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Prologue

These Rules, Regulations and Procedures were ratified by the Badger Kart Club General Membership on Wednesday, January 8th, 2019, and are in effect as of that date, superseding any and all other “Rules, Regulations and Procedures” in effect prior to that date.

These Rules, Regulations and Procedures will remain in effect until such time as the Badger Kart Club General Membership approves a new set of “Rules, Regulations and Procedures” according to the procedures as set forth in the current Badger Kart Club’s By-Laws.

Purpose of these Rules

The purpose of these rules and regulations is to provide a minimum set of acceptable standards and requirements to that Badger Kart Club’s (BKC) racing events can be conducted in a safe, fair, orderly and competitive manner for the enjoyment of all participants.

To achieve this, an understanding and adherence to these rules and regulations as set forth in this rulebook, and any supplemental rules and regulations, by all BKC members, is fundamental to the welfare of everyone and will be enforced by all BKC officials.

These rules and regulations shall cover the conditions of all BKC events. As all BKC members, drivers and participants in general, are required to understand and be fully conversant with these rules and regulations, as well as any supplemental rules or instructions, by participating in any BKC event and member, driver, or participant in general, thereby accepts these rules and regulations and agrees to comply and be bound by same.

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

Competition Rules Committee

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CAD drawings by **Ken Neitzel**.

1. GENERAL RULES

1.1 Rules to be used

All persons on Badger Kart Club's (BKC) premises or at any BKC event will follow all rules, regulations, and safety requirements set forth by the Badger Kart Club. World Karting Association (hereinafter WKA) rules pertaining to safety and kart and engine specifications will prevail unless otherwise specified herein. (WKA Rules are available as part of WKA's published Technical Manual.)

1.1.2 Spirit and Intent

It is the requirement of all Badger Kart Club members and users of Wolf Paving Raceway to conduct themselves at all times within the Spirit and Intent of these rules and regulations, both as specifically stated and as implied. No pretense is made of having designed a foolproof set of rules and regulations. Any person who falsifies his/her requirements or modifies his/her equipment in an attempt to defraud BKC officials, other competitors, or the members of Badger Kart Club, intending to circumvent or undermine these rules, the family sport of competitive karting, or Badger Kart Club in anyway, as determined by the Race Committee or BKC Board of Directors, can be disqualified from the event. That person(s) will be required to leave the facility and be subject to further disciplinary action.

The BKC Race Committee and/or BKC Board of Directors shall have the right to initiate such action correcting a hazardous condition or a condition not in compliance with the Spirit and Intent of these regulations.

1.2 Membership Requirements

1.2.1 Valid Membership

For membership to be valid and to receive member benefits, all of the proper membership, waivers of liability, proof of age, and EMT forms must be accurately completed and on file with BKC for all family member participants, and all fees must be paid.

1.2.2 Understanding the Rules

All members, drivers, and participants in general, are required to understand and be fully conversant with these rules and regulations, as well as any supplemental rules, regulations, or instructions imposed and necessary.

1.2.3 Work Day Requirements

All BKC members are required to work 2 days per year per family membership at special events to qualify for year-end awards and participation awards. **This includes Kid Karts.**

1.2.3.1 Work Day Defined

Workdays include providing support for regional and national events such as WKA Regional or National races, Route 66, USPKS, LO206 Cup, etc. as well as Badger Kart Club promotional events such as parades and fairs, working volunteer positions during a regular Badger Kart Club race day, performing track maintenance such as painting, maintaining crash bags, landscape maintenance, or other jobs as defined by the Board of Directors. **Priority is given to staffing regional and national events.**

1.2.3.3 Event Participation

Members may **not** earn credit for their workday by participating in an event.

1.2.4 Member volunteer

All members or their representative are required to help with track maintenance and upkeep of the track and buildings and assist with the organization and running of the races.

1.2.5 Bye Week

In addition to special event days, each racer is required to work the designated bye week for their class. Bye weeks are normal BKC club race days. **KID KART FAMILIES MUST WORK THEIR BYE WEEK TO RECEIVE YEAR-END AWARDS.**

1.2.5.1 Points Awarded

Championship points (200) will be awarded to all racers racers/workers who complete the work day requirements on their designated bye week.

1.2.5.2 Non-Worked Points

If a racer does not work their designated bye week, they will receive zero (0) points for that day. Bye-week zero points cannot be used as a drop race.

1.2.6 Coordinator

A workday Coordinator will need to volunteer or be appointed. Sign-in and job assignment will take place between 8:30 and 9:00 am.

1.2.7 Workday

A workday is defined as 8:30 am to 6:00 pm.

1.2.8 Workers

All workers must be 14 years of age or older. Racers under the age of 14 must designate someone older than 14 to work their work day. A parent or guardian must sign in any worker under the age of 18. On-track workers must be 18 years of age or older.

1.2.9 Worker Safety Vests

Workers will receive a day-glow vest (supplied by BKC) at sign-in to wear during the workday. Sign-out at the end of the day is required to receive points. (Vests must be turned in at the end of the day).

1.3 Violation of Rules

Any competitor determined to be in violation of the rules as set forth, with the intent to compete illegally or with the intent to defraud officials or other competitors by such modifications, unsportsmanlike driving or conduct, or flagrant violation of a rule to gain an unfair advantage, may be subjected to appropriate disciplinary action as determined by the Race Committee or BKC Board of Directors.

1.3.1 Violation of Requirements

Any competitor not meeting requirements for legality will be restricted from and/or disqualified from competition. Competition in subsequent heats will be permitted once the rule violation is corrected. All questions concerning violations or alleged violation of a rule by a competitor shall be referred to the Race Director for determination if the competitor then meets class rules.

1.3.1.1 Disqualification Penalties

Any competitor found to be in violation of requirements for legality at the conclusion of a race day's events will be disqualified for that day in that class.

1.3.1.2 Exceptions

Failure to complete a race due to breakage, collision, or as a result of a mechanical black flag due to a collision or mechanical breakdown will not be considered a disqualification for that day (see rule 4.9.1.5).

1.3.1.3 Required Board Review

Following the third disqualification of a competitor in a season, the BKC Board of Directors shall review the competitor's violations.

1.3.2 Suspension

Any competitor who is in constant violation of the rules as set forth will be subject to suspension upon review of all evidence by the BKC Board of Directors.

1.4 Disciplinary Actions

The BKC Board of Directors may, at its own discretion or on the recommendation from any of its officers or appointed officials, initiate disciplinary actions against any participant's infraction(s) of the BKC Rules and Regulations as listed herein.

1.5 Protests

Any competitor has the right to protest any action by another competitor or race official. Protests, in order to be considered, must meet the following requirements:

- **All protests must be submitted to a member of the Race Committee of the event within 30 minutes after the protested infraction or announced decision.**
- A \$50.00 fee, refundable only if the protest is upheld, must accompany all protests.
- All protests must be submitted by a legal entrant in the class the protest concerns (See Rule 4.3).
- **All protests must be written on a BKC Protest Form and clearly define the offense with respect to the rule as listed in the current WKA rules (or as specifically superseded herein) allegedly violated.**
- No video or photographic images will be allowed as evidence for a protest.
- The BKC Board of Directors or Race Committee is not required to consider any protest in an open meeting.
- The race committee will make every effort to reach a decision on a protest before the completion of the day's activities. The only exception is if the Race Committee notifies the protestor, before the completion of the day's activities, that the protest is being referred to the BKC Board of Directors for final decision, at its next regularly scheduled meeting.
- The decision of the Race Committee or Board of Directors on any protest is final, subject to appeal
- (See "Appeals" Rule 1.6).

