

Official 2025 Badger Creek Super Speedway Rule Book



Table of Contents

Disclaimer.....	4
Reserved Participation Right.....	4
Wrist Bands	5
Contact Information.....	5
Useful Links	5
General Kart Class Overview	5
Wing Karts.....	6
Non-Wing	6
Proof of Age	6
Safety	6
General.....	6
Helmets	7
Gloves.....	7
Suits.....	7
Wing and Non-wing Karts	7
Footwear	7
Hearing protection	7
Neck Collar	7
Chest and Rib Projectors	7
Seat	7
Wing and Non-wing Karts	7
Seat Belts.....	8
Wing and Cage Karts	8
Arm Restraints.....	8
Wing and Cage Karts	8
Sportsmanship and Conduct.....	8
Rainouts	8
Race Controls, Procedures and Scoring	8
Flags and Their Meanings	8
Green Flag	9
Yellow Flag.....	9
Red Flag.....	9

Black Flag.....	9
Blue with Yellow Stripe	9
White Flag	9
Checkered Flag.....	9
Race starts and Restarts.....	9
Double File	10
Single File	10
Parade Pace.....	10
Improper Starts	10
Cautions and Reds.....	11
Racing Surface	11
Transponders.....	11
Raceivers	12
Staging area.....	12
Push Quads	12
Kart Restarting and Repairs.....	12
Karts parked in the infield during the race.....	13
Accidents.....	13
Entrance/Exit Gate	13
Substitute Drivers.....	13
Tech	13
Racing Format	14
Time Limit	14
Race Completion	14
Hotlaps	14
Heat Races.....	14
Features.....	15
Scoring.....	15
Awards and Payouts.....	16
Event Awards and Payouts	16
Season Awards	16
Wing Kart Rules.....	18
All Classes.....	18

Tires.....	18
Frame, Cage, Body	18
Safety.....	19
Drivetrain	19
Restricted Box Stock.....	19
Blue Plate Wing	22
Box Stock.....	24
Intermediate Wing	26
Adult Wing	27
Outlaw Wing 250/125.....	28
Open Wing Outlaw 500.....	28
Non-Wing Karts.....	29
All Classes.....	29
Tires.....	29
Frame, Cage, Body	29
Safety.....	30
Drivetrain	30
Sportsman.....	30

Disclaimer

Badger Creek Super Speedway (BCSS) is a competitive Kart racing track which is intended to conduct and officiate in accordance with the rules herein. These rules provide a guideline for all to follow at each event. BCSS reserves the right to amend the rules at anytime without notice and special rules may be published throughout the year or at a particular event(s). By participating in an event at BCSS or a separate event, all participants agree to comply with these rules and regulations. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS.** They are intended as a guideline to conduct the officiating of an event and are in no way a guarantee against injury or death of a participant, spectator or official.

The Series Director is permitted at any time to make a reasonable and/or appropriate amendments for any of the specifications herein or change any restrictions that, in their opinion, do not alter the minimum acceptable requirements. Any interpretation of these rules herein are left to the discretion of the series officials and their ruling is final. Any visible equipment changes and/or performance enhancing changes to previously approved karts and/or equipment **MUST** be approved by track officials before competition. BCSS officials reserves the right to determine the legality and use of any equipment that has not been approved prior to competition. The Promoter reserves the right to alter, revise or adjust any and all penalties according to terms of circumstances or severity of the infraction. The Promoters decision is FINAL.

Drivers and parents of minors are responsible to read and understand the rules and regulations set forth in this rule book.

YOU ARE RESPONSIBLE FOR THE SAFETY OF YOU AND YOUR KART. It is ultimately the obligation of each participant to ensure their conduct and equipment complies with all the applicable rules, as they may be altered from time to time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others.

Rules and Regulations for 2025

The intent of this rulebook is to provide a set of rules and procedures to race by that make it as fair as possible for all to race and be competitive. This rulebook will help establish the legality of karts and engines used at the BCSS. Included in the following pages will be the rules to follow during the 2025 racing season. If at any time it is determined that these rules need modification, they may be amended to incorporate these rules. It is the hope of the BCSS staff that all who participate in the karting program be there to have fun and enjoy kart racing. If a modification or an item of optional equipment is not listed specifically, it will be considered illegal and will not be allowed.

Reserved Participation Right

BCSS reserves the right to refuse the entry of any kart, participant or crew member. Furthermore, we reserve the right to revoke or cancel any entry, or any participant's claimed right to be on the track premises, if it is felt or determined that a participant or pit crew's presence or conduct is not in the best interest of the sport of kart racing, the competitors, or the spectators. BCSS reserves the right to call any event if they consider it unsafe for drivers or spectators or track personnel.

We reserve the right to decide or change any item not covered in the rulebook if it is deemed necessary.

Raceway officials will decide if your kart or the operation of said kart is legal.

Wrist Bands

All whom enter the pit area must have a wrist band and are responsible to know the policies, rules and regulations set forth herein. Wrist bands should always be visible and must be displayed upon request of any track official. Failure comply with this rule at any time will result in immediate ejection from the pit area. If the person is found to be associated with a race team, that race team will additionally be subject to fines, penalties, and potentially suspension.

Contact Information

All questions or concerns about Badger Creek Super Speedway or the rules shall be directed to Jared Johnson. 641-202-4223, [jajohnson4223@gmail](mailto:jajohnson4223@gmail.com)

Useful Links

Below are hyperlinks to rulebooks referenced in the BCSS rules.

NKA 2024 Sporting Regulations: https://www.nkaonline.com/s/2024_NKA_Rulebooksfs.pdf

Badger Creek Super Speedway Website: <https://www.badgercreeksuperspeedway.com>

General Kart Class Overview

BCSS reserves the right to decide what classes shown below will be run at any given event. Lack of kart counts is one reason, but not the only reason for not running a class. Notice for classes that will not be featured for a scheduled event will be published a minimum of 48 hours prior to the start time of the event. This notice will be published on the BCSS Facebook page. It is the responsibility of the racer to verify that the class they are entering will be featured for scheduled race nights.

Any other organized or alternate class not shown in the list below shall submit a request for inclusion in an event no less than 7-days prior to the scheduled event and guarantee a minimum of ten entries. These requests shall be submitted via email to jajohnson4223@gmail.com. The promoter has full discretion as to whether or not the request is granted.

All drivers are subject to promoter's approval. New drivers with minimal experience may be allowed to compete in a class outside of their age bracket as requested. These requests shall be made prior to the scheduled event. The promoter reserves the right at anytime to require the racer to move up to their age determined class. This decision will be based on racing knowledge and skills observed on the track by racing officials.

Racers may compete in classes above their age as approved by the promoter. This decision will be based on racing knowledge and skills observed on the track by racing officials. Drivers determined by the promoter to have sufficient skills and knowledge to compete in a class above their age, and proceed to do so will not be allowed to race down in classes.

All class determinations by the promoter are final.

Published minimum weights are based on track scales after the race with driver.

Wing Karts

- Restricted Box Stock – BCSS Rules – Ages 5-8 – Motor: Clone, Green Plate – ~~275lbs~~285lbs
- Blue Plate Wing – BCSS Rules – Ages 7-10 – Motor: Clone, Blue Plate – ~~290lbs~~300lbs
- Box Stock – BCSS Rules – Ages 8-12 – Motor: Clone – ~~300lbs~~315lbs
- Intermediate Wing – BCSS Rules – Ages 12-16 – Motor: Clone – 350lbs
- Adult Wing – BCSS Rules – Ages 16+ - Motor: Clone – 425lbs
- Wing Outlaw – BCSS Rules – Ages: Minimum age 10, Maximum age 16, Motor: 125/250cc – 250, 4-stroke 415lbs, 250, 2-stroke 430lbs; 125, 2-stroke 375lbs
- Open Wing Outlaw – BCSS Rules – Ages: Minimum age 14 or Subject to promoter’s approval – 500cc – 450lbs

Non-Wing

- Sportsman – BCSS Rules – Ages 15+ - Motor: Predator – ~~400lbs~~425lbs

Proof of Age

BCSS reserves the right to request proof of age in the form of birth certificate of any driver at any time. Your actual age as of January 1, 2025 determines your age for the 2025 calendar year.

