

# **Wild Thing Kart Series 2025 Rule Book At Stafford Motor Speedway**

All drivers and crew members should review the Wild Thing Kart Series' 2025 rules.

**These are general rules – The Race Director reserves the right to make changes at will.**

**Remember if THE RACE DIRECTOR  
doesn't like it you can't have it.**

**Race Director: Wade Gagner  
413-519-5473**

**Web Page: [www.wildthingkarts.com](http://www.wildthingkarts.com)**

**Face Book: Wild Thing Karts**

Racing Schedule

Monday Night Program Pit Gates Open – 3:30 PM

Kart Sign-in Close – 5:00 PM Practice – 5:00 PM Racing – 6:00 PM

## **General Information**

Every driver and Crew Chief will 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 Wild Thing Kart Series 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 racer's equipment, vehicle, or any parts by any means whatsoever. Track Workers are independent contractors not employees of Wild Thing Karts and assume full responsibility for any and all taxes or charges on any funds received from Wild Thing Karts.

**CHANGES FROM 2024 ARE IN RED**

**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 for race drivers.

### **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 Wild Thing Kart Series 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.

### **Rainout Policy**

- ⇒ If the program is a complete rain out, we will make every attempt to call the race by 1:00 PM on Monday. Please check the Wild Thing Karts web site ([www.wildthingkarts.com](http://www.wildthingkarts.com)) or The Wild Thing Karts Facebook page to see if the event has been cancelled. If we make an attempt to run the Monday program and it is rained it will be a rain event and see variables below. Please read the following rain conditions carefully – if any karts get onto the track we have to pay 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 on the track for any racing or practice, the event is cancelled and pit passes and kart registration will be good for next event only. Save your wristband.
- ⇒ If we do get some heat races in and it rains, the event will be continued the next week. Only the kart registration fee will be good for the next event only (Pit Pass's will not be transferable to the next week). Depending on how many heat races have been completed the race director will make the call to determine if Heats will count as main events.

- ⇒ 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, points and trophies will be awarded as to how you would have been lined up for the main event-without handicapping where applicable).
- ⇒ If we do get some main events in before a rain out – we will use the heats from the divisions that did not 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- without handicapping where applicable.) Depending on how many main event races have not been completed the race director will make the call to determine if Heats will count as main events or main events will be run the following week.
- ⇒ If a main event or heat is under ½ way it does not count
- ⇒ If a main event or heat is over ½ way it will be scored according to the last completed scored lap and that will be the official finish.

### **Claim Information 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 Wild Thing Kart Series 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 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 \$250.00 AND/OR SUSPENDED!

### **Personal Conduct**

- ⇒ Any person in the pit area who has evidence of substance abuse (Beer, Wine, Liquor, or Drugs (including Marijuana)), or is seen using any 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 personal violence at the track will be suspended for that event and could receive the 13/13 ruling (suspension for 13 weeks or 13 events) or could be suspended indefinitely.
- ⇒ The Driver is responsible for everyone in his crew and any visitors to the pit area.
- ⇒ Any person on the grid, who does not conduct himself or herself in a professional manner, uses vulgar or abusive language and/or gestures towards an official or any other person on the grid will be subject to point deductions and/or suspension and/or fined. The penalty will be assessed by the race director.
- ⇒ Any person using threatening, vulgar, or abusive language and/or gestures- regardless of where he/she is- is subject to suspension.
- ⇒ No motorized riding vehicles or wheeled transportation allowed in the pits. Including but not limited to scooters, skateboards rollerblades and the like.
- ⇒ Everyone is required to keep their pit area clean.
- ⇒ Competitors are solely and directly responsible for the safety of their race karts and racing equipment. They are also obligated to perform their duties (as a kart owner, driver or crew member) in a manner designed to minimize the risk of injury to themselves and others.

## 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 - **Pitman Arm Bolt, Tierods, Spindle bolts. Cubs use nylocks rather than pinning.** 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.
- ⇒ Please see sections on each division for further tech items.

### Heat Race/Qualifier Tech

- ⇒ You may be subject to minor tech inspection on any given night.
- ⇒ You will be subject to tech inspection on duel feature nights.

### Post Tech:

- ⇒ Top 3 karts and random karts in each class up to 5 karts are subject to Tech (this is the discretion of the tech inspectors). Anyone refusing tech will be DISQUALIFIED and all points for that event will be forfeited! Anyone caught with an unapproved part, an illegal part and any infraction, situation or unknown – will be subject - up to and including disqualification, points deduct, suspension, and starting position in an event forfeited (at the discretion of the race director). It is the discretion of the tech official and the race director if additional penalties will apply. 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 Wild Thing Karts rules and regulations. **Any questions ask ProKart or BR11.**
- ⇒ Only 1 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. A decision will be made before the next following scheduled race event. Penalties could include point deductions, suspensions and or fines.
- ⇒ Exhaust systems must be intact and all exhaust gas must exit through the muffler.

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- ⇒ Karts missing the exhaust after or during an event will be black flagged and parked for the remainder of the race.
- ⇒ Any karts after completion of the race found to have broken or missing exhaust will be docked 6 points in main event or 3 positions in a heat/non-qualifiers event.

