



Rules

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Blue River Raceway Rules

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL SPEEDWAY EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, ALL SPEEDWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.

1 General Rules

1.1 Knowledge and Awareness

It is the responsibility of the driver and team to know and understand our rules, including both General Rules as well as the class(es) they are participating in. We take our rules seriously at Blue River Raceway and will enforce them as needed.

Blue River Raceway rules are subject to change during the season, as needed. We do our very best to not change rules during the season, however, we reserve the right to amend and/or change rules. If changes are determined to be required, Blue River Raceway will publish changes and make reasonable effort to inform participants.

1.2 Proof of Age

Blue River Raceway reserves the right to request proof of age of any driver at any time. Your actual age as of Jan 1, 2024 determines your age for the 2024 calendar year.

1.3 Wrist Bands

All who pass through the gate are responsible to know policies, rules and regulations set forth herein and will be given a wristband. Wristbands should be always visible and must be displayed upon the request of any track official. Failure to comply with this rule at any time will result in the immediate ejection from the pit

area. If person is found to be associated with a race team, that race team will additionally be subject to fines, penalties, up to and including, expulsion.

1.4 **Right to Refusal**

Blue River Raceway reserves the right to refuse pit entry, spectator area entry, and participation to any individual(s) with or without explanation.

1.5 **Social Media and Conduct with Raceway**

Blue River Raceway values our driver and crewmember input, constructive criticism, and comments. Our goal is to do what is right for our racers. Please remain respectful and professional in communication or feedback, both public and private.

The Blue River Raceway board members will review any and all communication or feedback. Any communication deemed unprofessionalism or vulgar will be dealt with on a case-by-case basis and could result in loss of season points, awards, and/or suspension.

1.6 **Decisions**

All decisions concerning score keeping, suspension, disqualification, fines, and interpretation of rules by Blue River Raceway are final and only subject to change at the discretion of track officials. Questions regarding race procedure or other decisions will not be discussed while the race program is in progress. Anyone not adhering to this rule will be penalized at track official's discretion, which may include, but not be limited to, ejection, suspension and/or forfeiture of points.

1.7 **Disposal**

Absolutely no oil or fuel is to be dumped on the ground. All used oil and fuel must be Disposed of in designated barrels provided by the speedway. Disposal of tires is the responsibility of the Kart owner. **ANYONE CAUGHT DUMPING OIL OR FUEL ON THE GROUND WILL BE PERMANENTLY BARRED FROM THE RACEWAY. THERE WILL BE NO EXCEPTIONS.**

1.8 **Insurance**

We DO NOT provide insurance coverage on vehicles in pits or infield. The primary responsibility for the safe condition and operation of a kart rests with the owner and/or driver.

1.8.1 **Participants Insurance**

Available upon request is a certificate of insurance which covers everyone signed in at the pit gate. You and your crew members are covered by the best secondary insurance available to any racing facility. We recommend however, that every

participant have their own personal medical coverage. If you have any questions or problems with insurance, please contact Blue River Raceway at 402.806.5277.

1.8.2 Liability Insurance

Every driver is expected to inspect the racing surface to learn of any defects, obstructions, or anything else which, in his or her opinion, is unsafe for racing. He or she should immediately report any conditions, if discovered, to officials and/or management. Any driver entering an event is considered to have inspected the track and found all conditions satisfactory to them. Drivers understand the risks of auto racing when they enter an event. Blue River Raceway assumes no responsibility for damage to or loss of your equipment, vehicles, or any parts whatsoever.

1.9 Assumption of Risk

Members assume full responsibility for any and all injuries sustained or for property damage incurred while on the race premise, en route to or from the speedway. No member will have any claim for expenses or damage against Blue River Raceway, its promoters, or officials, regardless of negligence.

1.10 Accident Policy

All injury reports are to be filed with the raceway on the day of the incident. Failure to do so may result in denial of a claim by the insurance company.

- In the event of a rollover, the driver is done for that race.
 - If the driver's helmet comes in contact or is perceived to come in contact with the race surface, the driver will not be allowed to compete for the remainder of the raceday, due to safety reasons subject to the discretion of the race director.

1.11 Participation

Track officials shall inspect all competing karts. Such inspection does not deem the kart safe or free from defects. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. Anyone may inspect the race course. By participation you deem the race course acceptable for competition.

1.12 Inspection

Any kart is subject to a full inspection by a track official at any time prior to receipt of payout by the kart's owner for the day's events. Failure to comply will result in disqualification.

Following the conclusion of each feature race, the top four (4) feature karts (or any other number of karts will be announced prior to feature start), and any other kart designated by track officials, will immediately proceed to the tech area and will

remain there until all karts have been inspected, approved, and released by track officials.

1.13 Rainouts

Rainouts will be posted at BlueRiverRaceway.com, Blue River Raceway Facebook page, and any other applicable site (ie: dirtdrivers.com, myracepass.com, etc.) It is recommended that in the event of inclement weather, you 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 immediately following race event only. You must have your pit pass (band) to be admitted in free. Or you may turn in your band on the rainout night for a refund.
- If the race program rains 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 "A" Features will be resumed the following race event.

1.14 Reserved Pit Stalls

- Pit Stalls and Numbers reserved in the 2024 season will be reserved until February 1st, 2025 unless otherwise posted.
- If you are not going to use your pit stall, you are required to notify Blue River Raceway board member or the track's Facebook messenger a minimum of 2 hours before hot laps. Your reserved stall may be used by another participant for the single event.
- If you do not let us know in advance a total of 3 times in the season, your stall may be forfeited, with no refund. If forfeited, your reserved stall may be reassigned to another participant for the remainder of the season.

1.15 Number Registration

Any nonregistered driver with the same number as a registered driver will be asked to change his/her kart number prior to the start of the races.

- Points are awarded to the driver, not the kart. Registered drivers racing in a different kart must do so in the same class in which they registered to receive points.

1.16 Motorized Vehicles

Karts are the only form of motorized vehicle allowed on the premise. Driving through the pits is permitted but must be done at an idle.

If you are caught driving at a high rate of speed through the pits, you will be required to push to and from the grid from then on.

2 Sportsmanship and Conduct

2.1 General

Drivers will, at all times, be responsible for their own conduct and the conduct of their crews. Any offense committed by a crew member may be chargeable directly to the driver. Blue River Raceway will enforce a ZERO tolerance policy for foul language and fighting.

2.2 Rough Driving

Rough driving will not be tolerated and will result in a loss of position(s) and/or disqualification of the driver/drivers involved. It is expected that pit crews, fans and family members conduct themselves in a sportsman like manner as well. Any car owner, driver, or crew member that in any way is discourteous to 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 Blue River Raceway.

2.3 Fighting

FIGHTING IS ABSOUTELY PROHIBITED! Any fighting anywhere on the premises will subject the offender, and the kart or karts they are associated with, to suspension and/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 and/or fine. At the discretion of the board, further fines, disqualifications, suspensions, point, position deductions, or a combination may be handed out to violators.

2.4 Profanity / Vulgarity

Blue River Raceway is a family friendly venue. Profanity and vulgarity are prohibited. This includes, but is not limited to, apparel and racing equipment. You will be asked to cover it up or vacate the premises.

3 Safety

3.1 RaceCeivers

Mandatory in all classes. Channel 454.00. This is to help speed up the show and provide extra safety for the drivers.

3.2 Open Flame

Open flames are not permitted at any time in the pit area at Blue River Raceway. Going inside a trailer to use an open flame is still considered in the pit area.

3.3 Fire Extinguishers

Fire extinguishers are mandatory in every pit.

Please keep them visible and easily accessible not only for yourself, but for others not familiar with your pit.

All extinguishers should be Purple K or ABC dry chemical.

3.4 Weight / Ballast

All weights should be secured to kart with a bolt that is 5/16" or larger.

Weights that are not safety pinned must be double nutted or nylocked. Drivers are encouraged to use fender style washers when mounting weight to fiberglass seats.

All weights must be painted weight and contain a number, written in permanent fashion (paint, marker, etc.), that matches the number on the kart.