Safety

Every participant and parents/legal guardians of minor participants are responsible for the safety of their equipment and personal safety equipment. Unless otherwise modified herein all specifications in section 10.4 of the NKA 2024 Sporting Regulations shall apply. Compliance with safety requirements is in no way, shape, or form a guarantee against serious injury or death to drivers, pit crew, officials, spectators, and/or others. Additional safety rules can be found below and in the rules section for individual classes.

BCSS will have either a staffed ambulance or medical professionals on site at every event to provide assistance when necessary. Response time to the race track is within 15 minutes based out of the Decatur County Hospital when resources are available and not currently on a call.

General

- Any kart involved in a rollover will be parked in the infield and not allowed to complete the race.
- At any point if a BCSS Official sees something that could or does prevent safe operation, the kart will not be allowed to race until corrected or parked in the infield.
- A minor release form signed by a parent or legal guardian is required for all minor drivers and minors in the pits.
- Brakes must be in good working condition at all times.
- Smoking in the pit area is not recommended. Use common sense.
- Motorized vehicles (i.e. 4-wheelers, dirt bikes, scooters, UTV’s, golf carts) are not allowed on the premises for purposes other than pushing karts. Operators must be a minimum age of 16 years old. ~~With prior approval~~ Motorized vehicles can be used by persons with disabilities or handicaps.

- A working fire extinguisher is required in every pit. Fire extinguishers should be Purple K or ABC dry chemical. Know what kind of combustibles you have and what type of fire extinguisher is required.
- Alcoholic beverage consumption is prohibited until the checkered flag falls for the final race of the event. Anyone observed drinking any type of alcohol or appear to be impaired will result in disqualification of the kart they are associated with and they will be asked to leave.
- Any person found using or under the influence of a controlled substance will result in the disqualification of the kart they are associated with and being banned from BCSS.

Helmets

Shall comply with section 10.4.6.1 of the NKA 2024 Sporting regulations and apply to all classes.

Gloves

Gloves are required for all classes and be minimum SFI3-2A/1min.

Suits

Wing and Non-wing Karts

One-piece or two piece driving suits required. Suit shall be minimum SFI3-2A/1min rated.

Footwear

Shall comply with section 10.4.6.4 of the NKA 2024 Sporting regulations.

Hearing protection

Shall comply with section 10.4.6.5 of the NKA 2024 Sporting regulations.

Neck Collar

Neck collars are required for all classes and comply with section 10.4.6.5 of the NKA 2024 Sporting regulations. Hans type devices are strongly recommended for wing and non-wing karts.

Chest and Rib Projectors

Shall comply with sections 10.4.6.8 and 10.4.6. of the NKA 2024 Sporting regulations. Chest and rib projectors not required for wing or non-wing kart classes.

Seat

Wing and Non-wing Karts

Aluminum high back racing style seat is required. Full containment seats are recommended. Seats must properly fit the driver. Seats must be securely mounted to the kart frame. The preferred method of mounting a seat is with the utilization of a seat cradle. The seat shall not contain excessive holes.

Seat Belts

Wing and Cage Karts

Must have five point racing harness. Shoulder harness must be mounted in a way to restrict forward body motion independently of the seat. Lab belts should be mounted on the frame. Cut or frayed seat belts will not be allowed. Belt width shall be no less than 2 inches.

Arm Restraints

Wing and Cage Karts

Arm restraints are required for all classes. Arm restraints must be ~~attached to the lap belt and~~ worn below the elbow and attached to a point which prevents the driver's arms from leaving the cockpit.

Sportsmanship and Conduct

Rough driving will not be tolerated and will result in disqualification of the driver/drivers involved and may result in suspension. It is expected that pit crews, fans and family members conduct themselves in a sportsmanship like manner. Any car owner, driver, or crew member that in any way is discourteous or violent towards an official or addresses any official in a non-professional manner shall subject the team or kart they are affiliated with to suspension, fine, loss of points, or expulsion from BCSS. Any fighting on the premises will subject the offender, and the car they are associated with, to disqualification, suspension or fine. No driver may get out of their kart or stop on the racing surface to argue or discuss a race situation with the flagman or officials. Violation of this rule will result in disqualification or fine. When in the pit area, make every effort to maintain a constant watch for your own protection. The race director at their discretion may add further fines, disqualifications, suspensions, point or position deductions, or any combination to any violation.

Rainouts

Rainouts will be posted on the BCSS facebook page. It is recommended in the event of forecasted inclement weather; you call the race track 641-202-4223 to verify the status of the races.

If the race program rains out before the heat races are complete, you will be able to use your pit pass (band) for the following regular race only. You must have your pit pass (band) to be admitted in free. Or you may turn in your band in that night for a refund. If the races rain out after the last heat race is complete, the race program will be considered a full show and there will be no rain checks or refunds issued, and the features will be resumed the next scheduled event.

Race Controls, Procedures and Scoring

Flags and Their Meanings

BCSS utilizes flagman, traffic lights and corner flagmen for race controls. Below is a description of what actions need to be taken during each different race control. Failure to follow race controls could result in disqualification from the race and/or disciplinary actions. Any driver who does not understand the below described flag conditions will not be permitted to race.

Green Flag

When the green flag and light is displayed the track is open for racing. The Green flag signifies the start of any race or qualifying session. Passing is not permitted before the green flag is displayed at the designated point.

Yellow Flag

CAUTION. When the Yellow flag comes out SLOW DOWN. We do NOT race back to the start/finish line. Stay in single file formation. Track officials will sort out the lineup. If you do not cooperate you will not get your spot.

Red Flag

Stop as soon as safely possible. Do not drive through the accident scene. Failure to observe the Red will result in driver being parked. NO ONE is allowed on the racetrack at this time! If a crew member, family member, etc comes on the racetrack, your kart will be sent to the rear of the field. If a kart dies during a red flag race officials will restart the kart.

Black Flag

Proceed to the track infield. Your kart has been disqualified and is no longer being scored. This flag is a result of rough driving, loose or broken fixtures, etc... If your muffler falls off and we see it you will be black flagged. If you get the curled black flag pointed at you this is a warning for rough driving and we will be watching you. Play Nice!!

Blue with Yellow Stripe

Hold your line. The leaders are coming to lap you. Please be courteous to them.

White Flag

One more lap to the finish.

Checkered Flag

The race is officially complete. Slow your kart down after crossing the checkered flag.

Race starts and Restarts

All race starts and restarts begin at the white line marked on the track. This will be taken as the start line. The yellow light on the speedway will flash and go out signaling the race will begin next time by the start line. The leader shall maintain a parade pace, discussed below, approaching up to the start line. The field behind shall stay in line and maintain the pace set by the leader. Once at the start line with the green flag displayed the race will begin.

It should be expected with the younger, entry level classes (Restricted Box Stock and Blue Plate Wing), that all the starts will not be without some kind of flaw. These drivers are young and still learning. BCSS officials will do their best to ensure all starts are reasonable.

Double File

Double file starts shall be used to start all races. The field must be side by side and nose to tail at medium speed, until reaching the start line where the green flag is displayed. All starts are at the discretion of track officials and their call is final. Only two attempts at a double file start will be allowed. After the second attempt a single file start will be used. All karts must remain nose to tail and side-by-side until they have crossed the white start line.

Double file restarts will be the original starting lineup modified as provided within these rules. The original starting lineup will be modified for restarts as follows when applicable: driver is charged with a caution/red, improper start, and/or failure to maintain parade pace with the field when approaching the start line.

Single File

Restart and after two double file start attempts will be single file. The lead car will start the race at the start line. All karts must remain single file until they reach the flagstand white start line. 500 and 250/125 outlaw karts must remain single file until they reach the flagstand and pass above the cone located at the middle of the front straightaway. If the cone is hit, the restart will be called back, and the responsible driver will be charged with a caution and sent to the back.

Lineups for single file restarts will be based on the last lap scored modified for caution/red charged, improper start, and/or failure to maintain parade pace with the field when approaching the start line.

Single file lineup for two failed double file starts will be the original starting lineup modified for caution/red charged, improper start, and/or failure to maintain parade pace with the field when approaching the start line.

Parade Pace

Parade pace prior to green flag shall be medium speed. Parade pace will be set and maintained by the pole position. If the pole position and/or any kart on the front row is unable to maintain a reasonable parade pace they will be moved back one position in that row. Parade pace will be maintained by a race official on a 4-wheeler for the following classes: Wing Kart: Restricted Box Stock, Blue Plate Wing, and Box Stock. A race official on a 4-wheeler will be used to start the race for the restricted box stock class if after two attempts in that race the field is unable to maintain an acceptable parade pace approaching the start line.