### Engine Swaps:

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

### Weight Tech

- ⇒ Track will determine how many karts will be weighed. Failure to be weighed when required will result in a disqualification for that heat and/or feature event. If you fail weight tech for the Heat Race: You will start in the back of the pack for the feature event. If you fail weight tech for the Feature Event: You will be penalized 3 points per pound and 1 spot per pound (example if you are 5 lbs under weight you will lose 15 points AND 5 scoring positions).
- ⇒ Kart Weight in Procedure
  - 1<sup>st</sup> attempt
    - Pass- move off scale into tech
    - Fail- back off scale, official will zero scale, official will move ramps
  - 2<sup>nd</sup> attempt
    - Pass-move off scale into tech
    - Fail-proceed forward only kart and driver to the impound area
  - 3<sup>rd</sup> attempt
    - Pass-move off scale into tech
    - Fail-You will be penalized

⇒ You are responsible to make weight !! . NO ADDING FLUIDS, DRINKING WATER, OR PUTTING ON PARTS THAT FALL OFF DURING A RACE. YOUR WEIGHT IS DETERMINED THE WAY YOU CAME OFF THE TRACK, NO EXCEPTIONS, NO EXCUSES. THIS IS OUR TRACK RULE AND OVER RIDES ANY OTHER SANCTIONING BODIES RULES

### General Driver and Racing Rules

- ⇒ Helmet with Snell rating 2015 - SA and M or newer. Driver's helmet will not exceed past the bottom of the top roll bar while sitting in the kart. Full face helmets only.
- ⇒ Neck brace or Head restraint system, arm restraints (cubs do not need arm restraints), ankle top shoes, and gloves are mandatory. All Drivers MUST have fire retardant driving suits (Minimum rating of SFI 3.2A/1)
- ⇒ Five point safety harness (4 point for cub), minimum 2 inch straps or better for all karts. **Although we don't date belts – any belts that are discolored, frayed and or show signs of wear will need to be replaced.** Tech Inspector or Race Director will approve belts during safety inspection for unacceptable condition.
- ⇒ All drivers must have a visible FIRE EXTINGUISHER in their pit area.

### Wild Thing Kart Series Race Procedures

- ⇒ All drivers MUST attend the drivers meeting. Anyone not attending a meeting is subject to a D.Q.
- ⇒ All karts are subject to inspection of rules compliance at any time by Kart Series Track Officials.
- ⇒ All protests 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. Race Directors Discretion.
- ⇒ All karts stopping or spinning to avoid crashed karts and have made no contact with any kart or other obstacle, and don't have an unsafe condition 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 (this includes red flag conditions). In case of a red checker or yellow checker flags – race position will be determined by the karts in front of the wreck finishing the way they cross the line. Karts behind the wreck on back will be scored according to previous lap position. Karts that were determined part of the wreck will be scored behind all karts on same lap.

- ⇒ All karts 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 caution will be out of the race. You will not be allowed to re-enter the race.
- ⇒ All drivers involved in a RED FLAG must be cleared by a safety personnel and Wild Thing Kart Series Track Officials before returning to the race.
- ⇒ All karts moving through the pits must be pushed (NOT DRIVEN)
- ⇒ Driver and kart combination is what qualifies for the event. In the event a kart cannot be repaired (must be approved by Race Director) you can use a backup kart. You must notify the Race Director and the Tech Inspector and have the kart safety teched. You will start last in the lineup. If you bring a backup kart it must have a different # than primary kart and be registered as such.
- ⇒ 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, fluid and or displaying racing misconduct on the track. If you receive the black flag, you must take your kart into the infield, you may not re-enter the race until you have been cleared by a Wild Thing Kart Series Track Official.
- ⇒ Anyone blocking or weaving will receive the black flag. (Race Officials Decision)
- ⇒ The black flag will be given to any kart/driver, or pit crew member for un-sportsman like conduct at the track.
- ⇒ If the driver does not pull off the track after receiving the black flag that driver will no longer be scored.
- ⇒ 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 infield.
- ⇒ All un-sportsman like conduct is grounds for point deductions, fines and/or immediate suspension. There will be no harassment of track officials, track employees, safety crews, ambulance crews, spectators and other competitors.
- ⇒ 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 drivers must shut off 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 point deductions, fines and/or 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 Wild Thing 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 - The black flag signifies the driver must go to the infield of the track immediately and report to a Wild Thing Karts official. It does not mean automatic disqualification (this will be at the discretion of the Wild Thing Karts Official). The kart will no longer be scored. If rolled black is pointed at a competitor, it is a warning that they are in danger of being blacked 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 given)

- ⇒ All scoring will be done by the designated Kart Series Track Officials (NO ONE SHALL APPROACH SCORING OFFICIALS DURING A RACE)

- ⇒ A completed scored lap is considered a lap. If one lap is not completed, revert back to the initial line up except the karts involved in the wreck they will go to the back of the field.
- ⇒ 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. Lapped cars will go to the rear. Single file restarts will be used after the half way flag has flown or at the race director's discretion.

#### 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.
- ⇒ An engine protest: Cost is (\$300.00) if an engine is found LEGAL \$200.00 goes to the engine, \$100.00 goes to Tech.
- ⇒ If an engine is found ILLEGAL \$ 300.00 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. **Both ProKart and BR11 will have to be present for inspection.**
- ⇒ 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 (Race Directors Decision)
- ⇒ The object of these rules is to be as fair as possible, Keep everyone equal, and keep the cost of racing at a minimum.
- ⇒ Rules infractions will result in loss of points for that event and additional penalties may apply.

