit area.
- Any person using threatening, vulgar, or abusive language and/or gestures- regardless of location, is subject to suspension.
- Everyone is required to keep their pit area clean during and after race event.

## Technical Inspection Procedures

All karts MUST be safety teched PRIOR to entering the grid surface. Competitors are responsible for their vehicle's safety during competition. It is the responsibility of the driver to ensure complete compliance with all engine rules. The engine technical inspector is responsible only for inspecting and measuring the engine: competitors are responsible for all disassembly and assembly required. You must bring your own tools to tech.

### Safety Tech

All steering and brake components must be pinned. All weights must be secured tightly and bolted with minimum 5/16 bolts and double nutted or cotter pinned. All weights MUST be painted white with kart number printed on them. All header bolts must be safety wired.

### Heat Race/ Qualifier Tech

You may be subject to minor tech inspection on any give day at any time.

### Post Tech

- Top three karts and random karts in each class up to five karts are subject to tech (this is the discretion of the tech inspectors). Anyone refusing tech will be DISQUALIFIED. A \$25 fine will be in effect for anyone refusing tech, payable before the next race and all points for that event will be forfeited!
- Anyone caught with an illegal part will be disqualified for that race event and no points awarded. On a sealed motor the part found to be illegal will be confiscated and returned to the owner at the end of the race season. Engines will be teched per WKA and Twin State Speedway Karting rules and regulations.
- Only one crew member and driver in the tech area with kart during inspection.  
If you do not pass post tech inspection, the procedure will be for the tech inspector to discuss with the race director the illegal infractions. It will be decided at that time what penalties to access. Or a decision will be made within 48 hours of the event. Penalties could include point deductions, suspension, and/or fines.

### Engine Swaps

If a competitor wants to swap an engine and/or engine part or parts after the heat, IT MUST BE DONE IN THE TECH AREA WITH A TECH PERSON PRESENT. The engine or parts along with engine or parts which are used in the feature and/or heat will also be subject to tech after the feature event. If either of the engines or parts swapped is found to be illegal, that competitor will be disqualified for the day's race event and no points will be awarded. Any kart that had an engine or part swapped will start last in the feature.

### Weight Tech

- All karts will be weighed before heat and feature. You must be five pounds over minimum weight.
- Failure to be weighed when required will result in a disqualification for that heat and/or feature event.

## General Driver and Racing Rules

- Helmet with Snell rating of 2000, 2005 SA and M. (Drivers helmet will not exceed past the bottom of the roll bar while sitting in the kart). Full face helmets only. Youth helmets are acceptable.
- Neck brace or Head restraint system, arm restraints (cubs do not need arm restraints), ankle top shoes, and gloves are mandatory. Tiger Cubs, Sprints, Jr. Outlaw, Spts. Champ, Jr. Champ, Sr. Outlaw, and Sr.
- Champs MUST have fire retardant driving suits (Minimum rating of Sf1 3.2A/1).
- Open karts must wear long pants and long sleeve racing jacket.
- Five point safety harness (4 point for tiger cub), minimum 2 inch straps or better for all cage karts.
- All open kart drivers must have a rib protector.
- All drivers must have a visible FIRE EXTINGUISHER in their pit area.