Any kart in the field behind the pole/front row that is behind the parade pace and results in the start being called back will be sent to the rear of the field. The kart(s) responsible for this will not be charged with a caution.

Jumping the Improper Starts

If the leader or a kart on the front row jumps the start, that start will be called back. (1) warning will be issued, and after that the responsible driver will be moved back one position in that row. Starting the race before the white start line will be considered jumping the start. The driver(s) penalized will not be charged with a caution.

If the start is clean, any kart in the field behind the pole or front row that is determined by BCSS officials to have jumped the start will be docked ~~two positions~~ 50% of the field from where they finish. I.e. if you are not nose to tail when crossing the start line you risk being called for a jumped start.

Jack rabbit starts will not be allowed. Drivers determined to be doing this by race officials will be sent to the rear of the field on restart and charged with a caution.

Cautions and Reds

Drivers who are involved in or the cause of the caution/red will be put to the rear of the field. If you stop or your kart spins or faces the wrong way, are collected in the incident or if you need assistance as a result of the called caution/red, you will be put to rear and ordered by the last lap scored or starting position.

Any kart that spins out as the field is stopping for a red flag will retain their position.

Any kart that stops due to a blocked track will not be considered in the caution/red.

It shall be the decision of BCSS officials as to what kart(s) are charged with a caution/red, and their decision is final.

There will be a 2-~~spin~~ caution/red rule. If you are the cause of charged 2 cautions/reds in any race, you will be parked in the track infield and scored as dnf. The Restricted Box Stock class will be allowed 3 cautions/reds.

Racing Surface

The designated racing surface is defined as the portion of the track between the outside wall and inner line of cones, disk blades, and/or berm. Any driver that does not race on the designated racing surface in order to better their position will be docked 50% of the field from their finishing position. If a cone or disk blade is hit and results in a caution being thrown for obstruction on the track, the driver who hit the cone or disk blade will be charged with a caution and sent to the tail of the field.

Transponders

BCSS utilizes Mylaps transponders. There are a limited supply available to rent at the track on a first come first served basis. Transponders shall be mounted on the rear seat support for wing and non-wing karts. If ~~the~~ transponder is mounted in the incorrect location and a close finish is scored you will be put behind the other finisher.

All transponders must be in working order. If your transponder does not work you will not be scored.

Transponder must be mounted whenever the kart hits the track, even during hotlaps. Transponders are checked during hotlaps to ensure proper function. If you participate in hotlaps and it is determined your transponder is not read for any other reason than incorrect input into the system you will start at the rear of the heat races.

Raceivers

Raceivers are mandatory for the following classes: Blue Plate Wing, Box Stock, Intermediate Wing, Adult Wing, Sportsman Non-Wing, Outlaw Wing 250/125, and Wing Outlaw 500.

Raceivers are not required for the Restricted Box Stock class but strongly recommended for safety and lineup purposes.

Raceiver channel will be covered at the drivers meeting and posted on the information board at the track.

Raceivers shall be operation and functional whenever the kart is on the track. Random receiver checks will be performed. Anyone found with a receiver not working will not be allowed to race and parked in the infield and scored as a DNF.

Staging area

There will be a marked designated staging area at the track entrance. It is the responsibility of the participant to be at the staging area in time for their race. WE WILL NOT GO LOOKING FOR ANYONE. If you are not in the staging area when it is time for your race to go on the track you will be scored as DNS for that race. Once the gate closes it will not be opened again to let late arrivers on the track. This is a safety item.

Push Quads

Participants will be allowed to utilize their own quad to push start 500 and 250/125 karts as they go out onto the track. Quad operators must be a minimum of 16 years old. Push starts shall take place along the high side of the track. Once the kart is started the quad shall make a full lap around the high side of the track and exit. Cutting through the middle of the track is not permitted. Once a kart is started and making parade laps waiting for the remainder of the karts to enter the track and be started, they must use the low line on the back straightaway and be aware of karts/quads entering and exiting the track. Failure to do this will result in disqualification from the race and being parked in the infield. If during the race a kart dies, BCSS race officials will push the kart to restart. No other quads or individuals will be allowed on the track once the gate has closed ~~and race started~~.

Kart Restarting and Repairs

~~In the event that a kart dies after the gate closes and the race starts~~Once the kart hits the track only BCSS officials will be allowed to restart the kart. BCSS officials will make a reasonable attempt to restart karts that have died. If determined the kart will not start it will be parked in the infield and pushed off the track at the conclusion of the race. No individual(s) will be allowed on the track to assist in restarting.

Parents, Owners, and/or Drivers, make sure your kart engine runs and idles good. Having to refire engines on the track and re-lineup races takes a considerable amount of time and slows down the show.

Karts requiring a refire will get one free pass per race without loss of position. The second refire required in that race will result in driver being placed at the rear of the field. The third refire required in that race will result in the kart being parked in the infield and scored as DNF. Refires after a red flag will

not be counted. If a kart is charged with a caution or red and requires a restarting, a refire will not be counted.

Once the gate is closed ~~and the race is started~~, no mechanical repairs shall be made to the kart. BCSS officials will not repair any karts on the track. If during the race an official notices a mechanical or non-mechanical issue with a kart that affects safe operation, the kart will be parked in the infield and scored as a DNF.

Karts parked in the infield during the race

If during a race a kart is required to go to the infield, the driver shall remain with or buckled in the kart. Getting out of the kart without authorization from a track official will result in disqualification from the next race.

Accidents

In the event of an accident during the race medical providers on site will tend to the scene. Parents or legal guardians will not be allowed on the track unless deemed necessary by track officials, and then will only be allowed to proceed once all karts have come to a stop.

Entrance/Exit Gate

Participants when entering and exiting the track shall do so in a safe manner and at an appropriate speed. No individual will be allowed at the gate to view a race.

Substitute Drivers

Substitute drivers will not be allowed. Anyone caught trying to use a substitute driver will be disqualified and lose any points earned from that race, and start last in all races for the next points event attended.

Tech

Any item can be a tech item unless explicitly stated in these rules as a non-tech item. Tech items each night will be at the discretion of BCSS, and will not be pre-disclosed.

All karts when exiting the track from a heat race must proceed directly to the tech area to scale and for any tech checks decided by BCSS officials. If a kart does not proceed directly to the tech area it will be disqualified and ~~scored as a DNF~~ lose all points associated with that race.

All transfer positions in "B", "C", etc features shall proceed directly to the tech area to scale and for any tech checks decided by BCSS officials.

Top 3 "A" feature finishers shall scale and tech. Top 10 "A" feature finishers shall scale.

Only the driver and parent or legal guardian are allowed in the tech area.

Any kart that does not meet minimum weight or fails tech will be disqualified from that race and lose all associated points.

Any kart that fails tire testing will be fined \$200 in addition to being disqualified from that event. Fines must be paid prior to being allowed to race in the next event. Refusal to have tires sampled will be treated as a fail and the same penalties will be enforced.

Failure to comply with tech requests by BCSS officials will result in disqualification and loss of points from that race.

All tech decisions by BCSS officials are final.

Racing Format

BCSS reserves the right to modify or change the racing format at anytime and without notice. Once the kart hits the track there will be no refund of entry fee.

Time Limit

In order to maintain good event flow, a time limit per race will be used. The time limit per race shall be 1.5 minute per lap. For example, a race planned for 8 laps will have 12 minutes to complete the race. Any race that is still under green when the time limit expires will be allowed to continue to the checkered flag. If a caution or red comes out after the limit has expired, the race will be finished as green/white/checkered regardless of how many laps have been completed or remain. There will only be two attempts at a green/white/checkered finish.

Time will start when the enter/exit gate is closed upon the first attempt to start the race. Time will not be counted under red flag conditions.

Race Completion

The race will be considered complete when the leader has crossed the timing loop on the checkered flag. If there is a caution or red after the leader has crossed the timing loop on the checkered flag, the remainder of the karts that have not crossed the timing loop will finish based on the last full lap scored. Kart(s) charged with the caution or red will finish at the tail of the field and ordered based on the last full lap scored.