#### LINE UPS:

- ⇒ First week line ups will be determined by drawing for heats. The feature line up will be according to the heat finish.
- ⇒ Numbers of heats are determined by the following except for Tiger B and Tiger cubs will be 2 heats.
  - If under 12 karts – 1 heat
  - If 12 karts and over 2 heats
  - Main events are a maximum of 18 kart features

- If 19 to 20 karts 3- heats – 4 qualify – rest to consi and 6 qualify
  - If 21 and over 3-heats – 5 qualify – rest to consi only 3 qualify
- ⇒ After the first week, line ups are determined
- Tiger Cubs
    - Heats - Top ½ from main 1 & 2 from previous week are put in heat 1 and bottom ½ from main 1 & 2 from previous week are put into heat 2. Race Director can change line up.
    - Mains - Top ½ from heat 1 & 2 from heat are put in main event #1 and bottom ½ from main 1 & 2 from heat are put in main event #2.
  - Tiger B
    - Heats – two heats last starts 1<sup>st</sup> in 1<sup>st</sup> heat and next to last starts 1<sup>st</sup> in 2<sup>nd</sup> heat and so on....
    - Mains - Top ½ from heat 1 & 2 are put in main event #1 and bottom ½ from heat 1 & 2 are put in main event #2.
  - Tiger A, Jr. & Sr. Outlaws, and Pro II
    - Heats - two heats last starts 1<sup>st</sup> in 1<sup>st</sup> heat and next to last starts 1<sup>st</sup> in 2<sup>nd</sup> heat and so on....
    - Mains - If one heat straight up start – If two heats 1<sup>st</sup> in 1<sup>st</sup> heat starts on pole 1<sup>st</sup> in 2<sup>nd</sup> heat is inside pole and so on. For all main events top 6 in line up will be handicapped by finish of previous week (example one kart finished 15<sup>th</sup> last week and another finished 2<sup>nd</sup> – 15<sup>th</sup> would be on the pole and 2<sup>nd</sup> would start 2<sup>nd</sup>).
- ⇒ First Time drivers will start in the rear for one week in the heat and feature. They MUST have an “X” on the back of their helmet and/or rear of vehicle.

### YEAR END AWARDS:

All Points count towards year-end awards. A Driver must have completed 2/3 of the point races to be eligible. (Example: 12 races/ must have run 8 races)

## Points

You will Receive feature points towards year-end championship.

Feature Points

1 <sup>st</sup> 80 points	21 <sup>st</sup> 40 points
2 <sup>nd</sup> 78 points	22 <sup>nd</sup> 38 points
3 <sup>rd</sup> 76 points	23 <sup>rd</sup> 36 points
4 <sup>th</sup> 74 points	24 <sup>th</sup> 34 points
5 <sup>th</sup> 72 points	25 <sup>th</sup> 32 points
6 <sup>th</sup> 70 points	26 <sup>th</sup> 30 points
7 <sup>th</sup> 68 points	27 <sup>th</sup> 28 points
8 <sup>th</sup> 66 points	28 <sup>th</sup> 26 points
9 <sup>th</sup> 64 points	29 <sup>th</sup> 24 points
10 <sup>th</sup> 62 points	30 <sup>th</sup> 22 points
11 <sup>th</sup> 60 points	31 <sup>st</sup> 20 points
12 <sup>th</sup> 58 points	32 <sup>nd</sup> 18 points
13 <sup>th</sup> 56 points	33 <sup>rd</sup> 16 points
14 <sup>th</sup> 54 points	34 <sup>th</sup> 14 points
15 <sup>th</sup> 52 points	35 <sup>th</sup> 12 points
16 <sup>th</sup> 50 points	36 <sup>th</sup> 10 points
17 <sup>th</sup> 48 points	37 <sup>th</sup> 8 points
18 <sup>th</sup> 46 points	38 <sup>th</sup> 6 points
19 <sup>th</sup> 44 points	39 <sup>th</sup> 4 points
20 <sup>th</sup> 42 points	40 <sup>th</sup> 2 points

Tiger B Points

Half of the top finishing B's in their heat go into the 1st main event and the top half of the 2nd heat go into the 1st main event and the same for any other heats we run. The same goes for the 2nd main - bottom half of the 1st heat goes into the 2nd main and the bottom half of the 2nd heat goes into the 2nd main and the same for any other heats we run. Because we have so many inexperienced B drivers we will not put them all in the same main event. By using this format it puts the fast drivers in main event 1 which gives them more points. The slower drivers go into main event 2 and they are scored after the 1st main events drivers. Just like if they all ran in one main event. The goal is to teach these kids how to race—what the flags are—and what to do on the track during a race. They also get points after the Tiger A's—this is so that if a driver wins 3 events in the B's they can move up to the A's with points, except for: **We do not advance drivers from B to A past June 30<sup>th</sup> despite winning three B features.**

## **TRANSPONDERS**

Transponders are required on all karts (except tiger cubs) during practice, qualifying, time trials, and feature events. The approved transponders for Wild Thing Karts are the MyLaps TR2 Transponder (it is the car and bike one we are using). Kart racers are responsible to purchase their own transponders for their karts. If you are running 2 divisions you will need to have a unique transponder for each kart. Wild Thing Karts will have a limited number of transponders for rental at the track each event. Information on placement of the transponder holder and transponder will be on our web site and Facebook page by April 1<sup>st</sup>. It is the Kart Teams responsibility to ensure that the transponder is located correctly and on the kart for each race event. Transponders that are not installed correctly and in the proper holder can be disqualified from the event (this includes incorrect location on the kart during tech inspection after the event). If a problem with the transponder is due to the track you will not be penalized. The transponder will determine the finishing race position, not the nose of the kart.

**Divisions and Specifications**  
**ALL DIVISIONS NO TIRE CHEMICAL PREP ALLOWED**  
**ALL DIVISIONS NO PREVIOUSLY CHEMICAL PREPPED TIRES**  
**ALLOWED**

**PRO II MODIFIEDS**

- ⇒ 825 LBS, 845 WITH ALUMINUM FLYWHEEL
- ⇒ 14 years of age and up as of Jan 1<sup>st</sup> of competition year.

**ALL WILD THING KARTS MUST BE RUN AS SUPPLIED BY THE  
MANUFACTURER**

The Wild Thing Karts Rules will apply to the following Divisions:  
All Wild Thing Kart Competitors must run A40 Compound Hoosier  
tires only.