## Twin State Speedway Race Procedures

- All drivers MUST attend the drivers meeting. Anyone not attending a meeting is subject to disqualification.
- All karts are subject to inspection of rules compliance at any time by Kart Series Track Officials.
- All protests and claims must be filed in writing no later than 10 minutes after the conclusion of that event.
- All drivers involved in three or more yellow flags, no matter what the reason, will receive the black flag.
- All karts stopping or spinning to avoid crashed karts or unsafe conditions will maintain their position on the previously scored lap.
- There will be no racing back to the yellow flag. All positions will be determined from the previously scored lap.
- All karts involved in bringing out the yellow flag will start in the rear. If two drivers are racing for position and contact is made bringing out the caution, BOTH drivers go to the rear. (Race Director decision).
- All karts exiting the track during a caution will be allowed to re-enter the raceway under caution only. Must be cleared by the race director.
- Any kart repaired on the track must re-start in the rear.
- All drivers involved in a RED FLAG must be cleared by safety personnel and Twin State Speedway Series Track Officials before returning to the race.
- All karts moving through the pits must be ( DRIVEN SLOWLY).
- All drivers must wear their safety equipment and five or four point safety harness at all times while on the track. Violators will be subject to the black flag.
- The black flag will be given to any kart losing parts or fluid on the track. If you receive the black flag, you must take your kart to the pits You may not re-enter the race until you have been cleared by a Twin State Speedway Kart Series Track Official.
- Anyone blocking or weaving will receive the black flag (Race Official's decision).
- The black flag will be given to any kart/ driver, or pit crew member demonstrating un-sportsmanlike conduct at the track. The kart must be taken to the pit area at this time. Non-conforming drivers will be suspended for one week, and receive no points for that event. The driver's second offense is subject to indefinite suspension.
- During a black flag, if the wrong driver pulls off the track, the race will be stopped and that driver will be put back in his/her position. The driver of the initial black flag will be sent to the pits.

- All un-sportsmanlike conduct is grounds for immediate suspension. There will be no harassment of track officials, track employees, safety crews, ambulance crews, or spectators.
- Drivers must remain in their karts except in an emergency such as fire or fuel leaks. Do not exit your karts unless the race is under a RED FLAG condition. In doing so, the drivers must shut off their engines and may push their karts to the side to make room for emergency vehicles.
- Drivers and kart owners are responsible for the actions of all crew members. Violators are subject to suspension.
- Any kart receiving the passing flag for more than two consecutive laps and does not move out of the racing groove will receive the black flag.
- Any violator of the rules set forth herein will be dealt with by Twin State Speedway Kart Series Track Officials in a fair, but firm manner.

## KART SERIES FLAGGING AND SCORING

### FLAGS

GREEN FLAG: Track is open for racing.

YELLOW FLAG: All karts must come to a caution speed as soon as possible in a nose to tail position (NO passing or racing back to the yellow flag!!!!)

RED FLAG: All karts must come to a complete stop in a safe manner.

BLACK FLAG: Karts receiving the black flag will be required to leave the track and enter the pit area. Failure to do so may result in a penalty. If rolled black is pointed at a competitor, it is a warning that they are in danger of being black flagged for an on-track violation.  
(the driver does not have to leave the track with a rolled black flag!!!)

CROSSED FLAGS: This is the half-way signal for the race.

WHITE FLAG: This is the 'one-lap-to-go' signal.

CHECKERED FLAG: The race is officially complete and all karts must proceed to the grid area at caution speed. (A cool down lap is usually given).

- All scoring will be done by the designated Kart Series Track Officials (NO ONE shall approach scoring officials during a race!)
- A completely scored lap is considered a lap. If a lap is not completed, revert back to the previous line-up. All karts involved in bringing out the yellow will start in the rear.
- In all yellow/red flag situations, the scoring goes back to the last completed lap.
- Restarts: All karts will be lined up according to their position. Single file restarts will be used with 5 or less to go. If a caution occurs in the final lap, the re-start will be a green/white checker.

### Protests and Penalties

- Only the top five finishers in a feature can protest an engine that finishes ahead of them. All protests MUST be given in writing to a track official within ten (10) minutes of the completion of that feature.
- Engine Protest cost is (\$300.00). If engine is found LEGAL, \$200 goes to the engine, \$100 goes to Tech.
- If engine is found ILLEGAL, \$300 goes back to the protestor.
- If a driver/owner is blatantly cheating, they will lose all points for that event. Illegal parts will be confiscated and held till the end of the season.
- Severity of penalty is determined by the infraction.
- Refusal to submit to post-race tech shall be considered an admission of non-compliance with specifications by the competitor, subjecting the competitor to disqualification for that event and possibly a one-week suspension.
- The object of these rules is to be as fair as possible, keep everyone on an equal playing field, and keep the cost of racing at a minimum.

### Kart Series Program Procedure

- Drivers and crew members MUST have pit passes and be registered BEFORE going onto the track. Violators will receive a 10-point penalty.
- All karts must go through safety tech BEFORE going onto the track.
- Practice is done by class only.