3.5 Helmets

Full coverage (full-face) helmets designed for competitive motor sports use and complying with Snell Foundation 2015 or **CMR 2016** or newer is mandatory. **No DOT HELMETS WILL BE ALLOWED.** Helmets must be in good condition and are subject to pre-tech inspection. All long hair must be secured and/or tucked into drivers suit and/or helmet.

3.6 Neck Brace

Collar type neck braces or Hans style devices designed for motor sports are mandatory.

3.7 Cage Kart Safety and Apparel Specific Rules

- *Suit*: A suit rated SFI 3.2A1 or better is required.
- **Gloves and Shoes: SFI rated required.**
- Quick Release Steering Wheel
- *Seat Belts*: **MANDATORY**. Mandatory 5-point minimum harness must be commercially manufactured for motorsports with SFI rating.
- Shoulder Belts Cannot be mounted to vertical cage rails and must be lower than the driver's shoulder blades.
- Arm Restraints Mandatory SFI-rated, must attach to seat belt system.
- *Body*: If any bodywork inhibits the view of the driver, specifically in the junior classes, Blue River officials may require removal of the bodywork.
- No bodywork can cover the front tires.
- See Section 10.6.2 Body Requirements for more information.

3.8 Flat Kart Specific Safety and Apparel Rules

- *Chest Protectors*: All rookie and junior drivers up to 13 years in all divisions are required to wear a chest protection device with SFI specification 20.1. Racewear.
- *Gloves*: Gloves are required in all divisions. It is highly recommended to use a glove with a leather palm.
- *Suits/Jackets*: Driving suits of one or two piece design made of abrasion resistant material are preferred. Leather jackets produced for racing are acceptable, with full length pants free of holes to be worn. Hoodies are not allowed, and all long hair must be secured and/or tucked into drivers suit and/or helmet.
- *Footwear*: High top shoes or boots designed for motorsports use are recommended. Closed toe shoes of most types are allowed. All shoes, regardless of type, must be properly laced and/or buckled at all times in any on-track session and must be free of holes or signs of extensive wear.

4 Track Procedure

4.1 Registration

Pit gate opens at 10:30 a.m. (unless otherwise stated).

Hot laps will be at 1:00 PM (unless otherwise stated) and racing to follow as soon as hot laps are completed.

You must run in your assigned hot lap session or forfeit your right to hot lap.

It is the responsibility of the driver to ensure they are registered to participate.

Check-in / draw closes ½ hour before hot laps (unless otherwise stated).

If driver fails to register before cut-off, they may be subject to starting at the rear of both heats.

4.2 Class Minimums

Blue River Raceway reserves the right to combine classes if kart class size is at or below 3 karts.

Drivers will be made aware if there is a need to combine classes and may voice any concerns or withdraw competition from the race event.

For withdrawal, you must withdraw before taking first heat race green flag to be eligible for refund.

Blue River Raceway will make every attempt to combine the most comparable classes. Races and season points will be scored to the class the driver originally registered for.

- *Example:* Flat Clone and Flat Predator combined for a race event, the classes will race together but will be scored separately for both race finish and season points.

4.3 Scoring, Line-Up Procedure, and Points

4.3.1 Scoring

Officials determine all finishing positions, and their decisions will be final. Blue River Raceway will not use any spectator/unofficial video replays for scoring purposes.

4.3.2 Standard Line-up Procedure

- Blue River Raceway has adapted a one heat race and Features format.
- Number of karts that invert will be determined by kart count and posted before heat races start.
- Point averages are figured by driver's season points earned at Blue River Raceway.
- New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up by draw or discretion of officials.
- A driver that qualifies for 'A' Feature invert but has no point average shall be lined up in last invert position. Two or more drivers having no average or same point average will be lined up by draw or discretion of officials.
- Once driver establishes a point average, the driver maintains a point average for remainder of the season. Average will not be removed for missing race nights.

- Blue River Raceway reserves the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved.
- If you do not start a heat race, you will be scored “DNS” and receive a 0-finish position.
- If you do not finish a heat race, you will be scored “DNF” and receive the last finishing position value.
- Any entry not in staging area and ready to race when previous race has ended is subject to start scratch (in the rear of the field) for the race.

- First race of the season:

-All drivers (or designated) will draw at registration (automatic draw by MyRacePass unless otherwise indicated) for their line-up position for their heat race. ‘B’ Feature qualifiers will line up straight from heats (highest finisher to front). ‘A’ Feature qualifiers will redraw for starting positions.

- Races following the first race of the season:

-Heats will be lined up by current season point average, stagger invert (lowest average inside row 1 of heat 1, 2nd lowest average first inside row 1 of heat 2, etc as required), lowest point average to front, highest point average to rear.

-‘B’ Features are lined up straight from heats with highest finishers to front.

-‘A’ Features are lined up by determined amount of karts in invert, invert based on season point average, with remainder of line up straight from heats and/or ‘B’ Feature(s).

4.3.3 Rookie Class Feature Line-up and Points

If more than 10 rookie karts, Blue River Raceway will split into 2 features. Top “x” amount of karts from each heat to the 1st feature, number of transfers (x) will be announced before heats.

The 2nd feature will receive points starting with the winner receiving 1 less point than the last place finisher in the first feature, with each subsequent position worth one point less.

4.3.4 Feature Kart Limits

- Rookies: If over 14 karts, only 12 karts will be taken to ‘A’ Feature.
- If total is above 12, but less than or equal to 14, all karts will race in the feature.
- All other classes: If over 18 karts, only top 16 karts will be taken into ‘A’ feature.
- If total is above 16, and less than or equal to 18, all karts will race in the feature.

4.3.5 Feature Points

Points for all classes will be awarded using the following guidelines:

- Weekly 'A' Feature win is 41 points, 2nd place is 39 points, with each subsequent position worth one point less.

Feature Points

Position	Points	Position	Points	Position	Points	Position	Points
1	41	8	33	15	26	22	19
2	39	9	32	16	25	23	18
3	38	10	31	17	24	24	17
4	37	11	30	18	23	25	16
5	36	12	29	19	22	26	15
6	35	13	28	20	21	27	14
7	34	14	27	21	20	28	13

- If track runs a 'B' feature(s), first non-transferring driver receives 1 point less than the driver that finishes last in the A Feature and each subsequent position receives one less point per position. **12** is the minimum amount of points that the driver will receive as long as they started at least one race during the night. This applies to all 'B's, even if more than one is run.
- If the driver starts at least one race in the event (heats or feature), the minimum points they will receive is last place.
- A driver who starts a race, but does not finish, is scored as DNF, and will be scored in correlation to their finish position.
- **If a driver is disqualified from feature race, refer to Section 8 Penalty Assessment.**

4.3.5.1 Dropped Points Race

Your lowest scoring points race will be determined and removed from **final points**.

Disqualifications cannot be used as a dropped race.

5 Racing Procedures

5.1 Starts

All karts must stay in line and maintain pace. No acceleration until reaching the designated starting line. Inside pole kart sets the pace.

- If caution is thrown before completion of one lap, drivers will line up in original positions, with the exception karts involved in the incident, which will start in the rear of the field.

- If the majority of the entire field is involved in the incident, a complete restart with original positions will occur. A single file restart may be signaled at the Flagman's discretion.
- If front row does not start side by side, they will be given a warning. If they do not start side by side the second start, they will be moved back a row. If the next start is not side by side, we will move to a single file start with the second row starting 1,2.

5.1.1 Rookie Starts

Rookies will start from a stop under the flag stand at the beginning of the season. As the season progresses, this will be evaluated, and Blue River Raceway will transition to rolling starts similar to all other classes.

5.2 Restarts

Restarts following a red or yellow flag will be single file, if one full lap has been completed or side by-side if a full lap has not been completed.

It is the leader's discretion on single-file restarts to start the race between turns 3 and 4. Nose to tail until leader fires, then race is green and racing is live.

5.2.1 Restart After one Lap Complete

Line-up is in the order in which the karts were scored on the last completed green flag lap. If sufficient laps have been completed, the race may be called with points and payout according to the position to be held for restart.