**TIGER CUB**

- ⇒ 215-235 LBS
- ⇒ ANY KARTS OVER 235 lbs CAN HAVE NO ADDED WEIGHT
- ⇒ 5 to 7 years of age (on 7<sup>th</sup> birthday with Race Director's approval may advance to Tiger B)

**TIGER A**

- ⇒ Animal L206 Motors Only 300 lbs (2-hole blue rest.)
- ⇒ 7 to 11 years of age (if 10 years of age on Jan. 1<sup>st</sup> with Race Director's approval may advance to Jr. Outlaw)

**TIGER B**

- ⇒ Animal Motor (3-hole purple rest.) 275 LBS – You will be allowed to use the old version of the Animal Motor for 2025
- ⇒ 7 to 11 years of age

**JR. OUTLAW**

- ⇒ 11 to 14 years of age (If 14years of age on Jan 1<sup>st</sup> with Race Director's approval may advance to Sr. Outlaw)
- ⇒ Animal L206 Motor (with Black rest.) 380 lbs

**SR. OUTLAW**

- ⇒ Sr. Outlaw 425 LBS

- ⇒ 15 Years of age and up - (If 14years of age on Jan 1<sup>st</sup> with Race Director's approval may advance to Sr. Outlaw)
- ⇒ Animal Motor or L206 (no rest.)

**2025 TIGER SPRINT & OUTLAW RULES**  
**THESE ARE GENERAL RULES – CHECK WITH YOUR LOCAL TRACK**  
**FOR VARIATIONS ON RULES OR PENALTIES**

All Competitors must run A40 compound Hoosier tires only

The Tiger Spec Racers are for young people 5-14 years of age. These divisions are for the young people to compete on a level playing field with the emphasis on SAFETY.

A driver's actual age as of January 1<sup>st</sup> of each year shall establish competition age for that entire season with the exceptions noted in the Divisions and Specifications section.

All divisions (except for Tiger Cub) are required to have a Raceciever or similar 1-way communication radios. Please contact Wade Gagner 413-519-5473 for more information.

### RULES

#### CHASSIS

- ⇒ The only kart allowed to compete in the above classes is the WILD THING TIGER SPRINT for the Tiger Sprint classes and the WILD THING OUTLAW for the Outlaw classes. These karts are to be run as OEM supplied by manufacturer. (Subject to inspection and approval – IF YOU ARE NOT SURE ASK TECH INSPECTOR OR RACE DIRECTOR). These karts must be run with no alterations to the stock unit. There will be no cutting, lightening or altering of chassis components. Tiger Sprints A, B and C may run non-adjustable cassettes on right and left rear of the kart. Sprints are only allowed to run only 1 flex block. Jr. Outlaws will be allowed 1 rear fixed cassette and 1 Rear adjustable cassette. The Sr. Outlaws are allowed to run adjustable cassettes on both left and right rear. Tread width must not exceed 48" in sprints and 50" in outlaws. Jr. and Sr. Outlaws will be allowed to run 2 flex blocks in the rear.
- ⇒ All bolts must be grade 5 or grade 8 standard bolts. NO GUN DRILLED BOLTS. Only 1 cross drilled hole for the purpose of safety wire allowed.

- ⇒ No drilling or lightening of any bolt on components allowed.

#### WEIGHT

- ⇒ Minimum weight as raced is 300 lbs. for A Class and 275 lbs. for B Class in the Tiger - 380 for L206 in the Jr. 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 doubled nutted or lock nutted and cotter keyed. Minimum bolt size is 5/16".
- ⇒ NO ADDED WEIGHT IN NERF BARS OR BUMPERS- INCLUDING INSIDE TUBES OR ANY CHASSIS TUBING OR FRAME

#### WHEELS AND TIRES

- ⇒ Only 6" diameter aluminum wheels will be allowed for Tiger Sprints and Outlaws.
- ⇒ Relocating valve stems to inside tires is permitted.
- ⇒ JR. OUTLAWS & SR. OUTLAWS - must use only the 800 Hoosier tire on the right rear and right front. The wheel can only be an 7-3/4" to 8-1/2" max width on the right front. The left side Hoosier tires must be 500 on both LF and LR. Only A40 Compound on all tires.
- ⇒ TIGER A'S & TIGER B'S – The only two tire sizes allowed Hoosier 500 on RF, LF, and LR. & 800 on RR. A40 Compound only.
- ⇒ Only a maximum length 40" steel .188" wall thickness axles as supplied by manufacturer. No outer sleeves on axles. Maximum of 4 lock collars
- ⇒ No axle fillers allowed
- ⇒ No ceramic bearings

#### NERF BARS

- ⇒ Only stock production nerf bars to be purchased from only Wild Thing Karts with no alterations
- ⇒ They must not extend more than 1" past the outside edge of the rim per side.
- ⇒ No added weight or filling of nerf bars or bumpers allowed.

#### BODY COMPONENTS

- ⇒ A full Midget/Sprint-type, open wheel body with stock fiberglass tail section is mandatory. No alterations to tail section allowed. No



- closing in or boxing of bottom of tail section allowed (except for clearance of brake rotor only).
- ⇒ You may make your own body as long as it conforms to the stock body configuration + or- 1 inch. No lips sticking up or out on panels. No redirecting air with panels must mount and locate in stock locations.
  - ⇒ Only minor trimming for clearance allowed.
  - ⇒ You must run a right side wing panel, Tiger Sprints must run a 14" high x 27" long + or – 1" wing. Outlaws must run a 15" x 30" + or – 1" wing. The Wing panel will have bent edges of no more than 1" wide with no sharp edges. Wings must be mounted to the upper right roll bar and must be mounted securely.
  - ⇒ Stock wing brackets must be used no alterations.
  - ⇒ 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 and left tail cone.
  - ⇒ Numbers must be a minimum of 8" tall and readable by scorers.
  - ⇒ Front head bar visors may be run in all divisions. It must not be more than 5" in height and must be flat with no sharp edges.