### LINE-UPS

- First week line-ups will be determined by drawing for heats. The feature line-up will be according to the heat finish.
- After the first week, line-ups are determined by previous weeks finish by inverting the field.
- Previous week's winner will start behind racers who raced the previous week in the heat only!
- All features will be a heads up start according to the heat finish.
- First time drivers will start tail for one week in the heat and feature. They MUST have an 'X' on the back of their helmet or rear of vehicle.

### POINTS (Feature Points Only)

All racers will receive points. You must be registered, must have purchased a pit pass, and made every effort to race to receive points for that day.

1 <sup>st</sup> - 40 Points	8 <sup>th</sup> - 26 Points	15 <sup>th</sup> - 12 Points
2 <sup>nd</sup> - 38 Points	9 <sup>th</sup> - 24 Points	16 <sup>th</sup> - 10 Points
3 <sup>rd</sup> - 36 Points	10 <sup>th</sup> - 22 Points	17 <sup>th</sup> - 8 Points
4 <sup>th</sup> - 34 Points	11 <sup>th</sup> - 20 Points	18 <sup>th</sup> - 6 Points
5 <sup>th</sup> - 32 Points	12 <sup>th</sup> - 18 Points	19 <sup>th</sup> - 4 Points
6 <sup>th</sup> - 30 Points	13 <sup>th</sup> - 16 Points	20 <sup>th</sup> - 2 Points

### YEAR END AWARDS:

All Points count towards year-end awards. A driver must have completed 80% of the point races to be eligible.

## Divisions and Specifications

(The WKA Technical Manual will be used for the following divisions):

Stock Heavy: (Must wear chest protectors) [14 years of age and up]

- Blueprinted Animal Motor/ 375lbs.
- Flat Head Motor/ 350 lbs./ WKA Engine Rules
- Open Tires - must run 4 of the same

Senior Champ: [14 years of age and up]

- WKA Animal Engine/ 410 lbs.
- Open Tires - must run 4 of the same

Junior Sportsman Champ: [8 to 12 years of age]

- WKA Animal with 2 hole blue plate /.275-.325 or Flat Head Motor/ WKA blue plate/.500.
- Hoosier A40 tires only/ 310 lbs

Junior Champ: [12 to 15 years of age]

- WKA Animal/ .575 WKA Restrictor/ 360 lbs.
- Hoosier A40 tires only

Heavy Outlaw Tour: [15 & Up] - 400 lbs.

- Open Tires

(Wild Thing Kart Rules will be used for the following divisions)

Tiger Cub: [5 to 7 years of age] (on 7<sup>th</sup> birthday with race director's approval may advance to Tiger Sprint B)

- 215 to 235 lbs. (Any karts over 235 lbs. MAY NOT ADD WEIGHT).
- Hoosier A40 tires only

Tiger Sprint A: [7 to 11 years of age]

- NEKC Sealed Animal/ WKA 2-hole blue plate/.275/.325. 300 lbs.
- Hoosier A40 tires only

Tiger Sprint B: [7 to 11 years of age]

- NEKC Sealed Animal/ WKA 3-hole purple plate/ 275 lbs.
- NEKC Sealed Flathead/ .425 blue plate/ 275 lbs.
- Hoosier A40 tires only

Junior Outlaw: [11 to 14 years of age] (If 14 years of age on Jan. 1<sup>st</sup> with race director's approval may advance to Senior Outlaw)

- NEKC Sealed Animal Motor/ .575 black plate/ 380 lbs.
- NEKC Sealed Flat Head Motor/ No plate/ 360 lbs.
- Hoosier A40 tires only

Senior Outlaw: [14 years of age and up]

- NEKC Sealed Animal/ 425 lbs.
- Hoosier A40 tires or A40A tires only

## TIGER SPRINT & OUTLAW

(These are general Rules - Check with your local track for variations on rules or penalties)

Tiger Cubs, Sprints, and Outlaws are required to run Hoosiers

Tiger Sprint A, B, and Junior Outlaw will run A40 compound Hoosier tires only  
Senior Outlaws will run A40, or A40A tires only

A driver's actual age as of January 1<sup>st</sup> of each year shall establish competition age for that entire season.