5.3 Yellow/Red Flag Conditions

- Any kart causing a yellow flag condition will be sent to the back upon restart of the race.
 - If a driver causes a yellow flag 2 times in the same race, they may be disqualified from that race.
- Any driver who fails to stop their kart under a red flag may be disqualified from that race.
- If the caution flag is brought out after the white flag has been thrown in the heat races, the race may be scored on the white flag lap and may be considered complete.
- If the caution is brought out after the white flag in during an "A" feature, the remaining race laps will revert to two laps remaining for a green-white-checkered. Line-up will be based on the last completed green flag lap.

5.4 Incident

Any Kart causing a caution, or stopping due to a mishap, and not immediately lining up with other karts, will be considered involved in the incident.

5.5 Repairs

No kart may be attended to on the track without permission. All entries returning to the track shall start in the rear of the lineup when returning to the track.

Once the white flag is shown signifying one lap to go, no entry will be allowed back on the track.

Only authorized personnel shall be in the infield or on the track at any time during the race program.

6 Fees

6.1 Number Registration Fee

A once a season fee of \$25 (All proceeds from registration fees will go to end of year point and awards fund.)

You must pay a registration fee for each class that you will be racing in.

6.2 Pit Pass

Any entry into the restricted access/pit area: \$15

6.3 Driver Entry Fee

For class trophy or payout, see Section 7 for further information.

Trophy Class Entry Fee (includes pit pass): \$25

- To race additional trophy classes, there is a fee of \$15 per class

Money Class Entry Fee (includes pit pass): \$35

- To race additional money classes, there is a fee of \$35 per class

Mixing Money and Trophy Classes: Entry fees will be \$15 per trophy class and \$35 per money class.

- Example: Cage 206 \$35 + Cage JR2 \$15 = \$50

7 Awards

7.1 Weekly Event

Trophies will only be awarded if there are a minimum of 3 karts in a class.

7.1.1 Trophy Classes

Trophy Classes	
	<i>Positions Awarded Trophy</i>
Cage Rookie	Top 3 Trophy + ALL award
Cage Amateur	Top 3
Cage JR 1	
Cage JR 2	
Cage Carlisle	
Flat Rookie/Amateur	
Flat JR Predator	

7.1.2 Money Classes

Payout will only be awarded if there are a minimum of 3 karts in a class.

Money Classes			
	Payout		
	<i>3-5 karts</i>	<i>6 – 14 karts</i>	<i>15+ karts</i>
Cage Adult 206			
Cage Adult Clone			
Blue Wazoom	1 st \$50	1 st \$100	1 st \$150
Flat Adult Predator	2 nd \$25	2 nd \$50	2 nd \$75
Flat Adult Clone	3 rd \$10	3 rd \$25	3 rd \$50
Limited Mod			

7.2 Year End Track Awards

There will be an awards banquet at the end of the full season.

To receive year end track awards, point fund, and contingencies a driver must race 75% of **completed points** races for that class. Point fund will be determined by class size.

8 Penalty Assessment

Blue River Raceway will levy penalties based on severity and performance enhancing levels. Point assessments are only for post feature tech violations.

Any violation that is the result of an on-track incident (slid hub, lost weight, etc.), may be assessed with no penalty.

Heat race tech violations will result in a last place finish for the heat race they are found in.

8.1 Fix-It/Warning

A fix-it ticket or warning will only be given for the most minor violations, these violations do not warrant a penalty, but need to be addressed or corrected before the next race or event. If a fix-it ticket or warning has been given, and it is not rectified, the penalty may be upgraded to Level 1.

8.2 Level 1

Level 1 penalties will be assessed for rule violations that provide negligible to no performance gains.

All Level 1 penalties will be assessed as last place finish points.

Level 1 penalties will be upgraded to Level 2 if a racer has a repeated offense of the same rule.

8.3 Level 2

Level 2 penalties will be assessed for rule violations that are performance enhancing and will affect the outcome of the race.

All Level 2 penalties will be assessed 0 points for the night.

Repeated offences may be subject to larger penalties in the form of fines, suspension, or expulsion for the season.

Penalty Examples (list is not inclusive)		
Fix-It or Warning	Level 1	Level 2
Raceceiver non-operable	Min/Max Rear Wheel Base	Safety equipment: No raceceiver, no gloves, helmet (not strapped, visibly defective), no neck brace or restraint system, belts, arm restraints, or non-painted lead
Body not in compliance with rules	Needle Bearing vs. Bushing	Engine Modifications: Porting, polishing, stroking, illegal carb, tampering with carb parts that cause failure of spray testing, tampering with restrictor in any form, etc.
		Clutch: Incorrect clutch or clutch driver
		Fuel
		Tire tampering
		Under minimum weight: We reserve the right to assess no penalty if we deem this was caused by an on-track incident (lost weight, etc.)

9 Tech

9.1 Fuels and Lubricants

The only acceptable fuel is gasoline and lubricating oil. **No performance enhancements may be added to oil.**

None of the following substances may be added to the fuel. This list is inclusive only in that these are known ingredients that have been used in the past. Additionally, all other substances recognized by bonafide race sanctioning bodies or deemed to exceed the Threshold Limit Value for human exposure as listed by the American Conference of Governmental Industrial Hygienists, are considered part of this list. Alcohols (all), Aldehydes, Aminodiphenyl, Benzene (in excess of EPA limits), Benzidine, Beryllium compounds, Bromine compounds, Butadienes, Chlorinated compounds, Chromates, Dioxanes, Ethyl acrylate, Ethylene oxide, Hydrazine compounds, Methylene dianiline, Naphthylamine, Nitrogen compounds (nitromethane, nitropropane, etc.), Styrenes, Toluidine, Zylidine.

9.1.1 Testing

- Field Testing Digatron meter: The preferred method of field testing is with a digatron meter. The meter shall be set at - 75 with the probe fully immersed in a plastic container of clean cyclohexane at ambient temperature. The probe is then fully immersed in the competitor's fuel and allowed to settle. Care must be taken to not touch the probe on any part of the fuel tank while the meter is coming to settle. The final meter reading must be zero or below (negative). The competitor has the right and the inspector may allow removal of the fuel from the kart's fuel tank into a suitable plastic container for testing, This is done to eliminate the effects of aluminum tanks on the meter and to facilitate cooling to ambient temperature. Artificial cooling of the sample (ice baths, etc.) is not allowed. Final testing shall occur no later than ten minutes after time of sample removal.
- Laboratory testing may be performed on a competitor's fuel either on the tech inspectors own volition or on instructions from the race director. Upon request, the competitor shall draw a sample from his tank or container (inspector's preference) into a suitable, clean container. The tech inspector shall then mark the container and provide tamper proof sealing of the container. The sample shall be forwarded to an accredited testing lab for chemical analysis. Presence of any listed prohibited substances shall be grounds for disqualification.

9.2 Engine Claim

Cage Clone, Cage Carlisle, and Blue Wazoom engines are allowed claims.

See sections 11.8.3 RaceSaver BSP (Cage) Clone Claimer Rule, 11.11 Cage Carlisle Rules or 11.9.4 Blue Wazoom Claimer Rule.

Unless stated otherwise stated in the class rules, there is not a claim for any other classes.

9.3 Engine Protest

- Any protest must be submitted in writing to the Tech Director or Official Scorer within 15 minutes following the completion of the race.
 - See annex 1 for protest template, this template can also be obtained at the main scoring tower.
- Fees:
- Protest fee for non-sealed engines is \$50.00.
- Protest for sealed engines is \$75 to cover cost of seals.
- Driver with illegal motor will receive no points (or award/money, if applicable) for that event.
- Second offense will result in loss of all points for season (and will be required to return any award/money, if applicable) accumulated up to and including that event.

- Protest fees will be refunded to the protester if the motor is found to be illegal.
- If legal, engine owner will receive \$25 for non-sealed motors and \$50 for sealed motors. Tech Director will each receive \$25.00 of the protest fee. The protester will forfeit their protest fee.

9.4 Tire Testing and Protest

Blue River Raceway strongly recommends tires are washed with water only. Cleaning chemicals such as, Simple Green, Purple Power, etc., may cause a tire test to be returned positive. Blue River Raceway cannot overturn a positive result.