1.6 Appeals

Any member may appeal a decision MADE ON A PROTEST that they feel has been made in error unjustly. This Appeal will be made to and resolved by the BKC Board of Directors. An Appeal, in order to be considered, must meet the following requirements:

- Any member may appeal the decision of a protest whether they are directly or indirectly affected by that decision. Only the decision of the protest may be appealed. It is intended that the appeal process take place only after the full protest process has been exhausted.
- An Appeal must be made in writing and presented to a member of the BKC Board of Directors at least one week prior to their next regularly scheduled board meeting.

- If the time of the appeal occurs less than one week prior to the next regularly scheduled board meeting, the board has the option not to hear the appeal for two (2) regularly scheduled board meetings from that date. The written Appeal must describe the issue in detail and include all necessary considerations.
- The Appeal must request in detail any and all actions the petitioner requests.
- The BKC Board of Directors, by its own decision and for whatever reasons, may refuse to consider an appeal.
- No video or photographic images will be allowed as evidence for an appeal.
- The BKC Board of Directors is not required to consider any appeal in an open meeting.
- An appeal can only be made to the Board of Directors and the Board's outcome of any appeal is final.

1.6.1 Exceptions to Appeal Process

The only exception will be where a disciplinary action has been taken directly by the Race Committee or the Board of Directors. In this case, an appeal will be allowed directly to the Board of Directors, without the protest process, providing all provisions listed above (see Rule 1.6) are followed.

1.7 Age Definitions

1.7.1 Legal Competition Age

With the exception of the Kid Kart drivers, no individual less than seven (7) years of age may operate a kart on BKC property. Unless otherwise noted, a driver's actual age between December 25, 2018, to December 24, 2019 shall establish their "competition age" for the competition year.

1.7.2 Junior Age Options

1.7.2.1 Junior Achieves Age

A driver who reaches an age making them eligible for another class may take the option of remaining in the lower-aged classes for the remainder of that year.

1.7.2.2 Juniors moving up to Senior classes

If a Junior class driver moves up to a Senior class, they may not continue to compete in both classes or return to a Junior class after taking part in any Senior class event (BKC events only) without approval of the Board of Directors.

1.7.2.3 Sportsman or Cadet Classes

Any driver who chooses to move up in junior class may not continue to compete in both classes or move back to the Sportsman class without approval of the Board of Directors.

1.7.2.4 LO206 Cadet and Micro Swift

Past year champion must move out of class.

1.8 Parental Permission

All BKC participants, up to the age of 18, must have their parent or guardian's written permission, a copy of their birth certificate (or other proof of age), a minor release and an EMT form on file with BKC. Proof of age is required prior to use of BKC facilities.

1.8.1 Adult Presence Required

During the operation of a kart at BKC, any Junior driver under the age of 14 must be accompanied by a parent or legal guardian, age

18 or over. This person must also purchase a pit pass in order for the Junior driver to be on the track.

1.8.1.2 Minor Injured

In the case where a minor is present with only a legal guardian (parents are not present) and that minor is injured and requires medical treatment and/or transportation (per medical personnel) to a medical facility, it is required that the minor receive treatment and/or transportation regardless of the directions of the legal guardian.

1.9 Waivers and Fees

All competitors must sign all waivers of liability and pay all required fees before operating their equipment at Wolf Paving Raceway for a race or for practice.

1.9.1 Minor's Release

Any minor using BKC must have a minor's release on file for pit entrance, practice or race, signed by a parent or legal guardian.

1.10 Refunds

1.10.1 Race Day Refunds

No refunds will be made on race day.

1.10.2 Practice Day Refunds

No practice refunds will be made.

1.11 Pit Restrictions

No vehicles, trailers, or campers will be allowed in the pits at any time, without specific authorization.

No pitting inside the fenced-in pit area.

Operation of any non-registered motorized vehicles is prohibited on BKC grounds. Registered vehicles may be operated *by licensed drivers only*.

1.12 Use of the Facilities

All participants will abide by any rule or regulation, permanent or temporary, imposed on BKC by any Federal, State, County or local municipality. Any deviations from these rules will be grounds for refusal of any future use of the facilities.

1.12.1 Days of Operation

All participants will follow any and all regulations having to do with the track being closed certain weekdays and scheduled weekends throughout the year.

1.12.2 Hours of Operation

All participants will follow any and all regulations having to do with the track being closed certain scheduled time periods during the day.

The Wolf Paving Raceway premises must be vacated by 9:00 pm on Sundays.

1.12.3 Conditions

No practice will be allowed when the track is deemed unsafe, by caretaker or BKC official(s).

1.12.4 Consideration for the Neighbors

All participants will conduct themselves in a quiet and respectable manner, both at the track, on the way in, and on the way out, as well as anywhere in the area, to respect the neighbors and other local resident's privacy. Fireworks are strictly prohibited.

1.12.5 Extended Usage

No vehicles, trailers and/or campers will be allowed to park more than five (5) consecutive days on Wolf Paving Raceway premises without specific authorization.

1.12.6 Caretaker

The Caretaker has the authority, on behalf of BKC, to revoke a pit pass and/or refuse the use of the facilities to any individual who does not abide by any rule or regulation of BKC. This authority also applies to any BKC Officer or Board Member.

1.13 Practice Days

Other guidelines and procedures may be posted on BKC website or implemented at the facility regarding practice and must be followed.

2. OFFICIALS

2.1 Race Committee Duties

It is the duty of the Race Committee (which consists of the Race Director, Flagman, and Chief Tech Inspector) to carry out and enforce the rules of BKC. All violations or irregularities, be they on or off the track, are to be reported to the Race Committee. The Race Committee shall have the power to disqualify anyone, who in their opinion, is in violation of the rules. Their decision shall be final for the day. Race Committee personnel may only perform one duty on any single race day.

2.1.1 Race Director's Duties

The Race Director shall have complete charge of the day's event. All other officials are to report directly to them. The Race Director shall enforce the rules of BKC. The Race Director shall report any major infraction or disagreements to the BKC Board of Directors at their next regular meeting for possible further action. The Race Director has the right to appoint anyone else they feel is necessary to help in the running of any BKC event. The Race Director can, with BKC Board of Director's approval, require any competitor to change a competition class or refrain from active competition, with respect to that competitor's abilities.

2.1.2 Tech Inspector's Duties

The Tech Inspector is responsible for the interpretation and enforcement of all technical rules. The Tech Inspector shall supervise all teardowns, fuel checks, and other questions of equipment legality. The Tech Inspector has complete authority to tech any competitor or any equipment at any time. The Tech Inspector's decisions are to be obeyed without exception, subject to disqualification and/or suspension.

2.1.3 Flag Person's Duties

The Flag Person shall have complete charge of the racetrack during the running of an event. Their flag signals are to be obeyed without exception, subject to disqualification.

2.1.4 Corner Workers

The Corner Workers will have the authority to use a yellow flag to alert and warn drivers of possible dangers and will also have the duty to inform the Flagman or Race Director of any unsafe track conditions or observed driving infractions.

2.1.4.1 Corner Worker Guidelines

2.1.4.1.1 Corner Worker Priorities

The corner worker's first priority is to his or her own safety and that of other corner workers. The second priority is to the safety of the racers still running on the track. The third priority is to the safety of the racer or other racers that are involved in the incident. The fourth priority is to the fate or removal of any stalled karts or other debris on the racing surface that may pose a hazard.