#### FLOOR PAN

- ⇒ Must run OEM stock supplied floor pan minimum .060" to .120" maximum aluminum and must be fastened securely (no wire ties). Must not exceed OEM size or location.

#### STEERING

- ⇒ Must run OEM Spindles – no alterations
- ⇒ A quick release hub may be added.
- ⇒ Any steering wheel may be used. NO butterfly steering wheels.
- ⇒ 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.
- ⇒ Must run lock collar on steering shaft.

## BRAKES

- ⇒ Hydraulic only as supplied by manufacturer. Engenetics 700B or MCP 7250 with 7-1/4" rotor.
- ⇒ No cutting or altering of any kind allowed.
- ⇒ No floating brake rotors allowed, must be tight
- ⇒ No shimming calipers allowed

## SEAT

- ⇒ 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. No movement in seat allowed.
- ⇒ Cub, Tiger A & Tiger B Seat cannot be offset more than 1" from centerline of chassis (use steering post as reference)
- ⇒ Jr. & Sr. Outlaw center of head rest can be no further left than the center of left chassis head rest bar.

## SAFETY BELTS AND EQUIPMENT

- ⇒ All Safety Equipment must pass tech inspection.
- ⇒ A full set of five point safety belts and harness as designed for racing SF1 is mandatory. If Belts are discolored, frayed and or melted – you will be asked to replace them.
- ⇒ We have no date rule on belts – but they must be in virtually new condition regardless of age. If not you will be asked to replace them.
- ⇒ Minimum 2" BELT WIDTH.
- ⇒ Arm restraints are mandatory (Cubs do not need arm restraints)
- ⇒ It is highly recommended for a child whose helmet size is less than 6-5/8 to use the SFI 24.1 rated Youth Helmet. An alternative is the Full face Snell 2015m 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
- ⇒ No two-way communication between driver and anyone else is allowed.
- ⇒ Right side V-net minimum required – if you have a full containment seat with integrated head rest you do not need a V-net. PRO II's must have a V-net.
- ⇒ Head rests are highly recommended

## CLUTCH AND GEARS

- ⇒ **Tiger Sprint A & B** - Noram/Ratech GE series clutch or Magnum Drum or Magnum Complete Clutch Assembly.
- ⇒ **Jr. Outlaws** Noram/Ratech GE series clutch or Magnum Drum or Magnum Complete Clutch Assembly. You may use the Premier Clutch with stock orange springs only.
- ⇒ **Sr. Outlaws** Noram/Ratech GE series clutch or Magnum Drum or Magnum Complete Clutch Assembly. You may use the Premier Clutch with stock yellow springs only. Starting 2025 may use the the Bully Briggs Clutch 2 Disc 6 spring clutch.
- ⇒ 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
- ⇒ NO CHAIN WIPERS ALLOWED
- ⇒ G-MAN PLASTIC TYPE CHAIN GUARD AND ALUMINUM GUARDS OF SAME SHAPE AND DESIGNED ONLY ALLOWED
- ⇒ Cubs must cut hole in guard to reveal gear number

## ENGINE

*All divisions must run Wild Thing Kart Approved Sealed Motors Only*  
*AS OF 2025 ALL DIVISIONS EXCEPT CUB WILL BE RUNNING ONLY THE*  
*L206 MOTOR*

- ⇒ All new motors will be supplied from Boivin Racing and Prokarts. Each motor will be dynode and then sealed to ensure it meets our requirements for competition.
- ⇒ ONLY APPROVED ENGINE REBUILDERS WILL DO ALL REPAIRS AND RESEALING (call for dealers in your area 413-519-5473).
- ⇒ Motors - L206 Animal engines. Tiger B, A Jr. & Sr. Outlaws must run L206 short blocks (Tiger B only will be allowed to use old version of Animal engine. Rebuilds will use L206 short blocks for rebuilds but any head will be allowed. Jr. Outlaws will also be required to run green 6100 RPM coil. Sr. Outlaws may run Blue coil, no rev limit. Engines must have at all times two seals present, one from the manufacturer and one from the certified engine builder. No

tampering with seals in any way. Seal removal will include discipline up to and including consideration for a disqualification. L206 motors must have RT-1 Head (Tiger B see rules on page 13 under Tiger B)

- ⇒ RT-1 Cylinder heads - Absolutely no alterations of any kind allowed. Must remain stock. No material is to be removed or added with the exception of Heli coils to repair threads. Threaded holes repaired must be in the stock location. No moving the position of holes for any reason. Holes may be tapped to add header strap. No bending or altering of the rocker studs or stud plates allowed. Any aftermarket valve spring can be used as long as it is stock dimensions and wire size (the AN001 and AN002 valve springs may be used). The complete L206 motors are all supplied with the RT1 head from Briggs.
- ⇒ The standard Animal Coil, (blue) will be allowed for Tiger A. The rev limiting 6100 rpm green coil as supplied with the L206 will be required on Jr. Outlaws, Sr. Outlaw may run blue coil.
- ⇒ All engines will use a straight timing key, no advanced or retarded keys allowed. No altering the flywheel or crankshaft to create advancement. No altering the coil mounting studs on the block, studs must remain straight. No drilling or slotting of the coil will be allowed. All motors are subject to degree wheel inspection for timing advancement. Tiger B motors may still use advance keys.
- ⇒ Carburetors will not be sealed. Any metering rod and jet size allowed no tapering or rounding of any jet internally or externally, no spiral reaming, no fluting, no necking of jets. All jet holes are to be straight, smooth and round. Emulsion tube must remain stock except for cross drilled holes will not be a tech item-and while the changing of jets and metering rods will be allowed, your engine builder will supply the engine with a jet package that has been tested and tuned for best performance in the division it was built for.
- ⇒ Spark Plugs – Only surface gap plug. Champion # C53VZ, Autolite Plug # AR3910X AR3932Y AR3933X, NGK 8BUE
- ⇒ Absolutely no alterations to the restrictor plates allowed.
  - \*WKA approved Filter adapter and may not be run without filter
  - Qualifier or open type filters must run an outerwear sock
  - Animal air filter will be 3" x 5" maximum only allowed, no funnel devices.