If tires are sent for sampling, awards (trophy and/or money, as applicable) will be held until results have been returned.

All samples and respective results will be posted publicly.

9.4.1 Routine Monitoring and Testing

Blue River Raceway may at our discretion sample tires as part of routine monitoring.

- First offense will be loss of points and award (trophy/money, as applicable) of race event, and a fine of \$200. This fine must be paid before returning to competition.
- Second offense will be loss of season points, award/money for race event, 1 calendar year suspension, and a fine of \$400. This fine must be paid before returning to competition.

9.4.2 Driver Protest

Any driver, of the same class, can protest any one of the 4 tires on a fellow driver's kart. The cost to protest a tire will be \$250. Samples will be taken and sent to a lab of Blue River Raceway's discretion/choice. Results will be posted publicly.

- If tires are found to be illegal, protester will receive \$50.
- The remaining \$200 will be used to cover the cost of the test.
- Driver with illegal tires will receive no points (or award/money, if applicable) for that event.
- Second offense will result in loss of season points, award/money for race event, and/or further disciplinary actions including suspension.

10 Tires

- Hoosier and Carlisle classes are not allowed to alter (clean, prep, etc) or change tires at Blue River Raceway.
- Hoosier and Carlisle competitors are required to run the same 4 tires for the entirety of the race day.
- If a tire is damaged, race director must approve the change of tire.
- If caught changing tires, driver will put to the back of their next race and will not be scored for that race.
- No tire washing, sanding, and/or grinding is allowed after hot laps of your respective class.
- Tires should appear “dirty” when staging. If caught with clean / ground tires, driver will put to the rear of their next race and will not be scored for that race.

11 Class Structure and Rules

11.1 Flat and Cage Kart Moving Classes

- Racers who have won a track championship, at Blue River Raceway or other reputable track, in the class you are currently competing in or are eligible for, or race in a higher division (ie: Sportmod, Hobbystock, Micro), are eligible to move up to the next higher division with board approval. Request must be submitted to the board.

11.2 Flat Kart

11.2.1 Classes

11-1 Table of Flat Kart Classes

Class Name	Age	Restrictor Information	Minimum Weight	Clutch	Data Logging Allowed
Rookie/Amateur	5-8	Red Plate .375”	235 lb.	Drum	Yes
JR Predator	7-15	Purple Plate .500”	285 lb.	Drum	Yes
Adult Predator	14-Up	No Restrictor	360 lb.	Drum	Yes
Adult Clone	14-Up	No Restrictor	370 lb.	Open	Yes
Limited Mod	14-Up	No Restrictor	385 lb.	Open	Yes

11.2.2 Flat Kart Numbers

- Must have a MATCHING number on top of the right front fender/hood, and both side panels.
- Must have number on number plate on the rear bumper.
- All numbers must have a height of at least 6 inches and be a legible font and color.

- Any additional letters must be at least 3 inches in height and legible.
- Numbers must be legible to scorer and/or other officials. If deemed illegible, kart is subject to not being scored or penalized positions.

11.3 Flat Hoosier Predator Engine Rules

HEMI Style Predator Only. All Parts must be OEM unless other specified.

- No alteration, cutting, grinding or machining of parts are allowed. All parts will be compared to an original untouched motor.
- Stock flywheel key must be present
- Stock Air box may be removed, and aftermarket adaptor and air filter will be allowed. Max length of air filter adapter 1.375" Air Filter is a non tech item.
- Jet: Main Jet will be tested to a .038 no-go gauge.
- Gasket must be between engine and carburetor.
- When using a restrictor, there must be a gasket on each side of the restrictor. Spray test may be used at any point within the event. If engine is pulling air from any point other than filter the engine will be disqualified. Spray test involves spraying a fluid, typically brake, starting fluid or carb cleaner, at points after the air intake. The engine will be on a stand at idle when sprayed. If they engine surges, it is pulling air after the air intake and is not legal.
- Top tank must be removed and replaced with fuel pump and external tank.
- Governor, plastic gear, crank gear and oil sensor can be removed
- RLV 5438C or DJ1137 pipes **only**.
- Wrapping of pipe is recommended, but not required
- Stock Camshafts only
- Head Depth - .425
- Stroke – 2.164 (+.005)
- Bore – 2.755 (+.008)
- Valve Springs (No Shims Allowed) Aftermarket springs are permitted, but they will be tested to 10.8 Standard.

11.3.1 Hoosier Predator Tire Rules

- Racesaver Tire:
TIRES/WHEELS: Left Side: Hoosier RaceSaver Champ Kart 11.0/5.5-6 - 11901RS mounted on 6.0 or 6.5 wheels (measured inside to inside) Right Side: Hoosier RaceSaver Champ Kart 12.0/8.0-6 - 11939RS mounted on 10" wheel. (measured inside to inside)

11.4 Adult Flat Clone Rules

Adult clones will follow the 2022 NKA Clone rules.

TIRES: Tires cannot be wet when you get to staging area.

11.5 Limited Mod

AGE: 14 & Up

Weight: minimum of 385lbs.

ENGINE/RESTRICTOR: Any small block engine (GX200, Animal, Clone, 212 Predator, Tillotson). Briggs Model 15 blocks are not permitted. 14.5 cubic inch Max. rule. Engines can have billet side covers. Billet cranks and heads are not permitted. Aftermarket heads, for example EC Evolution or Gage Warhead, are allowed.

CLUTCH: Open clutch

TIRES/WHEELS: Left Side: Hoosier RaceSaver Champ Kart 11.0/5.5-6 - 11901RS mounted on 6.0 or 6.5 wheels (measured inside to inside) Right Side: Hoosier RaceSaver Champ Kart 12.0/8.0-6 - 11939RS mounted on 10" wheel. (measured inside to inside)

FUEL: OPEN

11.6 Cage Kart

11.6.1 Cage Classes

11-2 Table of Cage Kart Classes

Class Name	Age	Restrictor Information	Minimum Weight	Clutch	Data Logging Allowed
Rookie	5-8	Red Plate .375"	N/A	12T Drum	No
	Can run class 2 years, MAXIMUM. Blue River Raceway reserves the right to move a driver up, as needed.				
Amateur	6-9	Red Plate .375"	280 lb.	12T Drum	No
JR 1	7-11	Green Plate .425"	310 lb.	12T Drum	No
JR 2	12-15	Purple Plate .500"	350 lb.	12T Drum	No
Carlisle	OPEN	No Restrictor	360 lb.	12T Drum	No
Adult Clone	14-Up	No Restrictor	400 lb.	Drum	Yes
Adult 206	14-Up	Black Slide	425 lb.	12T	Yes

Class Name	Age	Restrictor Information	Minimum Weight	Clutch	Data Logging Allowed
		(B&S #555590)		Drum	
Blue Wazoom	14-Up	No Restrictor	425 lb,	Open	Yes

11.6.2 Cage Kart Numbers

- Must have a number on the front hood, and both side panels.
- Must have a black on white or white on black number plate on the top, rear portion of the cage.
- All numbers must have a height of at least 6 inches and be a legible font and color.
- Any additional letters must be at least 3 inches in height and legible. Maximum of 3 numerals may be used.
- Numbers must be legible to scorer and/or other officials. If deemed illegible, kart is subject to not being scored or penalized positions.

11.7 Cage Kart, Blue Wazoom, Adult 206, and Cage Carlisle Class Rules

11.7.1 Chassis

- Main frame members shall be constructed of cold rolled, electric weld, round steel tubing or other material of equal or greater strength, of 1.125 inch nominal minimum diameter, .083 inch wall thickness. Conventional tubular space frame construction methods only are allowed. Non-conventional construction techniques must receive review and approval of the race director and/or tech inspector prior to competition.
- Wheelbase: 42.0 inches minimum, 45.0 inches maximum. Wheelbase is measured true axle centerline, each side.
- Overall width: 40.0 inches minimum, 52.0 inches maximum. Overall width shall be measured from outside tire sidewall to opposite outside tire sidewall.
- Overall length: 95.0 inches maximum. Overall length is measured at any cross section of the kart, parallel to the longitudinal centerline.