If there is a caution or red after the leader has crossed the timing loop on the white flag or the time limit has expired the race will be finished on a green/white/checkered. There will only be two attempts at a green/white/checkered finish. Failure to complete the race in the two attempts will result in a yellow-checkered finish. Finishing positions will be based on the last full lap scored. Kart(s) charged with the caution or red will finish at the tail of the field and ordered based on the last full lap scored.

Hotlaps

Hotlaps will be run at the discretion of BCSS officials. Participants should not arrive at the track assuming hotlaps will be run. Hotlap sessions will be run as a green/white/checkered. Running order for hotlaps will be based on pill draw. If you miss your flight, you will not be permitted to run hotlaps.

Heat Races

Two rounds of heat races will be run per class. Starting positions for the first round of heat races will be determined by pill draw. Starting positions for the second round of heat races will be an invert of the field for each heat. BCSS officials reserve the right to relocate a driver to the rear of the field if deemed necessary for the safety and well-being of all involved.

There will be a maximum of 8 karts per heat race.

Total points earned in the heat races will be used to determine transfers. Number of transfers from each heat will be determined by BCSS officials at the event based on kart count.

Features

B Feature

Karts who do not transfer to the "A" feature from heat races will compete in the B feature. The number of transfers from the "B" feature to the "A" feature will be determined by BCSS officials at the event based on kart count. If kart count dictates, multiple "B" features may be necessary.

"B" feature starting positions are determined by points earned in the heat races (i.e. highest points front, lowest points back). If multiple karts have earned equal points in the heat races, best lap time will be used to break the tie.

A Feature

Starting positions for karts that transferred to the "A" feature from the heat races will be determined by points earned in the heat races (i.e. highest points front, lowest points back). If multiple karts have earned equal points in the heat races, best lap time will be used to break the tie.

Transfers from the "B" feature(s) will be placed at the tail of the field and positioned based on ~~total points earned for the night~~ "B" feature finishing position.

Scoring

~~All points earned at each event will be put~~ Only feature points earned count towards the season championship total.

Heat race points earned for feature lineup will be the total of finishing points and passing points for both heat races.

Passing points will only be calculated for heat races, and are based on positions gained or lost. The driver will receive 0.5pt for every position gained and lose 0.5pt for every position lost. Passing points are in addition to or subtraction from heat race finishing points.

Points are based upon the kart number driver and registered number in each respective class, ~~and the borrowing of karts is not permitted.~~

Only one kart number per driver per class may be registered at each event. I.E. drivers are not allowed to run multiple karts per class.

~~To be eligible for season point awards the driver must not miss more than 25% of point races.~~

Karts scored as DNF will be given last place points for that race-finishing positions at the tail of the field and ordered from latest DNF to earliest DNF. In heat races passing points will still be calculated and based on their starting and DNF position.

Karts scored as DNS will not be given any points for that race.

Karts in the “B” feature(s) that do not transfer to the “A” feature will be given “A” feature points based on their finishing position at half rate (example finish 7th the driver will earn 41 points). Karts that transfer from the “B” feature to the “A” feature will not earn any points for their “B” feature finishing positions and will earn points based on their “A” feature finish position.

The following point schedules will be used:

A Feature Points			
Finish Position	Points Earned	Finish Position	Points Earned
1	100	11	70
2	97	12	68
3	94	13	66
4	91	14	64
5	88	15	62
6	85	16	60
7	82	17	58
8	79	18	56
9	76	19	54
10	73	20	52

Heat Race Points	
Finish Position	Points Earned
1	30
2	27
3	24
4	11
5	18
6	15
7	12
8	9

Awards and Payouts

Event Awards and Payouts

Awards will be given to the top 3 “A” feature finishers for the following classes: Restricted Box Stock, Blue Plate Wing, and Box Stock. There will be no weekly payout for these classes.

Award will be given to the A feature winner for the following classes: Intermediate Wing, Adult Wing, Sportsman Non-wing, Wing Outlaw 250/125, and Wing Outlaw 500. These classes will payout to the top 3 “A” feature finishers. Payout schedule will be published on the BCSS website. Payouts will not be released until successful completion of tech inspection. This means if samples are sent out for analysis, payouts will be held until the testing results are received and conform.

Season Awards

Driver must compete in at least 75% of the points events during the season to be eligible for season awards. Only the events actually held will be counted when determining the number of races required for award eligibility. Races rained out and specials will not count toward the season total.

Season Points Championship

Only feature points earned for published point races will go towards the season points championship. Specials will not count towards season points.

Season point championship eligible classes are as follows: Restricted Box Stock, Blue Plate Wing, Box Stock, Intermediate Wing, Adult Wing, Sportsman Non-Wing, Wing Outlaw 250/125, Wing Outlaw 500.

Point ties will be broken using the following system: most A feature 1st place finishes, then most A feature 2nd place finishes, then most A Feature 3rd place finishes, then most A Feature 4th place finishes, etc.

All drivers meeting the minimum event participation requirement will be eligible for season point awards. Driver or designated stand in must be present at season end banquet to receive award.

Rookie of the Year Award

This award is given to the rookie in each respective class who finishes the highest in the season points championship.

Point ties will be broken using the following system: most A feature 1st place finishes, then most A feature 2nd place finishes, then most A Feature 3rd place finishes, then most A Feature 4th place finishes, etc.

Rookie of the Year eligible classes are as follows: Restricted Box Stock, Blue Plate Wing, Box Stock, Intermediate Wing, Adult Wing, Sportsman Non-Wing, Wing Outlaw 250/125, Wing Outlaw 500.

For the purposes of this award “rookie” is defined as being the first full season to compete in a certain class. For example, if you competed in the Box Stock division for a full season last summer at tracks other than BCSS, you would not be considered a rookie even if it’s your first full season racing at BCSS in the Box Stock division.

To be eligible for the rookie of the year award you must register for the season on MyRacePass and indicate rookie status.

Driver or designated stand in must be present at season end banquet to receive award.

Hard Charger Award

This award is given to the driver who gains the most positions during the season points championship races. Positions gained during specials will not be counted towards the hard charger award.

For the purposes of this award positions gained will be taken as the difference between the scheduled starting position and actual finishing position. Only positive positions gained will go towards the season total. Positions lost during a race will not be deducted from the season total. Positions gained during heat races and all feature races competed in for an event will be counted towards the season total.

Tie breakers will be as follows: highest average positions gained per race (only positive positions gained considered), then most positions gained in a single race, then most A feature 1st place finishes, then most A feature 2nd place finishes, then most A Feature 3rd place finishes, then most A Feature 4th place finishes, etc.

Hard Charger eligible classes are as follows: Restricted Box Stock, Blue Plate Wing, Box Stock, Intermediate Wing, Adult Wing, Sportsman Non-Wing, Wing Outlaw 250/125, Wing Outlaw 500.

Driver or designated stand in must be present at season end banquet to receive award.

Wing Kart Rules

The rules found within are similar to those used at tracks in the region (i.e. English Creek Speedway, Newton Kart Klub, Sebastian Speedway, Viola Boyz). This was done to promote growth in the sport and have consistency amongst classes. This is not a guarantee that the rules found within are identical to any other track in particular. It is the responsibility of the participant to become familiar with these rules and ensure compliance. Any competitor found not to be in compliance will be disqualified from that race and potentially face disciplinary actions specified herein.

All Classes

Tires

Hoosier tires only on all four corners. Absolutely no ~~tire dope~~ chemical treatment and/or chemical alteration of tires is not allowed at BCSS. Tires may be impounded or cut for testing at any time. All entries must have a signed tire testing agreement on file with BCSS. Tire testing agreements shall be signed by the driver or parent/legal guardian for minor drivers. All wing classes must run treaded tires and the right rear shall be labeled and measure D-50 or D-55. Tires will be tested through a third party facility. BCSS will not be held liable for any damage to tire while obtain sample(s).