- Animal Motors must have approved RLV B-91 muffler or 4104.
- Animal Motors must run stock recoil starter bolted on motor
- Animal Motors must run L shaped Robertson Header 1-CC-MSB18
- Header wrap allowed on pipe only, no wrap or coatings on muffler
- Pipes may be painted externally only {no internal coatings} no ceramic, no 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
- Carburetor to remain stock as supplied from the factory, with the following exceptions:
  - ⇒ Animal carb to be OEM stock only, any WKA legal needle or jet allowed.
    - Valve springs, maximum length .930"
    - .103-.107 wire diameter ID of spring
    - .615 minimum diameters to .635 maximum diameters.
    - Must be stock appearing with 4-4.5 coils
    - Single spring per valve
    - No machining or altering of carburetor bolts. Metric # \_\_\_\_ (see Wade Gagner) or ¼ bolts only.
    - ALL VALVE TRAIN COMPONENTS MUST REMAIN STOCK AS SUPPLIED.
  - ⇒ Tiger A Animal Motors will compete with the WKA two hole blue plate.
  - ⇒ Tiger B Animal Motors will compete with the WKA 3 hole purple plate.
  - ⇒ Jr. Outlaw Animals will compete with the WKA .575 black restrictor

## Tiger Cub Rules

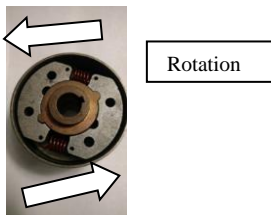
### ALL PAVEMENT SERIES WILL RUN HOOSIER TIRES

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. **If the driver turns 7 years of age during the season they may move up to Tiger B's with Race Directors Approval.**

**NEW MOTOR INITIATIVE FOR CUBS:** This year we will be starting to use the animal motor with slide combination. This will only be sold through BR11 racing (Paul Boivin). We are transitioning to a new motor which will have a built in governor to control RPM. Once the research and development this year is complete – the cubs will be able to move to a point based racing with the RPM controlled by the motor itself. If you have any questions on this please contact Wade Gagner.

- ⇒ Competition – There is none. Every child who competes in this division will be considered a winner. They will not compete for points but will receive awards at the end of the season.
- ⇒ Karts – All karts must be the Wild Thing Karts Tiger Cub and must be run unaltered as delivered from the manufacturer. No cutting or drilling of chassis, no modifications.
- ⇒ Bodies – May be made from .040 aluminum. No Plexiglas bodies. You may add skirts, side pods to enhance appearance, but you must maintain a sprint car type body. You may add a front enclosure as long as it stays within the confines of the front bumper.
- ⇒ Motors –
  - **The only motors allowed**
    - **Subaru Robin**
    - **Briggs and Stratton 550.**
    - **Briggs Animal Motor supplied with a special exhaust pipe that runs on gas, 4,000 rpm rev limiter and built by BR11.**
- ⇒ Absolutely no alterations allowed of any kind. Must run stock as supplied. No metal/material removal or addition allowed on any part of the engine. This includes tape. No alterations to the governor system. Bent or altered springs will not be allowed. **All engines will be set at a maximum of 4,000 rpm** and will be checked by tech inspectors prior to racing event. Zero tolerance will be allowed **TAMPERING OF GOVERNERS IN ANY WAY IS SUBJECT TO DISQUALIFICATION- AND MOTOR COULD BE CONFISCATED.**

- ⇒ Fuel – Motors will run on pump grade gasoline only. The use of racing fuel is not allowed due to the fuel not being compatible with engine components. Please try to run as little fuel as possible preferably only ½ a tank.
- ⇒ 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 then the front floor pan cross member and no further back then 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 doubled nutted or lock nutted and cotter keyed. Minimum bolt size is 5/16". NO ADDED WEIGHT IN NERF BARS OR BUMPERS- INCLUDING INSIDE BARS
- ⇒ Wheels and Tires – Only 6" wheels and tires they 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 manufacture. No floating disc allowed.
- ⇒ Seat – High back aluminum or plastic kart seat mandatory.
- ⇒ Belts – 4 point belts 2" mandatory.
- ⇒ Safety – Fire suit, gloves, neck brace are required.
- ⇒ It is highly recommended for a child whose helmet size is less than 6-5/8 to use the SFI 24.1 rated Youth Helmet. Full face Snell 2015 or better rated helmet. A helmet is mandatory.
- ⇒ Clutch – Tiger Cubs will be required to use this setting only for clutch's Noran GE or Magnum with red springs and heavy shoes
- ⇒ Gear Rule –60 tooth rear gear only allowed
- ⇒ Gear Ratio – 15 tooth clutch
- ⇒ No two-way communication between driver and anyone.
- ⇒ Cubs must cut hole in guard to reveal gear number



## ADDITIONAL SR. OUTLAW RULES

THESE ARE GENERAL RULES – CHECK WITH YOUR LOCAL TRACK FOR VARIATIONS ON RULES OR PENALTIES

- ⇒ You must be 15 years of age to compete in the Sr. Outlaw division - (If 14 years of age on Jan 1<sup>st</sup> with Race Director's approval may advance to Sr. Outlaw).
- ⇒ The only kart chassis allowed to compete in this class is the "Wild Thing Sr. 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.
- ⇒ 7-3/4 minimum to 8-1/2 maximum wheel width is the only wheel allowed, on right front

### WEIGHT

- ⇒ See page 14.