Roll Cage specifications:

- Full roll cage of four point conventional construction is mandatory. The four uprights and top horizontal connecting tubes must be constructed of 1.125 inch nominal minimum diameter mild steel tubing. All attachments by welding unless otherwise specified.
- Uprights and positioning: Each of the rear uprights must be welded to the main frame rails at a point aft of the rear axle centerline. Each of the front uprights must be welded to the side frame rails at a point forward of the steering wheel mount point and aft of the leading edge of the front tire. All

uprights must create an angle of no less than 45 degrees with the main frame rails and have no bends within three inches of attachment point except for left rear.

- Top hoop rails: Corner construction shall be rounded type with no sharp edges or corners allowed.
- Shoulder harness mounting bar shall be welded laterally between rear uprights, double braced to the top lateral bar, at a height suitable for harness mounting. A minimum 6.0 inch square headrest shall be mounted to the braces level with the driver's head.
- Side protection bars are mandatory and must run horizontally between front and rear uprights each side. One end connection may be slip jointed. Side protection bars must be positioned vertically between the drivers shoulder and elbow.
- Roll cage overall width: 16.0 inches minimum, 24.0 inches maximum. Width to be measured outside to outside between any two uprights.
- Roll cage to overall height: 38.0 inches to minimum. Height to be measured vertically from highest lateral cross bar centerline to main frame rail centerline.
- All roll cages that deviate in any way from the above description must be brought into conformance or receive approval from the race director or tech inspector prior to being used in competition.
- Front bumper: All components shall be constructed of round steel tubing of .750 inch nominal diameter minimum. Front Bumper must encircle entire front nose area at a height of 7.75 inches minimum from ground level, Double bumpers are recommended.
- Rear bumper must encircle the tail section of the kart. The top of at least one bar must be 7.50 inches maximum from ground level.
- Nerf bars: All components shall be constructed of round steel tubing of .750 inch nominal diameter minimum. Double bar construction is mandatory. The top of the upper bar must be no higher than the top of the rear tire. The bottom of the lower bar must be no lower than the bottom of the main frame rails. Nerf bar must extend from an area inside a longitudinal line from the outer portion of the front tire to a point no further outboard than 1.0 inch from outer tire surface.
- Seat positioning: No part of the seat may be positioned closer than six inches inside the left hand nerf bar. Must have an approved aluminum high back seat. 65 degrees is the maximum seat angle. (measured on back of seat)
- Harness: Five point, SFI-rated racing harness is mandatory. Metal to metal harness fastener is mandatory. Mounting bolts must be cotter-keyed and attached to a 3/16 inch minimum thick, 2.0 inch minimum square steel mounting plate that is welded to the frame and/or roll cage. Arm restraints are mandatory.

11.7.2 Body Requirements

- All bodywork components must be constructed of high strength plastic, fiberglass or advanced composites only. No component of the bodywork may be adjustable in any way while kart is in motion. Bodywork must be confined to the area defined by the front and rear bumpers, inside the area defined by the inside sidewalls of the tires.
- Cockpit must be entirely open when viewed from above.
- Wings, spoilers or other aerodynamic effects are prohibited.
- Full midget/sprint type, open wheel, conventional construction methods are approved. Flat panels are allowed only for side panels and all other body components must have rounded, compound curve configuration. Nose bodywork is mandatory, tail section is optional.

11.7.3 Wheel and Tire Requirements

Rookie, Amateur, JR1, JR2, Adult 206 & Blue Wazoom CHAMP CAGE KART TIRE RULES: Front- Hoosier Part #11901RS (11.0x5.5-6 RaceSaver) Rear- Hoosier Part #11939RS (12.0x8.0-6 RaceSaver) Hoosier tires must have RaceSaver Stamp, no alterations, must have tread. Minimum Durometer: 59

Rookie, Amateur, JR1, JR2, Adult 206 & Blue Wazoom CHAMP CAGE KART WHEEL RULES: Approved metallic materials only. No plastic or carbon fiber wheels allowed. Rear wheel is 6 inch diameter x 7 inch width maximum and front wheel in 6 inch diameter x 6 inch width maximum measured bead to bead (inside edge to inside edge)

11.8 Cage Rookie, Amateur, JR1, JR2, Clone Kart Engine Rules

11.8.1 Engine Sealing

Cage Kart Engines must be inspected and sealed. This can be completed by calling or texting Roger at Mini E to set up an appointment (402)639-4722 or Uncle Frank's at (402)444-2266.

Engines can only be raced unsealed for two race events. Blue River Raceway reserves the right to not allow competition with an unsealed engine.

Within first two race events, if unsealed engine finishes within top 5, it is subject to tear down.

11.8.2 Box Stock Project Clone 6.5 OVH Engine

All Parts must be Box Stock Project factory production parts unless otherwise specified in this rules manual. No machining or alteration of parts is allowed unless specifically noted. Any engine that has been tampered with or otherwise found to be illegal may be confiscated by the track and the driver/owner will lose all awards and points for that event, lose all points accumulated to date, and may be suspended from competition at Blue River Raceway until further notice. Pull starting mechanism must remain on the engine. Tumbling of engine parts is strictly prohibited. Engine will need to be inspected and sealed by a certified RaceSaver Clone Engine inspector before raced (Roger Hadan for 2022). Any new part must be submitted to and approved by RaceSaver before use. All new incoming engine & performance parts must be submitted to RaceSaver for review prior to them being allowed as legal components for competition.

Engine Description: Single Cylinder, 2 valve, and OHV 4 cycle (Box Stock Project)

Combustion Chamber Volume: 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The liquid CC check is the official check (If the engine fails the CC Liquid check at anytime during the tech procedure it must be called illegal.)

Cylinder Head Requirements: Must be OEM casting only. All cylinder heads used 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. Exhaust Port Pours should check 22.5cc minimum-22.8cc Maximum, Intake Port Pours 27cc should check minimum-27.5cc maximum. Valve seats may have up to three angles, 45 degrees valve face and 30 degrees top relief and 60 degree bottom relief. Cutting of the valve seats allowed to insure proper seal. Intake seat maximum ID .899", Exhaust seat maximum ID .862". Outside face of valve may not be elbow floor of combustion chamber (i.e. don't sink the valves.) Stock head bolts only, must have four. Head gasket/s may be after market, must be of stock configuration, gasket thickness is a non tech item, sealer allowed to insure proper seal. 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, 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 replacement for stock head bolts. No studs allowed. No additional

washers allowed. Breather hole on valve cover may be tapped with ¼" pipe tap to accommodate breather fittings. No over sized drilling allowed.

Block Requirements: Stock cylinder bore is 2.67" may be bored to 2.691" maximum. Stroke is 2.123" + .010" or - .010". 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. (Oil drain hole between lifters .250" Max. Any type side cover fastener and lock washer permitted, must be original size, sealer permitted.) Solid dowel pin replacement for the side cover to block .317 maximum diameter allowed (Factory stock dowel pin is 8mm or .315). Dowel pin must remain in the factory position.

Carburetor requirements: Huayi or RUIXING model 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. (Choke area must remain as cast). Venturi .615" NO-GO. Venturi may be machined to spec, Minimum Venturi size is .608, no polishing permitted and all transitions must remain stock in and out of venturi. Rear carb bore .751" NO-GO. Carb bore at rear of carb .750" maximum depth (This measurement is taken from the flat surface on the rear of the carb down to the circular ridge at venturi edge). Main fuel jet .042" NO-GO. No use of loctite or other materials on high speed jets or damaged threads permitted in an attempt to lock jet in a non stick location. Main jet must seat firmly on bottom of E-Tube,. Low speed idle jet is a non tech item. Stock emulsion tube must be used and unaltered, .066' max ID (NO-GO). Side holes in E-tube 4 holes in bottom section max and must have 20 holes in middle section. Minimum E-Tube length 1.092". The minimum protrusion of the E-tube into the Venturi must be check by the newly approved NO-GO gauge Huayi .488" or Ruixing .479". Minimum outside diameter of the E-tube at any point is .154". Side holes in e-tube diameter .036" NO-GO. Throttle shaft - .115" minimum. Stop arm of throttle shaft maybe filed to adjust for butterfly position. Butterfly - .037" minimum thickness. Butterfly screw minimum length .305"; screw must remain stock as produced with no alteration allowed to achieve minimum length. Air Filter adapter should be part #6931ARC. Air Filter should be 4" tall angled or straight for Box Stock Project Clone. Phenolic spacer must be flat across entire gasket mating surface, with a minimum thickness on gasket surface of .265" (not including gasket). Gasket surfaces must remain parallel. No angle cutting allowed. Center inlet hole is Non-tech (size, configuration, finish), but no rifling, grooving, dimpling, etc. allowed. Maximum mounting hole/s size .300" NO-GO

(checked with .300" pin gauge)". Phenolic spacer/gasket/s subject to spray test to check for leakage or introduction of air into intake track.