Frame, Cage, Body

- Karts shall maintain a sprint car type appearance. Wing, hood and tail piece must be sprint car like in appearance and are mandatory in in all classes. No front-end cowcatchers. If in doubt, see officials. The restricted box stock, blue plate wing, and box stock classes may run a flat or square rear bumper. Tail tank is not required with these alternate bumpers.
- Sail panels must not exceed 10" past the side of the roll cage down tube and shall not extend past the rear bumper. No air directional devices will be allowed on sail panels.
- No front wings or air directional devices allowed. Subject to track official discretion
- No side panels or lips allowed on the hoods/noses.
- Frames must be of kart configuration. Not to exceed 90" in overall length. No EXCEPTIONS.
- Cages are mandatory. Must be for protection of driver. Not for looks or wing mounts. Cage must be mounted with 4 - grade 5 bolts or pins at all times.
- No cage shocks or struts allowed.
- "A" frame type cage support is recommended. Should a single cross tube be used it must be a minimum of 12 inches from the top of the down tube.
- Side pods will not be allowed. Nerf bars cannot enclose, front or top of the nerf bar.
- 500/OPEN. Wing sides must stay within 3" from outer most edge of kart. No sharp edges. or too long of bolt. Overall length 48" maximum.
- All wing clone classes MINIMUM WING DIMENSIONS: CENTER PANEL 36" LONG 32" WIDE...RIGHT SIDE PANEL 40"LONG X 14"WIDE...LEFT PANEL 40"LONG X 20"WIDE ALL DIMENSIONS ARE +/-3". The larger wing may be used in clone classes as desired.
- ~~Uppermost part of kart and wing not to exceed 76" (all wing classes). Measurement will be taken at the highest adjustable point.~~
- Bodies can be any material, except wood. No sharp edges or protruding parts.
- No bars, other than regular Nerf bar, may extend out past outer edge of the tire on either side of kart.
- All karts must display 10" numbers on right and left side of kart and wing. Numbers that are not legible will not be scored. Duplicate numbers must include a letter and must be a minimum of 6". Numbers must be displayed on contrasting backgrounds.

- Seat Mount: Securely mounted to the frame. No excessive holes in the seat. Utilization of a seat cradle is the preferred way to mount a seat.
- All karts must have a 6" nylon tie attached to spark plug wire.
- Minimum standard for roll cage tubing: ¾" .083 chrome molly, 1" .06 chrome molly, or 1" .083 steel. No exotic steel allowed.
- Left side protection is required.
- No Carbon fiber or exotic or titanium metal axles allowed, also no rotating parts, i.e., brake rotors, hubs, wheel studs, clutches, sprockets, etc. OEM engine parts are OK to use.
- No axle protrusion beyond wheel rim. Max axle length 40".
- Tail piece protection: If the top of the rail section protrudes above the seat, tail must be padded.
- Hood and Tail section must be securely attached to the Kart
- Floor plan under driver's feet/legs and seat are required.
- All weights shall be secured to the kart with a bolt that is 5/16" or larger. Weights that are not safety pinned must be double nutted or ny-locked. All weights must be painted white and contain a number, written in permanent fashion, that matches the number on the kart.

Safety

- Brakes must be in good working condition at all times.
- All karts must have seat belts and shoulder harnesses. Shoulder harnesses must be mounted in a way to restrict forward body motion independently of the seat. Lap belts should be mounted on frame. Cut or frayed seat belts will not be allowed. This entire rule will be strongly enforced.
- Approved neck braces and arm restraints are mandatory. Arm restraints must be worn below the elbow, and attached at a point to prevent the driver's arms from exiting the cockpit.
- Aluminum high back seats are MANDATORY. The top of the seat should be at the middle of the driver's head. Full containment seat is highly recommended.
- Driving suits and gloves are required, minimum SFI3-2A/1min.
- No sharp or protruding objects on any part of the kart.
- Roll cage and steering column padding in the cockpit is recommended.
- Kill switches are mandatory and within reach of the driver.
- Fuel line location cannot be closer than 2" to any of the exhaust system at any time and shall not be above the exhaust. If closer than 2", fuel line must be insulated. Fuel line must have ample slack for cage movement. Must be petroleum grade fuel line.
- Out board mounted fuel tanks must have metal protection, particularly grade fuel line.

Drivetrain

- No traction control devices allowed.
- Chain guard required.

Restricted Box Stock

Restrictor Box Stock ENGINE SPECIFIC TECH SHEET FOR: BOX STOCK 6.5 OHV

Description: Single cylinder, 2 valve, OHV 4 cycle engine. Pump gas only, 87 octane with no additives. Control will be collected Casey's General Stores located in Leon and Humeston, Iowa Fuel must be purchased at the track and will be the control. Must run an ARC green .425 plate and be untampered with. 6.5 OHV—Approved Engine: 6.5 OHV196cc clone engine- No Kohlar, No Honda, No Predators. No

aftermarket coatings of any type are permitted on any part of the engine (exception Blower Housing and Shrouds)

Combustion chamber volume: 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The Liquid CC check is the official check.

Cylinder Head Requirements: Must be OEM casting only. All cylinder heads must be the "JT" 4 bolt valve cover cylinder head (168-f 6.5hp GX 200 series) or the TG-1 head only. Porting and / or grinding are not permitted. Valve seats are two angles 45 degrees valve face and 30 degrees top relief. Intake seat maximum ID .897", Exhaust seat maximum ID 0.862". Outside face of valve may not be below floor of combustion chamber (i.e. don't sink the valves). Stock head bolts only, must have four. Head gasket/s maybe after market, must be of stock configuration, gasket thickness is a non tech item. Depth check between the valves, front to back and side to side may not vary by more than .005" max. No copper or aluminum gaskets allowed. Any stock configuration exhaust gasket allowed no other sealer of any type on head, exhaust, and intake.

Block Requirements: Stock cylinder bore is 2.685" max. Stroke is 2.123" + .010" or - .005". No piston pop out allowed. Matting surface finish of block and cylinder head is a non-tech item, surfacing of both to correct gasket failure and meet cc check allowed however, no piston pop out is allowed. May use 2 side cover gaskets of stock configuration. Block must remain stock as produced. Stub for governor may be removed and hole plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification. Tillotson blocks allowed. Side cover bolts are non tech.

Carburetor requirements: Huayi OR RUIXING model type carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .042" NO-GO. Low speed idle jet is a Non-Tech item. Stock emulsion tube must be used and unaltered, .066' max ID (no pass through). Side holes in E-Tube 4 holes max in bottom section and 20 holes max in top section. Minimum E-Tube length 1.092". Throttle shaft- .115" minimum. Butterfly- .037" minimum. Aftermarket air filter adapter allowed (max length of 1.375"). Black phenolic carb spacer must be unaltered and used. Only (1) gasket is allowed between the phenolic spacer and restrictor plate, and only (1) gasket is allowed between the restrictor plate and carburetor.

Valve Train: Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms 1:1 ratio and push rods only. Stock valves only 45-degree angle only both valves, Intake valve Max OD .982" +/- .005" and Exhaust valve Max OD .945" +/- .005", no modifications allowed. Only Box Stock valve springs. (Installed Height for valve springs .815", must be checked by using the .815" spring must go gauge with retainer seal in place on intake and exhaust valve if used.) Prescribed check procedure as follows— Remove valve spring, reinstall spring retainer, insert .815" must go gauge in spring location. Gauge must go in both locations Intake and Exhaust with any allowed retainers in place, as raced, during check procedure. Max wire diameter on spring wire is .071" with a maximum tension of 10.8 lbs. at a height of .850". Lash cap on exhaust valve only. Valve stem seal allowed on Intake and Exhaust valve, 11 maximum lip thickness of .027". Minimum thickness of Intake retainer .230", Exhaust retainer .250". BS lifters only, no modifications allowed.

Ignition system: Stock Box Stock system only and must be unaltered. Low oil sensor may be disabled and removed. Flywheel: Approved SFI certified billet aluminum flywheel only. No machining or alteration of

any kind allowed. Minimum weight for flywheel is 3.3 lbs. Any timing key or no key at all may be used. A flat washer or spacer may be used, and is recommended, between the flywheel and the nut. Handheld electric starter may be used, but compression release mechanism must remain on camshaft. If choose to use an electric starter and your karts engine dies on the track we will not restart it.

Current Approved flywheels: ARC 6619, ARC 6618, ARC 6689, Racing Flywheels RSP-13-075 Revwheel NF-S1 & RSP-13-077 Revwheel F-S1. If manufactured for use with removable fan, the fan must be unaltered, attached and functional. Timing and flywheel key is non-tech.

Header and Muffler Requirements- Silencer must be a (B91XL round hole muffler). Exhaust Pipe must be double nutted or safety wired and silencer must be supported by clamped on brace to secure it in place. Header shall be wrapped or sleeved with heat shield. No modifications allowed. Muffler will be teched against stock B91XL. No loop pipes.