A driver must reach a division age during the season to race in that division. (Must have track approval).  
The only exception is the Tiger Cub division. Driver MUST be 5 years old to start racing in the Tiger Cub division.

## RULES

### CHASSIS:

The only kart allowed to compete in the above classes are the WILD THING TIGER SPRINT for the Tiger Sprint class and the WILD THING OUTLAW for the Outlaw Class. These karts must be run with no alterations to the stock unit. There will be no cutting, lightening, or altering of chassis components. No axle cassettes allowed. Tread width must not exceed 48" in sprints and 50" in outlaws. (NO MODIFICATIONS TO THE CHASSIS )Tiger sprints, Jr. and Sr. Outlaws may run the new heim joint front end.

### WEIGHT:

Minimum weight as raced is 300 lbs. for 'A' Class and 275 lbs for 'B' Class in the Tiger Sprints; 360 lbs for the flat head motor in Junior Outlaw class and 380 for animal motors in the Junior Outlaw Class. If additional weight is needed, it must be painted white and securely fastened no further forward than the front floor pan cross member and no further back than the lower chassis cross member (with the ID tag on it) behind the rear of the seat in front of the axle hangers. The added weight must remain between the inner center frame rails and must be double nutted or lock-nutted and cotter keyed. Minimum bolt size is 5/16".  
NO ADDED WEIGHT IN NERF BARS OR BUMPERS - INCLUDING INSIDE TUBES.

### WHEELS AND TIRES:

- Only 6" diameter aluminum wheels will be allowed for Tiger Sprints and Outlaws.
- JUNIOR OUTLAWS - must use only the 7.10 Hoosier tire on the right rear and right front. The left side tires must be 4.50 on both LF and LR. A40 Compound only.
- TIGER SPRINTS - The only two tire sizes allowed are Hoosier 4.50 on RF, LF, and LR & 710 on RR, A40 Compound only.
- Only a 40" steel .188 wall thickness axle as supplied by manufacturer.
- No axle fillers allowed.

#### NERF BARS:

- Only stock production nerf bars with no alterations allowed.
- They must not extend more than 1" past the outside edge of the rim per side.
- If nerf bar is narrower than tread width, no more than ½ of the width of the tire may protrude beyond the nerf.

#### BODY COMPONENTS:

- A Wild Thing Kart body with stock fiberglass tail section is mandatory.
- You may make your own body, as long as it conforms to the stock body configuration.
- You must run a right side wing panel. Tiger Sprints must run a 14" high and 27" long, plus or minus 1 inch wing. Outlaws must run a 15" high and 30" long, plus or minus 1 inch wing. The wing panel will have bent edges or no more than one inch wide with no sharp edges. Wings must be mounted to the upper right roll bar and must be clamped securely, or a receiver tube no more than 2" Long may be welded to cage to accept a ¾ tubular wing bracket, minimum 8" long.
- Brackets must be of stock dimensions. No brackets may be directly welded to the cage. Body and wing must be made from .040 aluminum.
- All panel edges must be rolled and bent - no Plexiglas allowed.
- You may add a front spoiler or front-end enclosure as long as it stays within the confines of the front bumper.
- Numbers required on wing, left side, and front hood.
- Numbers must be a minimum of 6 inches tall.

#### FLOOR PAN:

Must run OEM stock supplied floor pan minimum .060" to .120" maximum aluminum and must be fastened securely (no wire ties).

#### STEERING:

- Must run OEM Spindles - no alterations
- A quick release hub may be added.
- Any steering wheel may be used with the exception of a butterfly wheel.
- Any length or size 3/8" tie rod combination using existing spindle holes allowed.
- All steering must use jam nuts or be pinned.
- No lock washers or straight nuts.
- Steering lock on the steering shaft component for adjusting toe is allowed.