Valve Train: Stock four bolt valve cover only with any stock configuration gasket, sealer allowed. Factory stock rocker arms 1:1 ratio and push rods only. Minimum overall length of rocker arm 2.145" minimum thickness of the upper valve stem ONLY, non tech, to adjust for proper running lift. Square tipped rockers allowed. Stock steel/stainless nitrate coated valves only 45 degree angle only both valves with a minimum weight of 21 grams each valve. 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. Single valve springs only. (Installed height for valve springs .815", must be checked by using the .815" spring must go gauge with retainer seal and shims in place on intake an exhaust valve if used.) Shims may be used to achieve .815" installed height, maximum thickness of shims used .075", any combination of valve seal and spring shims allowed. The ruling on the .075 shim thickness includes the oil seal if used. The valve stem seal has no tech other than it's thickness combined into the max of .075 to obtain a minimum of .815 installed spring height. In other words, the valve stem seal can be used or not used and is no longer a tech item unless used as a shim. Also, the rubber inside it is a non tech item. Prescribed check procedure as follows- Remove valve spring, reinstall spring retainer and shims, insert .815" must go gauge in spring location. Gauge must go in both locations intake and exhaust with any allowed retainers and shims 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" and a maximum tension of 18 lbs at .650". Prescribed procedure for using weight checker is as follows. Spring must slide over post on it's own to the bottom. When weight is placed gently On the spring, push weight down onto spacer so that it bottoms out. Release weight and shine a flashlight between weight and spacer. Light must be visible in is entirety of 360 degrees to disqualify spring. Add (Additional check for valve springs – Each spring is to be checked using a .750" height by 800" width plate gauge and a .250" (square) no-go gauge to check the center spacing of the spring coils while inserted in the plate gauge. Prescribed check procedure as follows – Insert the spring in the .750" x .800" plate gauge (spring must be centered in plate gauge and must fit inside of gauge with the ends of the spring wires perpendicular to the plate). Once inserted in the plate gauge take the .250" no-go gauge and check the center coil spacing on both sides. The .250" no-go gauge must be parallel to the spring wire and perpendicular to the center of the spring when checking. The .250" no-go must pass check on at least one side of the spring. This check is to be performed after the 10.8 lb, 18 lb, check, and .071" max wire diameter check. Lash cap on exhaust valve only. Valve stem seal allowed on intake and exhaust valve. BS lifters

only, no modifications allowed. Over-all length of push rod 5.285" max, 5.230" min. Push rod must be of 3 piece design (Hollow or solid tube with 2 solid ball ends). Lifter head diameter .915" min with no visible modifications. Weight check lifters 18 grams min and push rods 9 grams min.

Ignition system: Stock Box stock system only and must be unaltered. Spark Plug boot must be the stock black hard plastic boot ONLY. Kill switch and low oil sensor may be disabled and removed. Since Steel flywheels are no longer being produced, we will be allowing the PVL Aluminum flywheel part # DC-PVL-FW, or you can use the previously allowed Steel Flywheels – min. 5lb. 4 oz. including plastic fins. Timing and flywheel key is non-tech.

Piston & Rings: Piston must be unaltered Box stock only. Overall piston length 1.935" max, 1.920" min and from top of wrist pin to top of piston .580" max. Arrow on top of piston must be pointed toward valves/lifters. Overall length wrist pin 2.100" min, inside diameter .550" max. Top ring and middle ring .115" max width, .060" max thickness. Filing of ring end gaps permitted including oil expander, max end gap .040" (top 2 rings only). Lapping of rings permitted for proper seal. Piston ring must be in one piece (unbroken) when presented for tech. Piston rings must be self supporting in cylinder bore when checked installed on piston with connecting rod attached (rod cap and bolts installed are not required for this check). Minimum weight of piston is 145 grams (must conform to this spec by 4/15/15). Honing of wrist pin journals permitted. Bore surface must remain flat and retain stock configuration edges. Skirt of piston must remain as produced. No chamfering, radiusing or breaking of edges permitted. Up to .010" over pistons allowed.

Connecting Rod: Stock Box Stock rod only. Stock rod bolts only. Length of from top of journal to bottom of wrist pin hole 2.375" max and 2.350" min. Honing of journal end and wrist pin hole permitted, those surfaces must remain flat. Oil hole size .179" max, .0180" no go. Minimum weight of rod assembly 133 grams. New stock performance CAST rod 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. Stock Crank bearings only. NO ceramic bearings allowed. Camshaft Requirements: Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865"-.005"/+.10" Duration check for intake and exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050" lift/97 degrees at .200" lift. All checks will allow +2-.5 (minimum duration checks effective 03-1-2016) degrees for wear and gauge variances, 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 as raced. Max Exhaust Lift at the valve .242" taken on the valve spring retainer as raced. Running lift should be checked in front of the rocker arm on the valve retainer. Preloading dial indicator not required for this check, check lift as run. Competitor/Tech may rotate the retainer 2 times max to achieve proper running lift. Once dial indicator has been set to zero dial indicator must not be reset until check has been verified.

Blower Housing Assembly: Pull Starter must be present and remain stock. Pull starter may be rotated for a better crank angle. Color and finish of blower housing, valve cover and all sheet metal is a non tech item.

Header Requirements: DJ1137 RLV SuperBox Header Only.

Fuel Tank Requirements: Floor Mounted fuel tank mandatory (stock tank must be removed). Pulse type fuel pump allowed.

Fuel Pump requirements: Fuel Pump must be pulsed from either the crankcase 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: 12 tooth #35 chain spec. clutches only. Must remain stock and 12 tooth. Ex.- Hillard Extreme Duty (No Roller Bearing type clutches allowed) No disc type clutches allowed.

11.8.3 RaceSaver BSP (Cage) Clone Claimer Rule

There will be a \$200 claiming rule in place for this engine or \$350 if engine has billet flywheel installed. (minus the clutch/chain guard/throttle kit, header pipe/muffler, air filter adaptor/air filter, top plate & fuel pump).

Refusing to accept the claimer will result in immediate disqualification of competitor along with forfeiture of any points earned to date in class. Competitor will also not be allowed to compete any longer in that class for the remainder of the season.

Claim rule will not be in effect on first TWO track point nights. Following second night, no driver may claim unless they competed at ALL previous weekly sanctioned track point events.

Engine claim rule will not be in effect on season championship night.

Exception is: If a driver is claimed at any weekly point event, he may claim at any following event at that track without needing perfect attendance.

Driver can only claim one engine during current calendar year.

Exception is after any driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed.

No driver may claim the same driver more than once during current calendar year.

When claim rule is in effect, top three finishers must report directly to claim/tech area and are subject to claim by any eligible driver finishing fourth on back in feature that is scored on the lead lap.

Driver making claim must drive immediately after feature, under own power, directly to claim area.

Driver/Kart Owner must have correct amount of cash. Claim must be made to official immediately after feature. In case of multiple claims on same engine, drawing will be held to determine outcome.

During any cash claim, all claimable items should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer then has option to accept or decline claim. Additional penalties may apply, depending on infraction.

11.9 Blue Wazoom Cage Kart Engine Rules

11.9.1 Engine Sealing

CAGE KART Blue Wazoom Engines can be inspected and sealed by calling Uncle Franks to set up an appointment (402)926-2370.