2.1.4.1.2 Area of Responsibility

The Corner Worker's "area of responsibility" is from their flagging position to the next "down track" (race direction) flagging post. Should an incident occur 60' in front of your position, it is not appropriate for you to flag the incident. The proper response would be to call the "up track" station and ask for the appropriate flag to be displayed,

or to visually confirm it is displayed. Once the other racers have passed your station, you would then assist the karters in the incident as needed. Do not abandon your flagging station while there are oncoming karts on the course.

2.1.4.1.3 Flagging the Corner

Position yourself so that you will not be in harm's way, are far enough up the track from the corner to warn drivers of an unsafe condition, and so you can see through your corner and beyond in the direction of racing, to the next corner worker if possible. Do not turn your back on oncoming traffic when close to the track, and do not cross or approach the track until all traffic has passed.

Corner worker at BKC will only be using a yellow flag. Under normal conditions, keep the flag "furled" by gathering the flag fabric, and hold it lightly around the handle. Keep the furled flag down by your side or behind you out of racers' sight, but ready to deploy immediately. There are three levels of yellow flag conditions; "furled and pointed" at a marginal condition, such as a disabled kart of the track on a straight; "stationary", held perpendicular to the racers line of sight at waist level for things such as a disabled kart on track but off the racing line or a kart off track in a curve, and "waving" in a figure eight pattern perpendicular to the racers line of sight from shoulder to waist level when the racing line is blocked. **(See rule 4.19.2. Yellow Flag for further clarification).**

Be alert! Do not become part of the situation. In any incident, try to remember the sequence of the events, making a mental note of what happened, to report to the flagman, or for a medical report if it becomes necessary. Begin by warning oncoming drivers by displaying the appropriate flag: furled pointed, stationary, or waving. While doing so, assess the driver's condition, and request emergency personnel or equipment if needed. This is done by using the radio, (or by your arms fully extended to form the "A" symbol). At no time is a corner worker to move an injured driver! That is the responsibility of the medical staff. If the driver is uninjured, instruct them to move themselves and their kart (when feasible), to a safe area. You may assist them as needed once there are on more oncoming karts. Remember, your safety and warning oncoming drivers are your first two priorities.

Report any unsafe track conditions, passing under a standing/waving yellow, or other driving infractions to the flagman by radio. If you do not have radio contact, get the information to the lead corner worker immediately after that race.

3. PERSONAL CONDUCT AND DRIVING RULES

Immediate disqualification and/or suspension, determined by the Race Committee or BKC Board of Directors, may be enacted for any infraction(s) of a personal conduct or driving rule(s). Any BKC Official, Officer, Race Committee member, or member of the Board of Directors can initiate such action by bringing it before the Race Committee or BKC Board of Directors.

3.1 Overall Responsibility

The driver is always the Legal Entrant (see Rule 4.3).

The driver (Legal Entrant) will be at all times responsible for the legality of their equipment and is required to be fully conversant and answerable to these regulations and any supplementary rules and regulations governing an event and is bound by such regulations, supplementary rules, or instructions.

The driver (Legal Entrant) will at all times be responsible for their own conduct, and that of their crew(s) and guest(s).

3.2 Unsportsmanlike Conduct

Badger Kart Club members have set a high standard for sportsmanship and family atmosphere both at and away from the track. Unsportsmanlike conduct including, but not limited to, abusive and/or foul language, fighting, or refused cooperation will not be tolerated. Anyone exhibiting such conduct can be disqualified from an event, required to leave the facility, and be subject to further disciplinary action.

3.2.1 Social Media

Posts on blogs or social media sites such as Facebook and Twitter that reflect poorly on Badger Kart Club, fellow competitors, and/or the sport of karting are unacceptable and may result in disciplinary action at the discretion of the Board of Directors. Differences of opinion regarding BKC rules and regulations, decisions by BKC officials, BKC policies, or between competitors are best handled privately and directly between the parties involved. Penalties for violations may include suspension from BKC competition.

3.2.2 Appear before the BKC Board of Directors

Any person or family that has been ejected from Badger Raceway or any BKC event, or suspended from BKC competition due to unsportsmanlike conduct, including conduct on Internet sites and blatant tech violations as seen fit by the Head Of Tech, shall be required to appear before the BKC Board of Directors before they may attend/race/practice at any future Badger Kart Club event again. A letter explaining this *may* be sent to the ejected party. However, failure to send or receive this letter is in no way excuses the ejected party from this mandatory meeting.

The purpose of the meeting is for the penalized person(s) to explain to the board how they intend not to violate the rules in the future. It is up to the Board's discretion as to whether to allow the penalized person(s) to continue racing at Badger Raceway.

3.2.1.1 Scheduled race before board meeting

If there is another scheduled BKC Championship points race before the next scheduled board meeting, the BKC Board of Directors can organize a special-purpose meeting to discuss the ejection. This can be held at the track or another facility and is for the "convenience" of the penalized party, not the board of directors.

3.4 Driving Responsibilities and Conduct

3.4.1 Start Responsibilities

3.4.1.1 Pre-race

Karts will leave the grid and reform up into their assigned positions immediately. Karts will proceed slowly around the outside of the track, maintaining grid positions. Karts will proceed slowly and remain in gridded positions until green flag is displayed. (see rule 3.4.3 for additional information).

3.4.1.1.1 Exceptions

Karts in the TaG classes only will take the full course and form up in original grid positions just past the final turn. Karts will proceed down the front stretch as other classes above.

3.4.1.2 All Drivers

If any kart on the front row cannot set or keep a reasonable pace, the Flagman may invert that kart to the second row.

3.4.2 Start Zone

3.4.2.1 Definition

Cones will be placed on both sides of the track (possibly both sides) before the start/finish line. Distance from the cone to the start/finish line will be determined by the Race Director and may change during the racing season at the discretion of the Race Director.

3.4.2.2 Use of Start Zone

During a green flag start, the flag person may wave the green flag to start the race any time after the front row has entered the start zone. The flag person may not throw the green flag after the front row leaves the start zone.

3.4.2.3 No Passing

During a green flag start, no driver may pass until exiting the start zone. A driver may utilize the full width of the track but may not pass the back bumper of the drivers that are gridded in front of them until leaving the start zone.

3.4.2.4 Penalty

Violation of the No Passing rule will result in the loss of one position and one additional position for each kart passed (to be assessed upon completion of the heat race or feature that infraction occurred in).

3.4.3 Entering After the Start

Except for Sportsman and Kid Kart classes, no kart will be permitted to enter a race once the race is underway.

3.4.4 Pit Stops

Pit stops are NOT allowed during races.

3.4.5 Driving in the Pits

There will be absolutely no driving of karts in the pit area past the line before the scale at any time, engine running or not, except as specifically authorized by the Race Director. No kart shall be set in motion south of the scoring tower bridge.

3.4.6 Bad Driving

Any foul driving, bumping, nerfing, blocking, pushing, contact behind the driver, etc., can be grounds for disqualification. It is every driver's responsibility to make passing possible.

Deliberate use of foul driving tactics to make a pass or prevent a pass will not be tolerated.

3.4.7 Shaking Hands while moving

There shall be no driver to driver physical contact, including shaking of hands, between drivers in karts while those karts are in motion.

3.4.8 Re-entry to course

When a competitor leaves the course other than to a designated pit lane during a practice or event, they will re-enter the racing surface at a point as far from the racing line as possible and may not enter at another point on the course that will provide them any time or distance advantage. Drivers must abide by the directions of the corner worker or officials in charge. It is the race director's decision as to whether or not any advantage was attained by course re-entry, and that decision is final.