Piston and Rings: Must be unaltered Box Stock only. Must have 3 rings. No machining of piston and rings allowed.

Connecting Rod: Stock Box Stock rod or billet. No machining of any type allowed.

Crankshaft Requirements: Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180" max- 1.168" min.

Camshaft Requirements: Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865"-.005"/+.010" Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050 lift/86 degrees at .200 lift. Exhaust duration of 222 degrees at .050" lift/97 degrees at .200" lift. Max Intake lift on cam .225"– Min .215" lift taken at the pushrod. Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash. Max Exhaust lift on cam .232"– Min .222" lift taken at the pushrod. Max Exhaust Lift at the valve .242" Taken on valve spring retainer with zero lash.

Blower Housing Assembly: pull starter must be present and remain stock. Pull starter may be rotated for a better crank angle. After market coating allowed. If choose to use an electric starter and your karts engine dies on the track we will not restart it.

Fuel Tank Requirements: stock tank must be removed. Floor mount or gravity fed. Must be approved by promoter.

Fuel Pump Requirements: Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

Clutches: DISC OR DRUM CLUTCHES ONLY ALLOWED

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear.

All clone classes: minimum wing dimensions center panel 36" long 32" wide, right side panel 40"long x 14" wide, left panel 40" long x 20" wide all dimensions are +/-3". No cockpit adjustable wing sliders.

Blue Plate Wing

Blue Plate Wing ENGINE SPECIFIC TECH SHEET FOR: BOX STOCK 6.5 OHV

Description: Single cylinder, 2 valve, OHV 4 cycle engine. Pump gas only, 87 octane with no additives. Fuel must be purchased at the track and will be the control. Must run an ARC blue .550 plate and be untampered with. 6.5 OHV–Approved Engine: 6.5 OHV196cc clone engine- No Kohlar, No Honda, No Predators. No aftermarket coatings of any type are permitted on any part of the engine (exception Blower Housing and Shrouds)

Combustion chamber volume: 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The Liquid CC check is the official check.

Cylinder Head Requirements: Must be OEM casting only. All cylinder heads must be the “JT” 4 bolt valve cover cylinder head (168-f 6.5hp GX 200 series) or the TG-1 head only. Porting and / or grinding are not permitted. Valve seats are two angles 45 degrees valve face and 30 degrees top relief. Intake seat maximum ID .897”, Exhaust seat maximum ID 0.862”. Outside face of valve may not be below floor of combustion chamber (i.e. don’t sink the valves). Stock head bolts only, must have four. Head gasket/s maybe after market, must be of stock configuration, gasket thickness is a non tech item. Depth check between the valves, front to back and side to side may not vary by more than .005” max. No copper or aluminum gaskets allowed. Any stock configuration exhaust gasket allowed no other sealer of any type on head, exhaust, and intake.

Block Requirements: Stock cylinder bore is 2.685” max. Stroke is 2.123” + .010” or - .005”. No piston pop out allowed. Matting surface finish of block and cylinder head is a non-tech item, surfacing of both to correct gasket failure and meet cc check allowed however, no piston pop out is allowed. May use 2 side cover gaskets of stock configuration. Block must remain stock as produced. Stub for governor may be removed and hole plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification. Tillotson blocks allowed. Side cover bolts are non tech.

Carburetor requirements: Huayi OR RUIXING model type carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Venturi .615” NO-GO. Rear carb bore .751” NO-GO. Main fuel jet is a non-tech item. Low speed idle jet is a Non-Tech item. Stock emulsion tube must be used and unaltered, .066” max ID (no pass through). Side holes in E-Tube 4 holes max in bottom section and 20 holes max in top section. Minimum E-Tube length 1.092”. Throttle shaft- .115” minimum. Butterfly- .037” minimum. Aftermarket air filter adapter allowed (max length of 1.375”). Black phenolic carb spacer must be unaltered and used. Only (1) gasket is allowed between the phenolic spacer and restrictor plate, and only (1) gasket is allowed between the restrictor plate and carburetor.

Valve Train: Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms 1:1 ratio and push rods only. Stock valves only 45-degree angle only both valves, Intake valve Max OD .982” +/- .005” and Exhaust valve Max OD .945” +/- .005”, no modifications allowed. Only Box Stock valve springs. (Installed Height for valve springs .815”, must be checked by using the .815” spring must go gauge with retainer seal in place on intake an exhaust valve if used.) Prescribed check procedure as

follows— Remove valve spring, reinstall spring retainer, insert .815" must go gauge in spring location. Gauge must go in both locations Intake and Exhaust with any allowed retainers in place, as raced, during check procedure. Max wire diameter on spring wire is .071" with a maximum tension of 10.8 lbs. at a height of .850". Lash cap on exhaust valve only. Valve stem seal allowed on Intake and Exhaust valve, 11 maximum lip thickness of .027". Minimum thickness of Intake retainer .230", Exhaust retainer .250". BS lifters only, no modifications allowed.

Ignition system: Stock Box Stock system only and must be unaltered. Low oil sensor may be disabled and removed. Flywheel: Approved SFI certified billet aluminum flywheel only. No machining or alteration of any kind allowed. Minimum weight for flywheel is 3.3 lbs. Any timing key or no key at all may be used. A flat washer or spacer may be used, and is recommended, between the flywheel and the nut. Handheld electric starter may be used, but compression release mechanism must remain on camshaft. If choose to use an electric starter and your karts engine dies on the track we will not restart it.

Current Approved flywheels: ARC 6619, ARC 6618, ARC 6689, Racing Flywheels RSP-13-075 Revwheel NF-S1 & RSP-13-077 Revwheel F-S1. If manufactured for use with removable fan, the fan must be unaltered, attached and functional. Timing and flywheel key is non-tech.

Header and Muffler Requirements- Silencer must be a (B91XL round hole muffler). Exhaust Pipe must be double nutted or safety wired and silencer must be supported by clamped on brace to secure it in place. Header shall be wrapped or sleeved with heat shield. No modifications allowed. Muffler will be teched against stock B91XL. No loop pipes.

Piston and Rings: Must be unaltered Box Stock only. Must have 3 rings. No machining of piston and rings allowed.

Connecting Rod: Stock Box Stock rod or billet. No machining of any type allowed.

Crankshaft Requirements: Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180" max- 1.168" min.

Camshaft Requirements: Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865"-.005"/+.010" Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050 lift/86 degrees at .200 lift. Exhaust duration of 222 degrees at .050" lift/97 degrees at .200" lift. Max Intake lift on cam .225"— Min .215" lift taken at the pushrod. Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash. Max Exhaust lift on cam .232"— Min .222" lift taken at the pushrod. Max Exhaust Lift at the valve .242" Taken on valve spring retainer with zero lash.

Blower Housing Assembly: pull starter must be present and remain stock. Pull starter may be rotated for a better crank angle. After market coating allowed. If choose to use a electric starter and your karts engine dies on the track we will not restart it.

Fuel Tank Requirements: stock tank must be removed. Floor mount or gravity fed. Must be approved by promoter.

Fuel Pump Requirements: Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

Clutches: DISC OR DRUM CLUTCHES ONLY ALLOWED

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear.

All clone classes: minimum wing dimensions center panel 36" long 32" wide, right side panel 40" long x 14" wide, left panel 40" long x 20" wide all dimensions are +/-3". No cockpit adjustable wing sliders.

Box Stock

6.5 OHV– Pump gas only, 87 octane with no additives. Fuel must be purchased at the track and will be the control. ~~Control will be collected Casey's General Stores located in Leon and Humeston, Iowa~~

Approved Engine: 6.5 OHV 196cc clone engine- No Kohlar, No Honda, No Predators,– Any 168-f Clone Block

ENGINE SPEC SHEET FOR 6.5 OHV CLASS

Description: Single cylinder, 2-valve overhead 4-cycle engine. No aftermarket coatings of any type are permitted on any part of the engine (exception Blower Housing and Shrouds).