11.9.2 720 Briggs Animal Blue Wazoom

This Engine is to be run as originally manufactured by Uncle Frank's (UF) in Omaha, NE with no modifications of any kind.

In Order to assure that no modifications are performed, the side of the engine is sealed along with the head. Both side cover and head seals are required in order for the participant to be allowed to race. No tampering of any kind is allowed. The seals are not to be re-used.

The following specifications are to aid the tech personnel in determining whether the engine has been altered after original manufacture. In no way do these specifications constitute a need for, nor permission, for additional blue printing. Any other method of determining the legality of the engine is OK.

Tech gauging is available from Uncle Frank's upon request. After an engine is re-built, it must be re-checked and re-sealed by an authorized Service Center. Most items are stock, un-altered parts from Briggs and Stratton. Most parts can be compared to known Briggs and Stratton stock parts. Those parts that are not Briggs and Stratton parts can be compared to known stock parts from Uncle Frank's.

11.9.3 Technical Information

720.1 Technical Procedure: Engine to be run as supplied from UF factory. No blue printing allowed. Check side cover and head seals for tampering. Any part or parts may be removed from motor for inspection and measurement.

720.2 Carburetor, Manifold, Air Filter Adapter, Air Filter

720.2.1 Zama .820 Carburetor with butterfly throttle assembly. Venturi, .820 No-Go. Carb must be stock with single pumper stack of original style on carburetor.

720.2.2 Inspect carburetor for "as cast" Venturi surface.

720.2.3 Inspect dump tube for original installation.

720.2.4 Check for additional holes, or enlarged holes in carburetor

720.2.4.1 Hi-speed needle seat .070" No-Go

720.2.4.2 Lo-speed needle seat .070" No-Go

720.2.4.3 Inlet needle seat .055" No-Go

720.2.4.4 Tillitson CARB HL334 WX602 may also be used with the following

a. Venturi Bore .820" No-Go

b. Hi-Speed needle seat .095" No-Go

c. Low-speed needle seat .070" No-Go

d. Inlet needle .95" No-Go

e. Carb to be run in as cast condition and may be compared to a known stock part

720.2.5 Remote card needle adjusters are allowed.

720.2.6 Inspect manifold for angle cuts and offset bolt pattern

720.2.6.1 Manifold bore, block end: .950" No-Go, at carburetor end: 1.000" No-Go,

720.2.6.2 Manifold length, 1.680" to 1.700"

720.2.7 Air Filter adapter to measure less than 1.00" long, tapering to 1.070" small I.D., no radius allowed. May use Air Filter Adapter EC-306 on Tillitson Carb ONLY.

720.2.8 Inspect Air Filter. Modifications to direct the flow of air are not allowed. Filter may not act as a ram tube (Top must be of equal or more dense material than sides.) A ram tube shall be defined as anything designed

, built or installed in such a manner to deliver air to the engine air intake above the pressure or flow that there would be without it present.

720.3 Header

720.3.1 Header must be stock from Uncle Frank's, no tampering. Minimum length 13" when measured with a ¼ inch wide steel tape in the bore of the header.

720.3.2 Header may be wrapped. Exhaust gas thermocouple allowed. If header is run without temp probe, mounting hole must be sealed.

720.3.3 Unaltered RLV muffler #4102 is required. Muffler may not be wrapped, painted, coated or otherwise altered.

720.3.4 May use UNALTERED RLV HEADER PIPE part #5506 with RLV MUFFLER part#4106

720.4 Flywheel Cover

720.4.1 Cover must be stock from B&S factory

720.4.2 Uncle Frank's supplied flywheel screen only. No alteration to flywheel screen. Taping of Screen is permitted

720.4.3 Sheet Metal may be repainted or plated.

720.5 Fuel Pump: Inspect for one single Fuel Pump

720.6 Rocker Cover

720.6.1 Rocker Cover must be stock from UF. No modifications of any kind are allowed.

720.6.2 Rocker Cover gasket must meet stock configuration. No sealer allowed.

720.6.3 Filter or tube may be fitted to outlet. No welding or tapping of valve cover allowed.

720.6.4 Any breather lines used on engine must be run to a catch can.

720.7 Camshaft Profile: Must be taken before head is removed.

720.7.1 Max lift allowed is .286" measured at the valve spring retainers with lash set at zero.

720.7.2 Cam profile, taken off valve spring retainers with lash set at zero and with TDC set by positive stop method. 720.7.2.1 Intake, as valve is opening, is to reach 7 degrees ATDC before .100" lift. 720.7.2.2 Intake, as valve is closing, is to reach 37 degrees ABDC after .100" lift.

720.7.2.3 Exhaust, as valve is opening, is to reach 52 degrees BBDC before .100" lift.

720.7.2.4 Exhaust, as valve is closing, is to reach 20 degrees BTDC after .100" lift.

720.8 Cylinder Head

720.8.1 Head bolts must be stock from B&S. Dowel pins must be present..

720.8.2 Check for one head gasket. Gasket must be in stock configuration. Gasket material non-tech. 720.8.3 Head must be stock from Uncle Frank's. Spark plug non-tech. Bead blasting is allowed to remove carbon.

720.8.4 Combustion Chamber must remain as cast. Check width of combustion chamber at the Widest part across the valve seat area with a 2.640" No-Go.

720.8.5 Depth at the floor of the head is .300" minimum.

720.8.6 Rocker Arms must be stock from Uncle Frank's. No modifications allowed.

720.8.7 Ball Rocker must be stock from B&S. Diameter .600" +/- .010"

720.8.8 Ports must be stock from UF. No additional porting, polishing or dimpling allowed.

720.8.8.1 Carb inlet port: .950" No-Go when checking 90 degrees to line between center of studs, No-Go will be straight.

720.8.8.2 Exhaust outlet port: 1.000" No-Go. Check for a machine cut chamfer at header flange surface.

720.8.9 Push Rods must be stock from B&S.

720.8.9.1 Diameter is .185" - .190". 720.8.9.2 Length is 5.638"-- 5.658"

720.9 Valves, Valve Springs, Valve Seats

720.9.1 Valves must be unmodified stainless steel from Uncle Frank's. Only one 45 degree face allowed. 720.9.2 Tech for single valve springs. Maximum length allowed is 1.250". Keepers and retainers are non tech. Retainer between spring and head surface, if installed, maximum lip thickness of .085".

720.9.3 Valve Seat

720.9.3.1 Seats must be stock from B&S. Must be one 45 degree angle only on valve Seats.

720.9.3.2 Intake seat diameter is .966" - .972". Check for machined chamfer into port.

720.9.3.3 Exhaust seat diameter is .844" - .850". Check for machined chamfer into port.

720.10 Deck and Pop Up

720.10.1 Only single plane machining of deck surface is permitted.

720.10.2 Piston pop up cannot exceed .015" above block surface in the center of the piston. When measuring the piston pop up, set bar stock across piston parallel to wrist pin. Use dial Indicator to check pop up in this area.

720.11 Cylinder Bore and Stroke

720.11.1 Stock bore is 2.690". Over boring permitted up to a maximum of 2.725". No Re-sleeving allowed. No circular or machine grooving of cylinder is allowed.

720.11.2 Maximum stroke is 2.204". Push piston down to take up rod play. Check stroke from BDC to TDC.

720.12 Flywheel

720.12.1 PVL Flywheel must be stock from Briggs. No modifications allowed. Plastic fan must be intact. 720.12.2 Flywheel key must be stock B&S straight key only. Width to be .1825" - .1875". 720.12.3 Aftermarket starter nut allowed.

720.13 Ignition Coil

720.13.1 Coil must be stock PVL from B&S. Attachment bolts must be stock from UF. 720.13.2 Stock from B&S supplied spark plug connector only. Boot allowed.