### BODIES

- ⇒ Sr. Outlaws may vary some from OEM body that comes supplied from Wild Thing Karts. The OEM supplied panels will be the minimum requirement and no change to the wing panel and or the tail cone will be allowed. No part of the body may extend past the bumpers or nerf bars and must follow contour of roll cage. No part of body is to be wider than the roll cage it is attached to. Remember if we don't like it you can't have it.

### WHEELS AND TIRES

- ⇒ See page 15.

### CLUTCH

- ⇒ **Noram/Ratech GE series clutch or Magnum Drum or Magnum Complete Clutch Assembly. You may use the Premier Clutch with stock yellow springs only. Starting 2025 may use the the Bully Briggs Clutch 2 Disc 6 spring clutch.**

### REAR AXLE

- ⇒ Only a 40" steel .188 wall thickness axle as supplied must be used. Rear axle adjustable cassettes may be used on Left and Right rear.

### ENGINE



- ⇒ Sr Outlaws must run L206 with RT-1 head only – heads must remain stock with the exception of milling by a Wild Thing Approved Engine Builder, for the purpose of making surface even for repair.

### **2025 PRO II MODIFIEDS**

THESE ARE GENERAL RULES

CHECK WITH YOUR LOCAL TRACK FOR VARIATIONS ON RULES OR PENALTIES

The Pro II Modified Division is a class meant to be an affordable way for racers to compete in a North East type modified. This type of racing has been at several different tracks across the Northeast. We have a unique opportunity to give people the chance to own and drive a smaller version of the modifieds seen at other tracks.

- ⇒ 14 years of age and up
- ⇒ 825 OR 845 WITH ALUMINUM FLYWHEEL

#### **SAFETY EQUIPMENT**

- ⇒ Helmet Snell 2015 or better full-faced helmet. Only amber and clear shields allowed at night
- ⇒ Must have fire retardant driving suit—minimum rating of SF-1, 2.2a-1.
- ⇒ Driving Gloves Mandatory
- ⇒ Arm Restraints Mandatory
- ⇒ Neck Braces Mandatory
- ⇒ Racing shoes High tops over ankles Mandatory
- ⇒ Recommend Hans Device
- ⇒ Recommend Full Containment head rests

#### **CHASSIS**

- ⇒ Wheelbase – 68"-72" center of axle to center of spindle.
- ⇒ All chassis must be constructed from 1-1/4" x 2 Box tubing .083 minimum older built Sugar Hill Modifieds will be grandfathered in.
- ⇒ Width – Main frame must be minimum 30" to Maximum 36" measured from outside edge to outside edge.
- ⇒ Frame – Must have 4 cross supports connecting side frame rails. Front, back behind driver and in front of driver seat must also have

an X design protection underneath driver seat and or 1/8" steel plate welded to chassis underneath driver area. .060 Aluminum floor is acceptable for floor pan, however if entire floor pan is .060 aluminum you must have 1" square tubing X bracing under driver area. All welds must be 360 degrees.

- ⇒ Roll cage construction must be made of 1-1/8" .083 round tubing minimum.
- ⇒ Cage Height Minimum 32" maximum 36" measured from top of frame to top of roll cage.
- ⇒ Cage Width Minimum 30" maximum 36" this will be measured at top of door bars
- ⇒ Door Bars – 3 door bars each side must have 2 rows of vertical connecting tubes between door bars. Top door bars must be 16" from top of frame to top of door bar + or – 1". Door bars must be a minimum 28" in length and must connect to rear main roll cage hoop forward to front of cage all bars must be a minimum of 1-1/8" .083 tubing.
- ⇒ Rear Hoop must have minimum 1 cross bar 1-1/8" .083 and must have bar behind drivers head to support seat.
- ⇒ "A" Pillar vertical support bars mandatory both sides form top of door bar to a pillar. Must have center bar in front window. Must also have 2 bars that goes from top of main hoop to back of frame 1-18" .083 and 2 bars from front roll cage top of door bar height to front frame behind upper control arms.
- ⇒ Dash Bar must connect between main cage 16" high measured from top of frame to top of bar 1-1/8" .083 minimum. Top of roll cage opening for driver minimum 26" maximum 38" + or – 1". Must be covered by Wild Thing Karts fiberglass roof panel left side head bar mandatory.
- ⇒ Front Bumper width must be 24" wide + or – 1". Center line of front and rear bumpers must be 8" measured from the ground + or – 1". Must be constructed from 3/4" or 1" .065 steel tubular stock.
- ⇒ Rear bumper may be aluminum C- Channel or I beam type steel. If tubular must be double bar and 5" – 6" in height. Must have corner bars that connect to rear bumper and protect rear tire.
- ⇒ Nerf Bars – Tubular 3/4" or 1" .065 must be 5" – 6" in height must extend entire length of door to front of rear tire. Nerf Bar width must be 60" + or – 1"