Cylinder Head Requirements: Must be OME casting only. All cylinder heads must be the "JT" 4 bolt valve cover cylinder head (168-f 6.5hp GX 200 series) or the TG-1 head only. Porting and /or grinding are not permitted. Valve seats may have up to three angles, 45-degree valve face and 30 degrees top relief and 60-degree bottom relief. Cutting of the valve seats allowed to ensure proper seal. Intake seat maximum ID .897". Exhaust seat maximum ID .862". Outside face of valve may not be below four of combustion chambers (i.e. don't sink the valves) Stock head bolts only, must have four. Head gasket/s may be aftermarket, must be of stock configuration, gasket thickness is a non tech item, sealer allowed to ensure proper seal. Depth check between the valve, front to back and side to side may not vary by more than .005-inch max. No cooper or aluminum gaskets allowed. Any stock configuration exhaust gasket allowed, sealer permitted, Header may also be run without gasket, sealer only. Allen head bolts permitted on header to head. The use of aftermarket FLANGED bolts of similar OEM design (head size, diameter, length and thread length/pitch) allowed as replacements for stock head bolts. No studs allowed. Breather hole on valve cover may be tapped with ¼" pipe tap to accommodate breather fittings, no oversize drilling allowed. Bore and Stroke: Stock bore is 2.685" and may be over bored to 2.718" Stroke is 2.123" +.010"-.005".

Connecting Rod: Billet aluminum rods, with or without bearing inserts required. No titanium rods allowed. Rod length is a non tech item. MUST use billet rods.

Combustion Chamber Volume: 25 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The Liquid CC check is the official check.

Carburetor/Intake Requirements: Stock Huayi or RUIXING TYPE carb. Venturi .625" NO-GO. Rear carb bore .751" NO-GO. Carb bore finish, non tech. Throttle shaft- .115" minimum. Butterfly- .037" minimum. Air Filter adapter of 1.375" max length allowed. No air rams. Pulse-type fuel pump is mandatory (other

fuel system must be preapproved by promotor). Fuel pump must be pulsed from either the crankcase or the valve cover. Black phenolic carb spacer must be unaltered and used. Choke assembly may be removed. Jets, air bleeds jets, and emulsion tubes are non-tech. Throttle shaft, washer, and butterfly must be stock and must be present, butterfly screw non tech. Only (1) gasket is allowed between the phenolic spacer and carburetor. Stock intake runner gasket configuration only. One extra gasket may be used with restrictor plates. No other alterations are permitted.

Ignition system: Ignition timing is non-tech. Stock ignition module only. No modifications of any type allowed. Sparkplug connector must be stock as from factory.

Piston Requirements: Must be stock dished piston with no modifications. Oversize Clone or Honda dished piston is allowed up to .035" oversize. Rings must appear stock and all three rings must be installed. Piston may not pop out above cylinder deck.

Valve Train: Stock valve-train only in stock configuration except: Any single valve springs and valve spring shims are allowed; Any 5.5mm stem steel valve (including stainless) that uses stock retainers OR 2 PICE RETAINER allowed. Intake valve head Max OD .982" +/- .005" and Exhaust valve head Max OD .945" +/- .005". Valves must be one angle only, 45°. No knife edging of valves (1mm min. margin). Valve length is non-tech. No additional support for rocker studs permitted. Champion rocker arm assembly and valve cover allowed.

Camshaft Requirements: Stock camshaft cores only, ez-spin easy must remain as stock. Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 248 degrees at .050 lift/107 degrees at .200 lift. Exhaust duration of 247 degrees at .050 lift/116 degrees at .200 lift. Max lift at the valve retainers, Intake .238" and exhaust .242" taken on valve spring retainer with zero lash.

Crankshaft Requirements: Stock, factory crankshaft only with stock, factory timing gear in factory location. No modifications to crankshaft allowed. Aftermarket steel main bearings of non-self aligning type, with or without seal are allowed. No ceramic bearings. Crankshaft Journal diameter is 1.180", 1.168" minimum.

Block Requirements: Stock Block, as cast and produced with no alterations or modifications other than those specifically permitted. Block head matting surface may be machined, however, no piston pop out is allowed. Blocks may NOT be welded for repairs. No addition of material to block (i.e. welding, jb weld, etc.). All bolt bosses in block may be drilled and tapped for repairs or other uses. Additional side cover gaskets as required for crankshaft thrust are permitted. All parts associated with the governor and the low oil sensor may be removed, plugging any associated holes. Billet side cover allowed. Side cover bolts are non tech. Tillotson block allowed.

Flywheel: Approved SFI certified billet aluminum flywheel only. No machining or alteration of any kind allowed. Minimum weight for flywheel is 3.3 lbs. Any timing key or no key at all may be used. A flat washer or spacer may be used, and is recommended, between the flywheel and the nut. Handheld electric starter may be used, but compression release mechanism must remain on camshaft. If choose to use an electric starter and your karts engine dies on the track we will not restart it.

Current Approved flywheels: ARC 6619, ARC 6618, ARC 6689, Racing Flywheels RSP-13-075 Revwheel NF-S1 & RSP-13-077 Revwheel F-S1. If manufactured for use with removable fan, the fan must be unaltered, attached and functional.

Connecting Rod: Must use Billet aluminum rods, with or without bearing inserts required. No titanium rods allowed. Rod length is a non tech item.

Clutches Disc and Drum only allowed

Header and Muffler Requirements- Silencer must be a (B91XL round hole muffler). Exhaust Pipe must be double nutted or safety wired and silencer must be supported by clamped on brace to secure it in place. Header shall be wrapped or sleeved with heat shield. No modifications allowed. Muffler will be teched against stock B91XL. No loop type pipes are not allowed.

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear.

All clone classes: minimum wing dimensions center panel 36" long 32" wide, right side panel 40" long x 14" wide, left panel 40" long x 20" wide all dimensions are +/-3". No cockpit adjustable wing sliders.

Intermediate Wing

6.5 OHV—Approved Engine: 6.5 OHV 196cc clone engine- No Kohlar No Honda No Predator

ENGINE SPEC SHEET FOR 6.5 OHV CLASS

Description: Single cylinder, 2-valve overhead 4-cycle engine. No aftermarket coatings of any type are permitted on any part of the engine (exception Blower Housing and Shrouds). Cylinder Head Requirements: Must be OME casting only. All cylinder's heads must be the "JT" 4 bolt valve cover cylinder head (168-f 6.5hp GX200series) or the TG-1 head only. Intake seat maximum ID .897". Exhaust seat maximum ID .862".

Bore and Stroke: Stock bore is 2.685" and may be over bored to 2.718" Stroke is 2.123" +.010"-.005".

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

Carburetor Stock appearing 196cc clone carb Huayi or RUIXING TYPE carb. Internal filler not allowed.

Ignition system: Ignition timing is non-tech. Stock ignition module only. No modifications of any type allowed. Sparkplug connector must be stock as from factory.

Piston Requirements: Piston is allowed up to .035" oversize.

Valve Train: Intake valve head Max OD .982" +/- .005" and Exhaust valve head Max OD.945" +/- .005".

Crankshaft Requirements: Stock, factory crankshaft only with stock, factory timing gear in factory location.

Block Requirements: Stock 168-F clone type block. Bracing/welding is allowed. No billet blocks, no Honda or Kohler. Tillotson blocks are allowed. Billet side cover allowed.

Flywheel: Approved SFI certified billet aluminum flywheel only. No alteration.

Clutches Disc and Drum only allowed

Header and Muffler Requirements- Silencer must be a B91XL round hole muffler or RLV-4106. Exhaust Pipe must be double nutted, or safety wired, and silencer must be supported by clamped on brace to secure it in place. Header shall be wrapped or sleeved with heat shield. No loop type pipes are not allowed.

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear.

All clone classes: minimum wing dimensions center panel 36" long 32" wide, right side panel 40" long x 14" wide, left panel 40" long x 20" wide all dimensions are +/-3". No cockpit adjustable wing sliders.

Adult Wing

6.5 OHV-Approved Engine: 6.5 OHV 168-f clone engine.

Engine Spec Sheet for 6.5 OHV 168-f clone Class

Description: Single cylinder, 2 valve, overhead 4 cycle engine.

Cylinder head requirements: No Billet heads, No Honda heads, No Kohler heads. All cylinders heads must be the "JT" 4 bolt valve cover cylinder head only.

Bore: Any

Connecting Rod: Any

Piston Requirements: Any Valve Train: Intake valve head max OD .982 +/- .005" (25 mm) and Exhaust valve head max OD .945 +/- .005 (24 mm). Any Valve, any Keeper, any spring, any lifter, and any push rod.