3.4.9 Tire Scrubbing

On-track "tire scrubbing" is not allowed. Anyone determined to be "scrubbing tires" by the Flagman or Race Official will be penalized. Penalty will be at the discretion of the Race Director.

3.4.10 Restarting engine after start of race

Competitors may restart their engine after the start of any race. However, no driver shall receive assistance in restarting an engine by another person after the start of any race.

3.4.10.1 Exception

All Junior Sportsman and Kid Karts may receive assistance in restarting their engines after a race has started.

3.5 Safety Conduct

Primary responsibility for the safe condition and operation of a kart and related equipment rests with the driver. Any competitor or participant who does not conduct themselves or their equipment in a safe manner both for themselves or for anyone else can and will be disqualified from an event, required to leave the facility, and can be subject to further disciplinary action.

3.5.1 Mandatory Driver Personal Protection

All mandatory protective clothing must be worn while the kart is in motion. The Race Committee will be responsible for the final decision on the suitability of all "Drivers Personal Protection" equipment. Any additional effort towards safety through extensive personal protective measures will be required as it becomes available.

3.5.1.1 Helmet

A full-faced helmet with Snell 2010 or certain SFI ratings will be the minimum requirement for helmet certifications. BKC will follow WKA's helmet certification policy. Rookie Drivers must place a visible "X" on the back of their helmet. At no time will hair be allowed to be exposed outside a helmet.

3.5.1.2 Protective Clothing

Full-protection nylon, leather, or suitable substitute driving suit of suitable weight and construction (flame-proof, Nomex, Proban, PBI/ Kevlar, or similar material suits will NOT be accepted as outside driver apparel). Full-protection nylon, leather, or suitable substitute jacket with full-protection full-length pants of suitable weight (warm-up, sweat pants, or windbreakers are not allowed.)

Full one-piece driving suits, intended for kart racing, are recommended.

3.5.1.3 Gloves

Suitable full coverage protective driving gloves (no open backed or altered gloves allowed) are required. Full coverage, gauntlet type gloves, with reinforced palms, knuckles, and finger backs, are recommended.

3.5.1.4 Chest Protectors for Junior Drivers

It is mandatory that all Kid Kart and Jr. Sportsman drivers wear an SFI rated chest protector. **It is HIGHLY RECOMMENDED that all drivers wear chest or rib protectors.**

3.5.1.5 Neck Collars

Suitable neck collars are required. 360 devices, EVS System and the Leatt Brace are acceptable.

3.5.1.6 Miscellaneous

Proper driving shoes (high topped with ample ankle support/protection are highly recommended). Sandals or loafers will not be allowed.

3.5.1.7 Other Recommendations

- Earplugs are highly recommended.
- Chest and rib protector vest such as the Phoenix vest or Rib-Tec for ALL aged drivers. Required for Kid Kart and Junior Sportsman drivers (rule 3.5.1.4).
- Mouth guard
- Fire extinguisher in your pit area.
- Rookie drivers should place a visible "X" on the back of their helmet.
- Loose shoelaces should be tucked under tongue of shoe or secured with tape.

3.5.2 Smoking or Open Flame

There will be no smoking or use of any device, which has an open flame, in the pits or in close proximity of any flammable materials or fluids.

3.6 Participation and Involvement

All members are required to participate in the furthering of BKC and its activities, not only as stated herein, but also as implied in both spirit and intent.

All members are required to help with track maintenance, upkeep of the buildings and assist with the running of BKC races or other events, i.e. corner working, weight tech, pre-tech, registration, scoring, etc.

3.7 Skill and Conduct

It will be at the discretion of the Race Committee to refuse participation or require class change and/or starting position, to any competitor based on the Race Committee's interpretation of said competitor's skill and/or conduct.

3.7.1 Rookie Number Panels

Any new participant, either for the first time or for the first time in three years, in practice or in competition, must display a rear yellow number panel with a large black "X". This "rookie" number panel will be in place of a regular rear number panel. The "rookie" yellow number panel **must** be affixed for a period of one competition season.

3.8 Tower Policy

During BKC events, only authorized persons may enter the tower during the event.

3.8.1 Tower policy penalty

Any unauthorized persons who enter the tower during a BKC event can be subject to penalty, such as the Legal Entrant placed to the rear of the field for the upcoming heat/feature (whichever comes first). Any persons entering the tower who are abusive to the officials are subject to immediate expulsion from the grounds and event (see Rule 3.2).

3.8.2 Scoring discrepancies

Any Legal Entrant who feels they have discovered a scoring error for the current day's event, must report this to a race official who is not in the tower. Grid steward is suggested. In turn, this official will report the error to the tower. Legal Entrant may be *invited* to the tower for further discussion.

4. RACE PROCEDURES AND RULES

4.1 Event Considered Official

An event is considered "Official" for purposes of awarding race day awards and season championship points, when one or more of the following has occurred:

- An official "Rain Out" has been declared.
- The event has been cancelled for safety reasons.
- All classes that complete the second round of heats or the pre-final will be considered official for the awarding of championship points. Any classes that do not complete the second round of heats or pre-final will be awarded rain points.

4.2 Rain Out

The Race Director may at their own discretion consider any BKC event a "Rain Out" if they feel inclement conditions would preclude a proper day's racing activities. If the event's activities have not been started, the Race Director **must** call a "Rain Out" by 12 pm. (See rule 5.1.3.1 for purchase of Rain Points.)

4.3 Legal Entrant

A legal entrant is that person (and legal guardian where appropriate) who meets in good faith all requirements as set forth in this BKC Rulebook and the current WKA Rulebook, and any and all other requirements made by BKC for reasons of legality and/or safety (see 1.2 Membership Requirements).

To be considered a legal entrant, a competitor (and legal guardian where appropriate) must pay all necessary fees, sign all waivers of liability and affix their assigned race numbers to their karts.

A Legal Entrant may only enter once per class in any BKC event. Only Legal Entrant's may practice on race day.

4.4 Pre-Tech Safety Inspection

All competitors are required to have their racing equipment, including mandatory safety driving gear (helmet, gloves, jacket, neck collar, etc.) pass a pre-race tech safety inspection. (See Kart & Equipment Specifications Rule 7.4).

NOTE: Passing pre-tech is in no way a guaranty of class legality or technical compliance. Furthermore, this test in no way guarantees ANY rule legality and is intended solely as a safety inspection.

4.5 Sound Test

Competitors must pass a "Sound Test" to insure their competition in the day's events (see Sound Limitations – Rule 7.1.1).

4.5.1 Practice

Any BKC official may randomly administer a sound test during any practice session.

4.5.2 Race

A sound test will be made during the practice or throughout the race day's events. Competitors will be required to pass the sound test at any/all times.

4.6 Track Records/Fast Time for the Year

Track Records or fast time for the year are determined by the fastest time, per competition class, as defined by "Competition Class Requirements" (see Section 6) and are established only during the Feature Race (except Shifters).

4.6.1 Eligibility

Track Records or fast time for the year can only be awarded to BKC members. Track Records or Fast Time for the year will be recognized at all BKC events that follow the rules and procedures set forth in this BKC Rulebook, i.e., excluding Special Events.

4.6.2 Certification

Setting a Track Record or fast time for the year will be provisional until the record setter has passed all class requirements and post-race technical inspections.

4.6.3 Standing Track Record

The prevailing track record will be relinquished if competition class requirements (i.e. tires, restrictors, engines, weight, and/or age) are changed.

4.7 Drivers Meeting

All drivers and a parent of all Sportsman and Kid Kart drivers are required to attend all drivers' meetings, at each event, as scheduled by the Race Director. If a required person fails to make a driver's meeting, the driver will be required to start in the back of both their heat races or the pre-final race.