#### BRAKES AND SEATS

- Hydraulic only as supplied by manufacturer. Engenetics 700B or MCP 7250 with 7 ¼" rotor.
- No cutting or altering of any kind allowed.
- No floating brake rotors allowed.
- High back aluminum racing seat mandatory. Must be bolted in a minimum of 4 spots with 5/16" bolts.
- Seat must pass safety tech inspection before racing.

## SAFETY BELTS AND EQUIPMENT:

- All Safety Equipment must pass tech inspection
- A full set of five point SF1 safety belts and harness as designed for racing is mandatory.
- Minimum 2" BELT WIDTH.
- Arm restraints are mandatory.
- It is highly recommended for a child whose helmet size is less than 6 5/8" to use the SF1 24.1 rated Youth Helmet. An alternative is the Full face Snell 2000 m or better rated helmet.  
A helmet is mandatory.
- Neck brace or head restraint system is mandatory.
- Gloves are mandatory.
- SF1 rated fire suit is mandatory.
- NO rear view mirrors are allowed.
- NO two-way communication between driver and anyone else is permitted.

## CLUTCH AND GEARS:

- Noram/ Ratech GE series clutch only. Senior Outlaw may also run a Premier Stinger (stock) 3-shoe clutch with yellow springs.
- No ceramic coated shoes allowed.
- No machining or altering of clutch allowed - only normal cleaning and deburring allowed.
- You must use stock supplied chain guard with NO alterations.
- You may add extra chain guard protection.
- NO FLOATING GEAR HUBS ALLOWED.
- NO CUT OR SKIP TOOTH GEARS ALLOWED.

## ENGINE: *All Wild Thing Kart divisions must run NEKC Sealed Motors Only.*

All carbs & restrictor plates will be sealed.

All new motors will be supplied from New England Kart Center. Each motor will be taken apart and clearanced, dynoed, and then sealed to ensure it meets our requirements for competition.

- ONLY NEKC ENGINE REBUILDERS WILL DO ALL REPAIRS AND RESEALING  
(New England Kart Center, Aaron Roof (603-762-1519))
  - Qualifier or open type filters must run an outerwear sock
  - Any air filter WKA approved allowed
  - Flat Head Motors any straight header allowed must have WKA approved RLV B-91 muffler
  - Animal Motors must run stock recoil starter bolted on motor
  - Animal Motors must run L shaped Robertston Header 1-CC-MSB18
  - Pipes may be painted externally only (no internal coatings)
  - No chrome pipes
  - No internal exhaust orifice rings
  - Gasket and/or silicone sealer allowed (must be safety wired)
  - Methanol only - NO additives
  - Any Oil - NO additives
- ALUMINUM FACTORY FLYWHEEL KEY ONLY

- Animal Carburetor to remain stock as supplied from the factory except any size jet Carb must be sealed to engine. Factory needle (BGH), nozzle and emulsion tube only.
- Flat head Carburetor to remain stock as supplied from the factory, with the following exceptions:
  - >\*Any size jet allowed - no flat back jets
  - > Main metering hole must be .062 max
  - > Idle hole must be .028 max
  - > Short pick-up tube maximum size is .066
  - > Gaskets: breather-2, tank to carb gasket 2- allowed, filter adapter to carb-1
  - > Tiger Sprint Flat head Motor will compete with the .425 IKF restrictor
  - > No red epoxy coils - stock raptor coil (color black)

### CLAIMER RULE

The engine will have a \$1,000 claiming fee, less header, muffler, filter, filter adapter, mount, chain guard, and clutch. You must notify an official immediately after the race. You must have finished in the top five of the event. You must have finished on the same lap as the motor you are claiming. The claimed engine will be teched to assure legality. If the engine is found illegal, claiming fee will be returned. If engine is claimed, the owner shall receive the fee.

### TIGER CUB RULES

#### ALL PAVEMENT SERIES WILL RUN HOOSIER TIRES

#### For Kids 5 to 7 years of age

This division has been formed for kids to gain experience so that they may be able to compete in other forms of karting when they become of age.

#### Karts:

All Karts must be the Wild Thing Tiger Cub Karts and must be run unaltered as delivered from the manufacturer. No cutting or drilling of chassis, and no modifications.