Crankshaft: Stroke is 2.133" max

Flywheel: Any approved SFI Certified Billet Aluminum Flywheel. No ALTERATIONS.

Carburetor: Any Carb 28 mm Max.

Clutch: Disc or Drum Clutch only allowed

Header and Muffler: Silencer must be a B91XL round hole muffler or RLV-4106. Exhaust pipe must be double nutted, or safety wired, and silencer must be supported by clamp on brace to secure it in place. Header shall be wrapped or sleeved with heat shield. No loop type pipes allowed.

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear

All clone classes: minimum wing dimensions center panel 36" long 32" wide, right side panel 40" long x 14" wide, left panel 40" long x 20" wide all dimensions are +/-3". No cockpit adjustable wing sliders.

Outlaw Wing 250/125

- 250F Engines must be stock stroke, stock bore.
- 250F powered karts must weigh 415lbs.
- 250 two stroke engines must be stock stroke, stock bore.
- 250 two stroke karts must weigh 430lbs.
- 125 two stroke engines are allowed with stock stroke and 145cc max. Kart must weigh 375 lbs.
- Both 125 and 250 must have a single carburetor and must be naturally aspirated (no turbos/superchargers allowed).
- Driver shall supply BCSS with engine make, model, and serial number, on the provided form.
- No Methanol or Ethanol allowed.
- No panels or air deflection devices of any kind allowed on the nerf bars. (Rock Guards or devices to protect the exhaust pipe/electronics will be permitted with prior approval from track)
- Wing Panels may not exceed the following dimensions. a. Right Side wing panel may not exceed 48" long or 20" tall at any point b. Left Side wing panel may not exceed 48" long or 28" tall at any point c. Center Section may not exceed 41" wide at any point
- Floor Pans cannot extend beyond the beyond the frame rails and cannot extend past the rear seat mount on the frame.
- All Body rules will be subject to track official discretion

Open Wing Outlaw 500

- Motor: Dirt bike style production engine only, single cylinder, single carburetor and must be naturally aspirated (no turbos/superchargers allowed). 550cc max for both 2 stroke and 4 stroke engines.
- Slipper clutches not allowed.
 - Minimum kart and driver weight for both 2 strokes and 4 strokes is 450 lbs.
 - Minimum driver age is 14. Track officials will make exceptions for drivers that they feel are able to race this class. Must be approved in advance.
 - No Methanol or Ethanol allowed.
 - No panels or air deflection devices of any kind allowed on the nerf bars. (Rock Guards or devices to protect the exhaust pipe/electronics will be permitted with prior approval from track)
 - Wing Panels may not exceed the following dimensions. a. Right Side wing panel may not exceed 48" long or 20" tall at any point b. Left Side wing panel may not exceed 48" long or 28" tall at any point c. Center Section may not exceed 41" wide at any point
 - Floor Pans cannot extend beyond the beyond the frame rails and cannot extend past the rear seat mount on the frame.
 - All Body rules will be subject to track official discretion.

Non-Wing Karts

All Classes

Tires

Hoosier tires only on all four corners. Absolutely no tire chemical treatment and/or chemical alteration of tires is not ~~depe~~ allowed at BCSS. Tires may be impounded or cut for testing at any time. All entries must have a signed tire testing agreement on file with BCSS. Tire testing agreements shall be signed by the driver or parent/legal guardian for minor drivers. All non-wing classes must run treaded tires. Tires will be tested through a third party testing facility. BCSS will not be held liable for any damage to tire while obtaining sample(s).

Frame, Cage, Body

- Karts shall maintain a non-wing sprint car type appearance. Hood and tail piece must be sprint car like in appearance and are mandatory in in all classes. No front-end cowcatchers. If in doubt, see officials. Flat or square rear bumpers are allowed. Tail tank is not required.
- Sail panels must not exceed 10" past the side of the roll cage down tube and shall not extend past the rear bumper. No air directional devices will be allowed on sail panels.
- Frames must be of kart configuration. Not to exceed 90" in overall length. No EXCEPTIONS.
- Cages are mandatory and for protection of the driver. Cage must be mounted with 4 - grade 5 bolts or pins at all times.
- No cage shocks or struts allowed.
- "A" frame type cage support is recommended. Should a single cross tube be used it must be a minimum of 12 inches from the top of the down tube.
- Side pods will not be allowed. Nerf bars cannot enclose, front or top of the nerf bar.
- Bodies can be any material, except wood or carbon fiber. No sharp edges or protruding parts.
- No bars, other than regular Nerf bar, may extend out past outer edge of the tire on either side of kart.
- All karts must display 10" numbers on right and left side of kart. Numbers that are not legible will not be scored. Duplicate numbers must include a letter that must be a minimum of 6". Numbers must be displayed on contrasting backgrounds.
- Seat Mount: Securely mounted to the frame. No excessive holes in seat. Utilization of a seat cradle is the preferred method for installing a seat.
- All karts must have a 6" nylon tie attached to spark plug wire.
- Minimum standard for roll cage tubing: $\frac{3}{4}$ " .083 chrome molly, 1" .06 chrome molly, or 1" .083 steel. No exotic steel allowed.
- Left side protection is required.
- No Carbon fiber or exotic (titanium, etc.) metal parts allowed on the kart.
- No axle protrusion beyond wheel rim. Max axle length 40".
- Tail piece protection: If the top of the rail section protrudes above the seat, tail must be padded.
- Hood and Tail section must be securely attached to the Kart
- Floor plan under driver's feet/legs and seat are required.
- All weights shall be secured to the kart with a bolt that is 5/16" or larger. Weights that are not safety pinned must be double nutted or ny-locked. All weights must be painted white and contain a number, written in permanent fashion, that matches the number on the kart.

Safety

- Brakes must be in good working condition at all times.
- All karts must have seat belts and shoulder harnesses. Shoulder harnesses must be mounted in a way to restrict forward body motion independently of the seat. Lap belts should be mounted on frame. Cut or frayed seat belts will not be allowed. This entire rule will be strongly enforced.
- Approved neck braces and arm restraints are mandatory. Arm restraints must be attached to lap belt and worn below the elbow.
- Aluminum high back seats are MANDATORY. The top of the seat should be at the middle of the driver's head. Full containment seat is highly recommended.
- Roll cage and steering column padding in the cockpit is recommended.
- Driving suits and gloves are required minimum SFI3-2A/1min.
- No sharp or protruding objects on any part of the kart.
- Kill switches are mandatory and within reach of the driver.
- Fuel line location cannot be closer than 2" to any of the exhaust system at any time and shall not be above the exhaust. If closer than 2", fuel line must be insulated. Fuel line must have ample slack for cage movement. Must be petroleum grade fuel line.
- Out board mounted fuel tanks must have metal protection, particularly grade fuel line.

Drivetrain

- No traction control devices allowed.
- Chain guard required.

Sportsman

Motor: Stock 212cc Harbor Freight predator (no Ducar 212, Tillotson 212, bsp 212). 212cc predator ghost motors are not allowed. Hemi or Non-Hemi head is ok. Stock internal parts only. All engine parts must be from the same style of engine, interchanging parts from Hemi to non-hemi is not allowed. No internal or external motor modification allowed except what is stated herein. Governor and low oil sensor removal is allowed. Top mounted fuel tank may be removed and replaced with floor mounted fuel tank. Top motor plate for fuel pump and throttle linkage are allowed. Fuel pumps shall be pulsed from valve cover. Stock flywheel shall be replaced with a billet flywheel. No machining or altering of the flywheel will be allowed. Engine timing is non-tech item. Blower cover and pull rope must remain stock and in working order, however, can be clocked for a better pull angle.

Carburetor: Stock carburetor only. May re-jet up to .038" maximum. Stock air cleaner or adapted high flow air filter allowed. Air Filter adapter of 1.375" max length allowed.

Exhaust: Any header with muffler (screw or clamp on) is allowed. Exhaust must point downwards and towards the rear. Exhaust pipe must be double nutted, or safety wired, and silencer must be supported by clamp on brace to secure it in place. Header shall be wrapped or sleeved with heat shield. Loop pipes will not be allowed. Baffles must be present and unaltered in muffler.

Restrictor: None

Fuel: Pump gas only, 87 octane with no additives. ~~Control will be collected Casey's General Stores located in Leon and Humeston, Iowa.~~ Fuel must be purchased at the track and will be the control.

Clutch: Any disc or drum clutch allowed.