4.8 90-Second Rule

A 90-second time limit shall apply for all starts where a kart (or karts) is unable to join the class for a race. The 90-second clock will start when the first kart leaves the starting grid. No more karts will be allowed to leave the starting grid after the 90 seconds have passed. The grid marshal shall keep track of the time.

4.8.1 Exception

Sportsman and Kid Kart drivers may enter after the entire field has taken a green flag.

4.9 Race Details

4.9.1 Heat Race Format

4.9.1.1 1st Heat

The first heat will be gridded according to a random draw.

4.9.1.2 2nd Heat

The second heat will be gridded with the inverted draw of the first heat.

4.9.1.3 3rd Heat – Feature

The Feature line-up will be based on points earned from the first and second heats. The low point driver will start on the pole with the highest point driver at the rear of the field. Finishing position in the Feature race only will determine the championship points that will be awarded to qualified entrants on each MG Tires Championship race day.

4.9.1.4 Lap counts

Heat races will consist of **7** laps each.

Feature races will consist of **8** laps.

Changes can be made at the discretion of the Race Director.

4.9.1.5 Exceptions

Unfilled track starting position on the grid shall be filled by moving straight up. After applying “90-second rule, Rule 4.8” with karts on track, unfilled positions shall be filled by moving straight up. With the approval of the Race Director, the driver may elect to start in the rear of the field.

4.9.1.6 Tie

In case of a tie in total heat race points for a race day, the driver with the better finish in the 2nd heat race will receive the higher starting position for the feature.

In the event of a rainout after only two heats, see Rule 5.1.3 for tie breaker.

4.9.1.7 Rookies

Any driver new to Badger Raceway, Kid Kart moving to a new class or an individual who has not raced at Badger Raceway in 3 years or more, must start in the rear of the field for every race in their first **three events** or the discretion of the Race Director. **The Race Director’s decision is final.**

4.9.1.8 Disqualification

4.9.1.8.1 Unsportsmanlike Conduct

A Driver maybe disqualified for Unsportsmanlike Conduct anytime during the Race Day and will receive a zero (0) for the day. This zero (0) will not be used as a droppable race.

4.9.1.8.2 Technical Disqualification

- If a driver fails post-race technical inspection for a Heat Race, they will receive 99 points for that race.
- If a driver fails Post Race technical inspection for a Qualifying Run or Pre-Final, they will receive a last place starting position for the next race.
- If a driver fails post-race technical inspection for the Feature or Fnal they will receive a zero (0) for the day. One (1) and only one (1) zero from a DQ can be used as a droppable race.
- Parts subject to disqualification must pass Tech at next BKC race event, and subject to random Tech at any time.

4.9.1.8.3 Safety and/or equipment failure

In the event of an infraction (i.e., safety and/or equipment failure), last place points will be awarded to that participant (Meatball Flag).

4.9.1.9 Heat Race Scoring

Scoring will be based on the points, listed below, and awarded per finish in each heat race:

Place	Points
1 st	½
2 nd	2
3 rd	3
4 th	4
5 th	5
6 th	6
7 th	7
8 th	8
9 th	9
10 th	10
11 th	11
12 th	12
13 th	13
14 th	14
15 th	15
16 th	16
17 th	17
18 th	18
19 th	19
20 th	20
and so on	

DNS will receive last place points in any Heat Races

4.9.2 Combined Classes

On any race day, the Race Director will have the option to run any class with another class. The starting procedure of the joint classes will be determined by the Race Director and that formation will be given to the flag, pit, and scoring personnel.

4.9.3 Qualifying Race Format

4.9.3.1 Qualifying

During the time set aside for qualifying, karts will be grouped based on number of entrants and allowed a set of three timed laps. The karts are released at intervals determined by the grid steward. Qualifying order is determined by BKC series season points

Passing is allowed. Any pushing during qualifying will result in those laps being deleted from the scoring of the offending driver.

Track records are determined in Feature race only.

4.9.3.2 Qualifying Pre-Final Race

The best time of the three qualifying laps is used to line up the field. Untimed racers line up at the rear of the field in order of random draw. Pre-Final race will be 7 laps. Changes to lap counts can be made at the discretion of the Race Director.

4.9.3.3 Qualifying Feature Race

Racers line up according to the Pre-Final race results. Championship points are determined by the feature race results. The Feature race will be 10-12 laps in length. Changes to lap counts can be made at the discretion of the Race Director.

4.9.4 Ties in Electronic Scoring

In the event of a tie in electronic scoring, ties will be broken by fastest lap of the race. In the event of identical fast lap times in a race or qualifying, ties will be broken by order the time was set. So, if two people set the same qualifying time, the first person to set the time beats the second.

4.10 Post-Tech

After each heat and feature race, each kart and driver must proceed directly to the scale to be checked for minimum class weight and legality (See Section 6). No weight of any kind is to be added to a kart or driver between the finish of competition and weigh-in. Any kart and/or driver leaving without such checks is subject to disqualification for that heat or feature race.

4.10.1 Crewmembers

Crewmembers are not allowed to cross past the yellow line at the end of the fence while their driver is in the scale line or being reviewed by a Tech Official. Use of cell phones and cameras is not allowed in the tech area by anyone other than race officials.

4.11 Designated Driving Areas

There will be no driving of karts on any area except on paved areas designated for races.

4.12 Expert Class Option

The Race Director may, as an option, allow any participant not meeting BKC rules as to class structure, etc., to run in the Expert Class.

4.13 Loss of Exhaust System

If a driver loses their muffler or exhaust system, or if it becomes inoperable after the start of a race, they will automatically be given a mechanical black flag. (See Exceptions – Rule 1.3.1.2).

4.14 Finish Restrictions

No kart shall be pushed, pulled, or otherwise propelled to the finish line other than by means of its own power or momentum.

4.15 Replacement/Change/Alteration/Switching Restrictions

4.15.1 Driver Restrictions

There will be no switching of a driver in any BKC race in the same class during an event.

4.15.2 Equipment Restrictions

4.15.2.1 Kart

There will be no switching of kart (chassis) in any BKC race in the same class during an event.

4.15.2.1.1 Accident Caused Chassis Switching

If, during a heat race, a competitor's chassis is damaged, they shall report this damage to the Race Director. The Head of Tech may then allow the competitor to install the motor and exhaust system on a different chassis and start at their gained position (See Exception – Rule 4.16.2).

4.15.2.2 Engine

Any changes or alterations of engines or engine components marked by the tech personnel must first be approved by the Technical Director. Both the original and replaced/alterated engine and component will be considered marked and subject to tech. This includes broken components. After the changes or alterations have taken place, the kart must then start in the rear for the next race of that day.

The only exceptions will be non-tech items.

4.15.2.3 Other components

Tech personnel may mark any other components, (i.e., tires, exhaust systems, seats and mountings, etc.). Once marked, that component may not be changed or altered during the event without prior approval of the Technical Director.

4.16 Accident Requirements

4.16.1 Inspection

Karts involved in accidents may be required to stop for inspection by officials.

4.16.2 Red Flag

If at any time an incident causes a red flag or a kart overturns (flips), the red flag will be displayed promptly. If the race is half completed, the finish will revert to the last lap scored and the kart(s) involved in the incident which caused the red flag, shall be scored in last place. If the race is less than half way through, there will be a restart, reverting to the last lap scored, with the kart(s) involved in the red flag incident being moved to the rear of the pack. Restarts after one lap has been completed will be single file.