#### Bodies:

May be made from .040 aluminum. No Plexiglas bodies. You may add a front enclosure as long as it stays within the confines of the front bumper.

#### Motors:

3 ½ HP Briggs box stock motor sealed from NEKC or Subaru Robinson box stock motor sealed from NEKC. Stock Briggs muffler must be run, screw in thread part mandatory. Billet governor plate must remain untouched and in the stock location as supplied. All motors will be checked periodically to make sure they do not exceed 3,800 rpm's.

#### Fuel:

Motors will run on pump grade gasoline only. VP, Cam 2, ERC or Powermist is allowed, however, *not* recommended.

Weight:

Minimum weight shall be 215 lbs. and maximum weight shall be 235 lbs. Any kart more than 235 lbs. can have no extra weight added. If additional weight is needed, it must be painted white and securely fastened no further forward than the front floor pan cross member and no further back than the lower chassis cross member behind the rear of the seat in front of the axle hangers. The added weight must remain between the inner center frame rails and must be double nutted or lock nutted and cotter keyed. Minimum bolt size is 5/16". NO ADDED WEIGHT IN NERF BARS OR BUMPERS - INCLUDING INSIDE.

Wheels and Tires:

Only 6 inch wheels and tires. Must have a diameter of no more than 35".

Nerf Bars and Bumpers:

Wheels must remain inside nerf bars (may not extend past nerf bars). Maximum tread width measured at rear axle will be no more than 44".

Brakes:

Must be in good working order at all times. Must run mechanical or hydraulic brakes supplied by manufacturer. No floating disc allowed.

Seat:

High back aluminum kart seat mandatory.

Belts:

4 point 2 inch belts mandatory.

Safety:

Fire suit, gloves, and neck brace are required.

It is highly recommended for a child whose helmet size is less than 6 5/8" to use the SF1 24.1 rated Youth Helmet. An alternative is the Full Face Snell 2000 m or better rated helmet. A helmet is mandatory.

Clutch:

15 tooth driver only - GE Series Noram only (see Tiger Sprint and Outlaw clutch rules on page 10).

Gear Rule:

60 tooth rear gear only allowed (see Tiger Sprint and Outlaw gear rules on page 10).

*No two-way communication between driver and anyone.*

ADDITIONAL SENIOR OUTLAW RULES

(These are general Rules - Check with your local track for variations on rules or penalties)

- You must be 14 years of age to compete in the Senior Outlaw Division.
- Motors are the same as Junior Outlaws without the restrictor plate.
- The only kart chassis allowed to compete in this class is the 'Wild Thing Senior Outlaw', and must remain as supplied from manufacturer with NO alterations to the stock unit.
- Overall tracking width must not exceed 50:.
- Two rear flex blocks may be used in the rear only.
- Adjustable rear axle cassettes may be added.

**WEIGHT:**

-Minimum Weight as raced - 425 lbs.

**WHELLS & TIRES:**

-The only tire allowed will be the Hoosier any size A40 or A40A compound; 6" metallic-type wheels only.

**CLUTCH:**

-(Noram) GE Series dry clutch or a Premier Stinger (stock) 3 shoe clutch with yellow springs.

**REAR AXLE:**

-Only a 40: steel, .188 wall thickness axle as supplied may be used or rear axle adjustable cassettes may be used.

**CLAIMER RULE**

The engine will have a \$1,000 claiming fee, less header, muffler, filter, filter adapter, mount, chain guard, and clutch. You must notify an official immediately after the race. You must have finished in the top five of the event. You must have finished on the same lap as the motor you are claiming. The claimed engine will be teched to assure legality. If the engine is found illegal, claiming fee will be returned. If engine is claimed, the owner shall receive the fee.

**TWIN STATE SPEEDWAY YOUTH SPORTSMAN RULES**

The Youth Sportsman Division is a stepping stone for the 12-15 year old youth to be introduced to the sport of auto racing and build their skills for their future as drivers in the upper divisions.