- ⇒ Firewall – Rear firewall may be steel or .040 aluminum and must completely block or rear engine compartment.
- ⇒ Seat must be mounted to rear hoop vertical bar and that bar must be no more than 14" no less than 9" measured from centerline of rear axle to rear cross bar.
- ⇒ Back of seat must anchor to rear main roll bar
- ⇒ Only a Sugar Hill Modified or chassis design allowed.
- ⇒ Rear fire wall must be minimum 15"-18" in height
- ⇒ Older 1-1/8" tube on Sugar Hill Modifieds are grandfathered
- ⇒ Maximum width nerf bars outside edge to outside edge will be 61" plus or minus an inch
- ⇒ Must have minimum 1 rear brake
- ⇒ Left head bar mandatory
- ⇒ You can build your own chassis but it will have to be inspected before it will be allowed on the track

#### BODY

- ⇒ 22 Gauge steel .040 Aluminum or fiberglass
- ⇒ Must run Wild Thing Karts Roof Panel and Hood, but may design or replicate any modified body past or present. The only time you will not be required to run roof panel is if you run a legend coupe or sedan fiberglass body.
- ⇒ Motor in rear of the car must be completely concealed and can not be visible from the outside of the car.
- ⇒ No wing spoilers or air control devices may be higher than the roof.
- ⇒ Rear spoiler may or may not be used. No more than 5" in height and must be made of clear plastic.
- ⇒ Must have an air filter bolted to top of hood
- ⇒ Must run left side head net.
- ⇒ Cars must have numbers on roof facing scorer and both doors – minimum 10" numbers. No more than 2 digits. No letters allowed
- ⇒ All vehicles must be bright with contrasting colors for clear visibility and appearance.
- ⇒ All panel edges must be rolled and bent
- ⇒ No part of body may extend past nerf bars and bumpers

#### FLOOR PAN

- ⇒ Floor pan must be completely cover the entire bottom of the driver compartment.

- ⇒ 1/8" Steel under the seat, the rest of the floor pan may be aluminum .060 or more

### STEERING & SUPENSION

- ⇒ Any steering wheel may be used – no butterfly steering wheels
- ⇒ All steering must use jam nuts or be pinned
- ⇒ No lock washers or straight nuts
- ⇒ Straight front axles allowed
- ⇒ Must run steering rack – no direct steering
- ⇒ Steering wheel disconnects are mandatory.

### BRAKES

- ⇒ Must run hydraulic front and rear brakes.

### SEAT & SAFETY BELTS

- ⇒ High back aluminum racing seat must be bolted in a minimum of 4 spots with 5/16" bolts
- ⇒ A full set of five point safety belts and harness as designed for racing.
- ⇒ Minimum belt width 2"
- ⇒ Full Containment Head Rests.
- ⇒ Some type of Head restraint system is mandatory
- ⇒ No two-way communication between driver and anyone else is allowed.

### CLUTCH & GEARS

- ⇒ May run 35 or 40 chain – 40 chain will be required on all new cars with slingshot 10 tooth driver only
- ⇒ Any shoe spring clutch
- ⇒ Noram enforcer slingshot speedway clutch only

### ENGINE

- ⇒ Must run Eagle II motor supplied by Performance V Twin – or Sling Shot Motor
- ⇒ Billet Connecting Rods
- ⇒ Rocker rollers – Stock Rockers
- ⇒ Heavier push rods
- ⇒ Methanol ready carburetor
- ⇒ Small Block
- ⇒ No porting, polishing decking of block or decking of head
- ⇒ Must run OEM head gaskets

- ⇒ These motors will not be sealed but all parts must be OEM as checked against known stock parts (except intake).
- ⇒ Do not tamper with OEM components.
- ⇒ We are currently acquiring all specs to tech motors and carburetors.
- ⇒ Must run exhaust an exit body through sling shot muffler
- ⇒ Exhaust stock appearing intake manifold only

#### EXHAUST SYSTEM

- ⇒ Must have a Slingshot Muffler – no exceptions (new or old style)

#### TIRES AND WHEELS

- ⇒ 13" steel wheels, or Aluminum 10" (any offset), Right or Left sides (any offset), 6" width minimum
  - 13" x 10" wide max or 10" x 10" wide
  - Any compound or size
- ⇒ 10" wide aluminum wheels any offset or 13" steel any offset
- ⇒ If you run 13" wheels or tires you must run on all 4 corners
- ⇒ Tracking width 60" + or = 1"

#### SHOCKS

- ⇒ Must run 1 coil over per wheel
- ⇒ Must be steel bodied non-adjustable shocks.
- ⇒ Cost may not exceed \$100 per shock.

#### FUEL

- ⇒ Methanol Only
- ⇒ 4 Gallon maximum Jaz fuel cell or equivalent

#### RIDE HEIGHT

- ⇒ No Rule

#### REAR AXLE

- ⇒ Must run 1-1/4" axle any wall thickness, chrome moly axles allowed but may not protrude past outside of rim (steel kart style)

#### REAR CARRIER

- ⇒ Must be designed to hold motor and rear axle.
- ⇒ Must be separate entity from chassis.
- ⇒ Must be upsprung weight.
- ⇒ May be mounted to chassis in 2, 3 or 4 link designs
- ⇒ Motor and axle assembly must be contained in a separate carrier from chassis and must be built on same carrier.

#### .FRONT END

- ⇒ Maximum width – outside tire to outside tire 53"

#### REAR END

30

⇒ Maximum width – outside tire to outside tire 58"

#### WEIGHT

- ⇒ Maximum – as raced with driver 850 lbs.
- ⇒ Lead must be mounted inside frame rails, double bolted, cotter pinned and painted white with kart number on it.
- ⇒ No added weight in nerf bars or bumpers – including inside tubes or any chassis tubing or frame

#### DRIVE TRAIN

- ⇒ Noram enforcer dry clutch. Any tooth sprocket or spring weight allowed. (40 chain recommended)

#### MIRRORS

- ⇒ Mirrors are allowed where needed to help driver's visibility. NO GLASS MIRRORS ALLOWED. No larger than 5" diameter.