A kart that has been involved in a red flag incident cannot continue to race until it has been checked by a tech official.

4.17 Loss of Brakes

If a kart's braking ability is lost, it will be the driver's obligation to safely pull clear of the track and discontinue racing. Do not enter the pits unless speed is minimal and a safe stop can be accomplished. Any competitor's failure to comply with this rule will be subject to immediate disqualification.

4.18 Fuel/Oil and Other Fluids

4.18.1 Spills

Any competitor knowingly spilling oil or fuel on the track or in the pits will be subject to suspension for the entire event.

4.18.2 Fluids or Waste Material Collection and Disposal

The user must dispose of tires or waste materials. It is the user's responsibility to dispose of all items in compliance with all or any Federal, State, or Local laws while on Wolf Pacing Raceway property. Anyone not complying with this policy cannot use Wolf Pacing Raceway for six (6) months from the date of infraction.

4.19 Flags Displayed by the Flag Person

Each BKC competitor is responsible for the knowledge of and adherence to the following flag signals.

4.19.1 Green Flag

This indicates the start of competition, or practice, and will be kept visible at all times while the track is clear for racing.

4.19.2 Yellow Flag

Displayed at the start/finish line and/or by corner workers. There are three levels of yellow flag conditions. A "furled and pointed" flag will point to an oncoming, off track, but possibly treacherous condition; passing is still allowed.

A "stationary" yellow, indicates there may be karts or debris in the next corner or upcoming straightaway, or a kart immediately off the track in a corner. The track may be partially blocked. No passing is allowed until after the reason for the yellow flag has been passed.

A yellow flag, "waving" in a figure eight pattern, indicates a serious problem on the track ahead, such as karts or debris in the racing line. No passing is allowed until after the reason for the yellow flag has been passed. There is no full course yellow flag condition during a race.

4.19.3 Red Flag

Displayed at start/finish line only (and/or red light condition on track lights). The red flag indicates there is a hazardous or unsafe condition on the track. All scoring is stopped and will revert to the last completed lap. Proceed slowly to the start/finish line and come to a complete stop.

4.19.4 White Flag

Indicates one lap to go. The checkered flag will be displayed at the completion of the white flag lap regardless of lap count.

4.19.5 Black Flag Waving

Requires the competitor to refrain from further competition, proceed directly to the scale at a reduced speed and to stop at the scale. Competitor will be informed of the driving infraction and of the action taken or pending by the officials (i.e., disqualification, position penalty, etc.).

4.19.6 Black Flag with Orange Disc (Meatball Flag)

Displayed in practice and races for safety or mechanical infractions (neck collars, mufflers, etc.). Requires the competitor to refrain from further competition, proceed directly to the scale at a reduced speed, and to stop at the scale. Competitor will be informed of the infraction. This is not a disqualification.

4.19.7 Rolled Black Flag

Is a warning that the competitor's driving technique is bordering on disqualification and that any further display of the same will be cause for immediate disqualification.

4.19.8 Blue Flag with Yellow Sash

Indicates another competitor is rightfully attempting to put you a lap down. When displayed, competitor should maintain a consistent racing line, allowing faster karts to pass.

4.19.9 Checkered Flag

Displayed at the finish of competition or practice.

4.19.10 Black and Checkered Flags

Used to end the event under conditions subject to review and subsequent action by the officials (i.e., pending disqualification, position penalties, further discussion, etc.).

5. BKC MG TIRES CHAMPIONSHIP POINTS SERIES

There shall be a BKC Season Championship Points Series in each competition class except “Kids Karts” and “Expert”. The races that shall make up this championship point series will be determined and made known to the BKC general membership one month prior to the beginning of the first race.

Finishing position in each class for the BKC MG Tires Championship Points Series will be determined by accumulating awarded points from each scheduled race, including rainouts (**see schedule**).

5.1 Eligibility

Only BKC members, in good standing, will be eligible for the BKC Championship Points Series. Drivers must enter a minimum of 6 races to qualify for awards.

5.1.1 Legal Entrant

To receive championship points for a non-workday race event, a competitor must be the “Legal Entrant” in that class (**see Rule 1.2 & 4.3**).

5.1.2 Attendance

To receive championship points for a non-workday race event, a competitor must take a green flag during one of the heat races, or the feature race, and verifiably pass minimum class weight requirements and technical inspection after that race. Failure to scale or take post-race tech will result in a DQ for the day.

Competitors taking the green flag in at least one heat race, but do not start or finish the feature race, will be awarded last place points in the following order: DNF (Did Not Finish) will be awarded last place points. In cases of more than one DNF, points order will be based on the position held prior to the incident or failure. DNS (Did Not Start) will be awarded last place points behind any DNF's. In the case of more than one DNS, points order will be based on assigned grid position.

5.1.3 Rain Outs

If a competitor is entered in a competition class that does not complete both heat races or pre-final, the competitor will be awarded **200** rain points.

5.1.3.1 Tie Breaker for Rainout after two heats

In the event of a tie and rainout after the two heat races, the points for final will be determined by the fastest lap time from the heat races. Qualifying format points based on lineup for final.

5.1.3.2 Purchase of Rain Points

In the event of a possible rain-out, competitors may purchase rain points until 10:30 a.m. on raceday. They may be purchased in person, via telephone, or using the online registratoin system. Telephone and online purchases must be made with a credit card. All points must be paid for prior to 10:30 a.m., no exceptions. If it is later determined that conditions have improved such as to allow racing, no refunds will be issued. Rain points must be purchased in person at any event not held at Wolf Paving Raceway. The cost for rain points will be the same as the normal race entry fee.

5.2 Championship Points Details

All scheduled point races count for the BKC MG Tires Championship Points Series based on the following, plus number of entries per competition class, per race event.

1 st place	200 pts
2 nd place	175 pts
3 rd place	155 pts
4 th place	140 pts
5 th place	130 pts
6 th place	120 pts
7 th place	110 pts
8 th place	100 pts
9 th place	90 pts
10 th place	80 pts
11 th place	75 pts
12 th place	70 pts
13 th place	65 pts
14 th place	60 pts
15 th place	55 pts
16 th place	50 pts

17 th place	45 pts
18 th place	40 pts
19 th place	35 pts
20 th place	30 pts
21 st place	25 pts
22 nd place	20 pts
23 rd place	17 pts
24 th place	14 pts
25 th place	11 pts
26 th place	8 pts
27 th place	5 pts
28 th place	2 pts
29 th place	1 pts
30 th place	1 pts
DQ	0 pts

5.2.1 Tie

In case of a tie, the competitor who has a better record of the tiebreaker criteria below shall be awarded the better position. Once either of the tied competitors achieves a better record at any of the criteria below (in order), the tie will be considered broken and the competitor with the better record shall be awarded the better position:

- Most wins throughout the Championship season.
- Most 2nd place finishes throughout the season.
- Most 3rd place finishes throughout the season.

5.2.2 Point Standings

For 2019, your best **15** out of **18** BKC MG Tires Championship Points Series events will be counted towards the BKC MG Tires Championship Points Series.

5.2.2.1 Event Disqualifications

In the event a driver is disqualified for unsportsmanlike conduct, the driver will receive zero (0) points for the day and may not use the race as a “drop race.” (see rule 4.9.1.8 Disqualifications)

5.2.2.2 Championship Points Protests

Discrepancies in championship points cannot be contested after 2 weeks from the time of posting on the BKC Website. There will be no exceptions.