*Eligible Models:*

1. Any 1980 to 2001 four cylinder front or rear wheel drive sedan with an O.E.M. stock wheelbase between 87" and 103". No four-wheel drives, all wheel drives, pick-ups, jeeps, mini-vans, two seat sports cars, convertibles, or station wagons.
2. No V-Tech, Rotary, rear engine, turbo, or super charged engines.
3. All cars must have the V.I.N. number in the O.E.M. locations and readable.
4. Other cars may be approved. Ask before you build.

*Body:*

1. Anything not listed below must be O.E.M. stock for V.I.N. number of car used.
2. All exterior chrome, hard plastic, trim, mirrors, moldings, glass, and metal grills must be removed.
3. Metal grills must be replaced with screen.
4. The dash may be removed and replaced with metal.
5. All hatchback cars that use a fuel cell must fabricate a fire wall between the trunk area and the driver area.
6. All holes in any firewall must be patched with metal.

*Windshield:*

1. All cars must have the O.E.M. windshield, clear lexan, or heavy wire mesh over the complete windshield area.

*Hood / Trunk, and Doors:*

1. The hood and trunk latches must be removed and replaced with quick release pins.
2. The hood and trunk hinges may be removed and replaced with quick release pins.
3. The door inner structure, hinges, and latches may be removed.
4. All doors must be welded securely.

*Steering:*

1. Any steering wheel may be used.
2. No tilt wheels.
3. The center of all steering wheels must be padded.
4. The O.E.M. steering column may be replaced with a steel shaft and quick release coupling.
5. If the O.E.M. column is removed, a heim joint must be used to support the steering column.

*Bumpers:*

1. All bumpers and bumper covers must be O.E.M. for the V.I.N. number.
2. All bumpers must be chained to the chassis with a minimum of a 5/16" chain.

*Engine / Transmission / Front End, and Rear End:*

1. All engines, transmission, front ends, and rear ends must be O.E.M. stock for V.I.N. numbers.
2. No performance parts.
3. All rev limiters must be correct for the V.I.N. number and work.

*Air Filter / Air Intakes:*

1. All air intakes, air filter housings, and air filters must be O.E.M. stock for the V.I.N. number used.

*Exhaust:*

1. All exhaust must be O.E.M. stock cast iron manifold.
2. All exhaust must exit behind the driver and out the right side.
3. All cars must have a working unaltered muffler. Any car that is considered too loud, may be asked to quiet it down.

*Suspension:*

1. All suspension components must be O.E.M. stock for the V.I.N. number except for the modifications listed below.
2. No racing springs. The O.E.M. springs may be modified to acquire the minimum height of 5".
3. The front and rear strut towers may have strut connectors.
4. Wedge bars are allowed.

*Tires / Wheels:*

1. All tires must be the Bridgestone Fuzion HR 195-60-14: or 195-65-15".
2. No racing wheels, wheel spacers, or adaptors. All wheels must be O.E.M. factory stock.

*Weight:*

1. This weight rule may be modified to keep the competition equal.
2. All cars will be weighed with the driver in race-ready position.
3. All cars must be a minimum of 2150 pounds at the end of any race.
4. All add-on weight must be painted white, be mounted with two half-inch bolts, be no lower than the chassis, and be mounted between the frame rails.

*Roll Cage / Driver Safety:*

1. A minimum four post roll cage is mandatory with a minimum of four bars on the driver's side.
2. All roll cages must be securely attached to the floor with plates on the bottom of each piece of tubing.
3. The minimum roll cage tubing size is 1 ½" o.d. x .095 wall thickness.
4. All bars in reach of the driver must be padded with roll cage padding.

*Seat / Seat Belts:*

1. All cars must have a racing seat with a head rest.
2. All seats must be securely fastened to the roll cage.
3. All cars must have a minimum five point quick release seat belts that are designed for racing purpose.
4. All seat belts must be less than five years old.
5. All cars must have a window net designed for auto racing purpose with a quick release latch.

*Driver Safety Equipment:*

1. Fire suits mandatory.
2. A SNELL SA rated helmet is mandatory.
3. A neck collar or HANS device is mandatory.
4. A fire extinguisher mounted within the driver's reach is mandatory.