720.13.3 There must be resistance from plug wire to ground.

720.14 Crankcase Cover, Camshaft, Rod and Piston

720.14.1 Shims, if used, to be installed as from B&S

720.14.2 Inspect for stock camshaft alignment.

720.12.3 Camshaft must be stock from Uncle Frank's with stock alignment as supplied from UF.

720.12.4 Inspect Lifters. Must be stock from B&S

720.14.4.1 Lifter diameter to be .820" minimum to .860" maximum.

720.14.4.2 Overall length of lifter to be 1.515" minimum to 1.525" maximum.

720.14.5 ARC #6247 Billet Rod required. No modifications allowed.

720.14.6 Inspect for unaltered Wiseco #4839 series piston or B&S Animal piston or Burris Animal BSA-202 series piston.

720.14.7 Inspect for B&S Animal or Total Seal Rings

720.14.8 Inspect for B&S wrist pin, part #499423. 720.14.9 Crankcase cover must not be modified. PCV valve required on top, front oil fill hole. There must be a tube from PCV valve to catch tank.

720.15 Crankshaft must be stock as from B&S.

720.16 Block must be stock from Uncle Frank's with no alterations, except blocks may be repaired from Broken rod damage, providing that repair does not constitute a functional modification of original block. No welding is permitted from the cooling fins upward. The repair of one coil post is allowed as long as The remaining post is unaltered.

720.17 Chain guard/Clutch cover is required but may be other than supplied by Uncle Franks.

720.18 Only Pure Methanol is allowed. Additives of any type will not be permitted. Fuel is subject to Chemical analysis

11.9.4 Blue Wazoom Claimer Rule

There will be a \$750 claiming rule in place for this engine. (minus the clutch/chain guard/throttle kit, header pipe/muffler, air filter adaptor/air filter, top plate & fuel pump).

Refusing to accept the claimer will result in immediate disqualification of competitor along with forfeiture of any points earned to date in class. Competitor will also not be allowed to compete any longer in that class for the remainder of the season.

Claim rule will not be in effect on first TWO track point nights.

Following second night, no driver may claim unless they competed at ALL previous weekly sanctioned track point events.

Engine claim rule will not be in effect on season championship night. Exception is: If a driver is claimed at any weekly point event, he may claim at any following event at that track without needing perfect attendance.

Driver can only claim one engine during current calendar year. Exception is after any driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed. No driver may claim the same driver more than once during current calendar year.

When claim rule is in effect, top three finishers must report directly to claim/tech area and are subject to claim by any eligible driver finishing fourth on back in feature that is scored on the lead lap.

Driver making claim must drive immediately after feature, under own power, directly to claim area. Driver/Kart Owner must have correct amount of cash. Claim must be made to official immediately after feature.

In case of multiple claims on same engine, drawing will be held to determine outcome. During any cash claim, all claimable items should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer then has option to accept or decline claim. Additional penalties may apply, depending on infraction.

11.10 Adult 206 Cage Class Rules

Age: 14+

Weight: minimum of 425 lbs.

Clutch: Three options for Clutches for cage karts: Max torque SS, Hilliard Economy, and Hilliard Flame. Bushing Style bearing or Roller Bearings 12 tooth driver only

TIRES/WHEELS: Stated in wheels and tires section

LO206 Must use Factory Black Slide (B&S #555590) We will be using the 2022 Briggs racing Rule Set that can be found under www.briggsracing.com/racingengines/206

All engines will be teched utilizing this set of rules, if it calls out a B&S Manufactured part you will be required to have the correct parts that are called out, No aftermarket or unstamped parts allowed.

The only exceptions to the Briggs Racing Rules will be as follows:

- Briggs and Stratton spec air filter is allowed but not required, the use of an aftermarket air filter is allowed, it must be of similar size and construction as the Briggs filter – I.E. No open ended R2C Filters allowed.
- No Exhaust Silencer is allowed. Open RLV 5506 or 5507 Briggs Exhaust pipes only – only allowed to be bent for chassis clearance.
- The Briggs spec clutch is not required use of any of the 3 clutches listed above takes precedent over the Briggs rules
- Autolite AR3910X is only acceptable Spark plug.
- Tape On shroud is allowed.
- Use of a 206 Engine that does not have the current sealing system in the Briggs rules may be allowed with permission from tech inspector, must notify tech that it does not have one of 2 current acceptable seals before racing.

11.11 Cage Carlisle Rules

Age: Open

Weight: minimum of 360 lbs.

Engine: Predator Classes Engine Rules: must be box stock, only governors can be removed from motor. Can use remote tank and Briggs style fuel pump. Exhaust and air cleaner to remain stock. See section 8.3 for Engine Protest.

Clutch: Three options for Clutches for cage karts: Max torque SS, Hilliard Economy, and Hilliard Flame. Bushing Style bearing OR Roller Bearings allowed, 12 tooth driver only

Mini gears are not allowed.

Tires: Front- Carlisle turf savers 13x5x6 Rear- Carlisle Turf Masters 13x6.5x6 (no alterations)

Wheels: Approved metallic materials only. No plastic or carbon fiber wheels allowed. Rear wheel is 6 inch diameter x 7 inch width maximum and front wheel in 6 inch diameter x 6 inch width maximum measured bead to bead (outside edge to outside edge) CARLISLE ONLY

Restrictor: None

11.11.1 Cage Carlisle Engine Claim/Swap

Top 3 engines finishers engines are subject to claim/swap.

Claim cost is \$150 and Swap cost is \$25.

Claim/swap excludes the following: Exhaust, top plate and linkage, fuel pump, clutch, and chain guard.

Refusing to accept the claimer/swap will result in immediate disqualification of competitor along with forfeiture of any points earned to date in class. Competitor will also not be allowed to compete any longer in that class for the remainder of the season.

Claim/swap rule will not be in effect on first TWO track point nights.

Following second night, no driver may claim/swap unless they competed at ALL previous weekly sanctioned track point events.

Engine claim/swap rule will not be in effect on season championship night. Exception is: If a driver is claimed at any weekly point event, he may claim at any following event at that track without needing perfect attendance.

Driver can only claim or swap one engine during current calendar year. Exception is after any driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed. No driver may claim the same driver more than once during current calendar year.

When claim rule is in effect, top three finishers must report directly to claim/tech area and are subject to claim by any eligible driver finishing fourth on back in feature that is scored on the lead lap.

Driver making claim must drive immediately after feature, under own power, directly to claim area. Driver/Kart Owner must have correct amount of cash. Claim must be made to official immediately after feature.

In case of multiple claims on same engine, drawing will be held to determine outcome. During any cash claim, all claimable items should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer then has option to accept or decline claim. Additional penalties may apply, depending on infraction.

12 Annex 1

12.1 Protest and Claim Template

Blue River Raceway Protest & Claim		
Select from the following options:		
<input type="checkbox"/> Engine Protest	<input type="checkbox"/> Engine Claim	<input type="checkbox"/> Tire Protest
Non-Sealed: \$50 Sealed: \$75	Cage Clone: \$200 Cage Clone w/ billet flywheel: \$350 Blue Wazoom: \$750	Tire Protest: \$250
Name		
Kart # (if applicable)		
Name of Driver Protested/Claimed		
Kart # of Protested/Claimed		
Class		
If protest, what are you protesting:		
<p>By signing and submitting this:</p> <p>I understand if protest is found to be legal, I am forfeiting fee paid.</p> <p>I understand if protest is found illegal, I will only be refunded as described in section 8.</p> <p>I understand for claims, I agree and will follow the respective rules listed in applicable section.</p>		
Signature		
TO BE COMPLETED BY OFFICIAL		
Form Submitted to		
Form Submitted within 15 minutes of race conclusion?		

13 Revision History

Date	Version	Summary of Changes
03February2023	1.0	Created
01May2023	2.0	Added clarity for all long hair to be secured or tucked appropriately.
14June2023	3.0	<ul style="list-style-type: none">-Added engine section to Cage Carlisle-Clarified in Section 2.1 Rough Driving may result in penalized positions and/or disqualification.-Updated weights from number in permanent marker to any permanent mark (paint, marker, etc)-Clarification on start a race in the event, minimum points will be given.-Implemented level penalties and explanations-Correct error in 11.6.3 from outside to outside to inside to inside-Removed 3.7 (apparel to specific sections)
02February2024	4.0	See yellow highlights.
09May2024	4.1	Clarification for added Clone Class