6. COMPETITION CLASS REQUIREMENTS

6.1 Briggs 206 Cadet

6.1.1 Age

7 through 10 years old
Past year champion must move out of class (see 1.7.2.4)

6.1.2 Engines/Fuel/Weight

Briggs & Stratton 206 (restricted)
Gas only
240 lbs. (kart and driver) Standard & Cadet Kart

6.1.3 Tire Spec

MG VK (Orange) 10x4.60-5 front and rear

6.1.4 Miscellaneous

Briggs & Stratton 206 (restricted) requires unaltered "Red" .440-inch slide (P/N 555733) and locking cap. Engine tech per the Briggs & Stratton 206 United States Rule Set. Drum clutch required.

6.2 Briggs 206 Sportsman

6.2.1 Age

8 through 12 years old

6.2.2 Engines/Fuel/Weight

Briggs & Stratton 206 (restricted)
Gas only
260 lbs. (kart and driver) Standard & Cadet Kart

6.2.3 Tire Spec

MG VK (Orange) 10x4.60-5 front and rear

6.2.4 Miscellaneous

Briggs & Stratton 206 (restricted) requires unaltered "Green" .490-inch slide (P/N 555740) and locking cap. Engine tech per the Briggs & Stratton 206 United States Rule Set. Drum clutch required.

6.3 Yamaha Cadet

6.3.1 Age

7 through 12 years old

6.3.2 Engines/Fuel/Weight

100cc Yamaha KT100S (restricted)
Gas and Oil
250 lbs. (kart and driver) Standard & Cadet Kart

6.3.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.3.4 Tire Spec

MG HZ or HZi (Red) 10x4.60-5 front and rear

6.3.5 Miscellaneous

100cc Yamaha KT100S (restricted) requires a Walbro WA55B carburetor with WA55B manifold.

Must use RLV-SSX stock box muffler only. SSX box muffler must be original unaltered RLV-SSX part #7548 (the can with four outlet holes spaced 90 degrees to each other) or part #7543 (the can with the four outlet holes evenly spaced between the 12 and 3 o'clock positions) or part #7540 (4 holes, holes up).

6.4 Micro Swift

6.4.1 Age

7 through 10 years old
Past year champion must move out of class (see 1.7.2.4)

6.4.2 Engines/Fuel/Weight

IAME Micro Swift
225 lbs. (kart and driver) Standard & Cadet Kart

6.4.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.4.4 Tire Spec

MG HZ or HZi (Red) 10x4.60-5 Front and rear.

6.4.5 Miscellaneous

Engine per current WKA tech.

6.5 Mini Swift

6.5.1 Age

8 through 12 years old

6.5.2 Engines/Fuel/Weight

IAME Mini Swift

250 lbs. (kart and driver) Standard & Cadet Kart

6.5.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.5.4 Tire Spec

MG HZ or HZi (Red) 10x4.60-5 Front and rear.

6.5.5 Miscellaneous

Engine per current WKA tech.

6.6 Briggs 206 Junior

6.6.1 Age

12 through 15 years old

6.6.2 Engines/Fuel/Weight

Briggs & Stratton 206 (restricted)

Gas only

310 lbs. (kart and driver)

6.6.3 Tire Spec

MG VK (Orange) 10x4.60-5 front 11x6.00-5 rear

6.6.4 Miscellaneous

Briggs & Stratton 206 (restricted) requires unaltered "Yellow" .570-inch slide (P/N 555741) and locking cap. Engine tech per the Briggs & Stratton 206 United States Rule Set. Drum clutch required.

6.7 Briggs Animal Junior

6.7.1 Age

12 through 15 years old

6.7.2 Engines/Fuel/Weight

Briggs & Stratton Animal

Gas only or Methanol alcohol only

300 lbs. (kart and driver)

6.7.3 Tire Spec

MG VK (Orange) 10x4.60-5 front 11x6.00-5 rear

6.7.4 Miscellaneous

Engine per current WKA tech.

6.8 Yamaha Junior

6.8.1 Age

12 through 15 years old

6.8.2 Engines/Fuel/Weight

100cc Yamaha KT100S

Gas and Oil

310 lbs. (kart and driver)

6.8.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.8.4 Tire Spec

MG HZ or HZi (Red) 10x4.60-5 front 11x7.10-5 rear

6.8.5 Miscellaneous

100cc Stock Yamaha KT100S. Must use RLV-SSX stock box muffler only. SSX box muffler must be original unaltered RLV-SSX part #7548 (the can with four outlet holes spaced 90 degrees to each other) or part #7543 (the can with the four outlet holes evenly spaced between the 12 and 3 o'clock positions) or part #7540 (4 holes, holes up).

6.9 IAME 100 Junior

6.9.1 Age

12 through 15 years old

6.9.2 Engines/Fuel/Weight

KA100 with Junior Restrictor

Gas and Oil only

320 lbs. (kart and driver)

6.9.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.9.4 Tire Spec

MG HZ or HZi (Red) 10x4.60-5 front, 11x7.10-5 rear.

6.9.5 Miscellaneous

KA100 engine, Tillotson HW-33A carburetor, factory airbox required. Exhaust as supplied by manufacturer. Junior restrictor as supplied by manufacturer.

6.10 TaG Junior

6.10.1 Age

12 through 15 years old

6.10.2 Engines/Fuel/Weight

IAME Leopard with 25mm header

IAME X30 with 29mm header

IAME MY09 with 25mm header

Vortek Junior Rok

Rotax 125 Junior MAX

PRD Fireball with 0.877" filter cup (Junior II Spec)

Engine and fuel tech per WKA

Rotax will follow BKC 2-cycle fuel rule (Rule 7.3.4.1)

330 lbs. (kart and driver)

6.10.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.10.4 Tire Spec

MG FZ (Yellow) 10x4.60-5 front 11x7.10-5 rear

6.11 Briggs 206 Senior Medium

6.11.1 Age

15 years or older

6.11.2 Engines/Fuel/Weight

Briggs & Stratton 206

Gas only

360 lbs. (kart and driver)

6.11.3 Tire Spec

MG VK (Orange) 10x4.60-5 front 11x6.00-5 rear

6.11.3 Miscellaneous

Engine tech as per current Briggs & Stratton 206 Senior specifications in the Briggs & Stratton 206 United States Rule Set. Drum clutch required.

6.12 Briggs 206 Senior Heavy

6.12.1 Age

15 years or older

6.12.2 Engines/Fuel/Weight

Briggs & Stratton 206

Gas only

390 lbs. (kart and driver)

6.12.3 Tire Spec

MG VK (Orange) 10x4.60-5 front 11x6.00-5 rear

6.12.3 Miscellaneous

Engine tech as per current Briggs & Stratton 206 Senior specifications in the Briggs & Stratton 206 United States Rule Set. Drum clutch required.

6.13 Briggs Animal Senior

6.13.1 Age

15 years or older

6.13.2 Engines/Fuel/Weight

Briggs & Stratton Animal

Gas only or Methanol alcohol only

350 lbs. (kart and driver)

6.13.3 Tire Spec

MG VK (Orange) 10x4.60-5 front 11x6.00-5 rear

6.13.3 Miscellaneous

Engine per current WKA tech.

6.14 Yamaha Supercan

6.14.1 Age

15 years or older

6.14.2 Engines/Fuel/Weight

100cc Yamaha KT100S

Gas and Oil

355 lbs. (kart and driver)

6.14.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.14.4 Tire Spec

MG HZ or HZi (Red) 10x4.60-5 front 11x7.10-5 rear

6.14.5 Miscellaneous

100cc Stock Yamaha KT100S. Must use RLV-SSX stock box muffler only. SSX box muffler must be original unaltered RLV-SSX part #7548 (the can with four outlet holes spaced 90 degrees to each other) or part #7543 (the can with the four outlet holes evenly spaced between the 12 and 3 o'clock positions) or part #7540 (4 holes, holes up).

6.15 IAME 100 Senior

6.15.1 Age

15 years or older

6.15.2 Engines/Fuel/Weight

KA100

Gas and Oil only

360 lbs. (kart and driver)

6.15.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.15.4 Tire Spec

MG HZ or HZi (Red) 10x4.60-5 front, 11x7.10-5 rear.

6.15.5 Miscellaneous

KA100 engine, Tillotson HW-33A carburetor, factory airbox required. Exhaust as supplied by manufacturer.

6.16 TaG Senior

6.16.1 Age

15 years or older

6.16.2 Engines/Fuel/Weight

Cheetah SQ 125 at 350 lbs.

Easykart IAME & BMB at 350 lbs.

Motori Seven at 380 lbs.

Parilla Leopard at 365 lbs.

Parilla X-30 at 370 lbs.

Rotax FR 125 at 365 lbs.

Sonik TT 125 (125cc) at 395 lbs.

Sonik VX 125 (118cc) at 365 lbs.

Vortek Rok TT at 385 lbs.

PRD Fireball at 350 lbs.

All weights kart and driver

Engine and fuel tech per WKA

Rotax will follow BKC 2-cycle fuel rule (Rule 7.3.4.1)

Engine tech per 2014 WKA specifications

6.16.3 Bodywork

All bodywork must be CIK-style in appearance and must meet WKA Manufacturer's Cup specifications. Front nose must be equipped with a CIK-homologated pushback nose system with a maximum of two CIK-homologated clamps.

6.16.4 Tire Spec

MG IZ (Yellow) 10x4.60-5 front 11x7.10-5 rear

6.17 Expert

6.17.1 Age

Any individual who is at least 8 years old may enter the Expert class. Drivers 8 – 15 years old may race this class only with the Race Committee's approval.

Note: The intention here is to provide a place to race for any visitors to our track whose kart or equipment do not fall into any of BKC's class structures.

6.17.2 Requirements

Kart must pass safety pre-tech.

Kart/driver combination must satisfy the requirements of a nationally recognized kart sanctioning body.

6.17.2.1 Fuel

Open fuel. No Dioxane. Subject to test for such.

7. COMPETITION EQUIPMENT REQUIREMENTS

NOTE: Specifications listed herein apply to all classes and equipment except those specifications that are specifically associated (and listed) with the Kid Kart class.

NOTE: "WKA kart and engine rules shall apply unless otherwise specified herein" (**See Rule 1.1.**). WKA's rules and regulations pertaining to competition equipment, including engine tech, can be found in great detail in the most current WKA Rulebook ("World Karting" magazine).

The rules, regulations, procedures, and/or specifications, specified herein, only supersede, supplement, clarify, or add emphasis to those applicable WKA rules, and do not constitute the complete set of rules pertaining to competition equipment used at BKC events.

7.1 General Requirements

7.1.1 Sound Limitations

The sound limit shall not exceed 95 dBa.

7.1.1.1 Mufflers Mandatory

All motors must run mufflers at all times. (See Muffler Requirements under Kart Specifications – Rule 7.2.6.).

7.1.1.2 Additional Requirements

- All 2-Cycle motors must use a WKA legal air box.
- All 4-Cycle motors must use the RLV-B91 Exhaust Silencer at all times (see Rule 7.2.6.2.).
- Transponders are required on all karts during all heat and feature races. (see Rule 7.6)
- Additional requirements may be required by race officials at certain events.

7.2 Engine and Engine Equipment Requirements

7.2.1 Claiming

No claiming of engines in any class.

7.2.2 Engine Tech

Any engine is subject to tech inspection **at any time**. Any technical inspection of an engine must take place the same day as the event. Refusal or non-cooperation of any tech inspection subjects the entrant to disqualification and suspension from participating in the next two (2) BKC events.

7.2.3 Engine Legality

Engine legality shall be determined according to the specifications contained in the current WKA Tech Manual, with exceptions as otherwise noted in this 2019 BKC Rule Book.

7.2.3.1 Yamaha Heads

All heads must include the Yamaha name in the casting and may be compared to known stock.

7.2.3.2 Yamaha Cylinders

All cylinders must have a "787" embossed on one side and either an "Y3" or "Y4" embossed on the side. As a local option, "Old Style Cylinders" will be legal in Senior Heavy.

7.2.4 "Stock" Defined

All motors in all classes must be run as "Stock" (i.e., unmodified), as per current WKA technical rules, unless specifically noted herein.

7.2.5 Briggs Stock 4-Cycle Defined

Any type "dry" clutch – except NO axle clutches allowed. Approved oil catch tank mandatory, vented up. All outlet vents must be filtered. Must be secured so as to reduce the possibility of spillage. For muffler requirements (See Rule 7.2.6.2). Aftermarket rod allowed. Must retain stock length.

7.2.6 Muffler Requirements

7.2.6.1 2-Cycle Requirements

All 2-Cycle racing participants will be required to use exhaust systems that meet current WKA tech specifications.

The expansion chamber must outlet into the rearwards half of the silencing can (i.e., that portion furthest from the header pipe).

There may be no physical connection between the expansion outlet and the exhaust gas outlet hole to atmosphere.

SSX box muffler must be original unaltered RLV-SSX part #7548 (the can with four outlet holes spaced 90 degrees to each other), part #7543 (the can with the four outlet holes evenly spaced between the 12 and 3 o'clock positions) or part # 7540 (four holes up).

7.2.6.2 4-Cycle Requirements

Muffler required. Muffler must exhaust to atmosphere a minimum of one inch past the gas tank. All 4-Cycle motors must use the RLV-B91 Exhaust Silencer at all times. The RLV-B91 MO (square holes) model exhaust silencer would be legal in Expert class only.

7.2.7 Restrictors Defined

May be in the form of a plate, manifold or carburetor slide length. See Section 6 (Competition Class Requirements) for specifics.

All restrictors must meet current WKA specifications in addition to BKC requirements.

Installing the restrictor in such a way as to defeat the function of the restrictor is illegal.

7.2.8 Clutches

Axle clutches allowed ONLY in the Expert class. Wet type clutches must be sealed to prevent leaks.

7.2.9 Clutch Guard

All 2-Cycle karts with outboard mounted clutches must have a third-bearing support or some other clutch guard to contain the clutch in case the crankshaft should break. Clutches mounted between engine and seat do not require a third-bearing support or guard.

7.2.10 Carburetor

7.2.10.1 Remote Carb Adjusters

Suitable remote carburetor mixture devices will be allowed, subject to safety considerations.

7.2.10.2 Carburetor Supports

Carburetor supports are allowed, subject to approval.

7.3 Fuel and Fuel System

7.3.1 Fuel System Security

All fuel lines must be safety wrapped, clamped, or otherwise suitably secured, at all connections.

No pressurized fuel tank(s) allowed.

All flip type fuel caps shall be safety fastened during an event.

7.3.2 4-Cycle Fuel

All 4-Cycle classes will be allowed to run Methanol Alcohol only fuel or Gasoline only fuel.

7.3.3 4-Cycle Fuel Test Procedure

7.3.3.1 Gasoline

BP regular gasoline, purchased on the day of the race from the BP (Bull Frog) station at 319 N Main St Dousman, WI. Test range plus or minus 10 on the Digitron fuel meter to tech sample.

7.3.3.2 Methanol Alcohol

Methanol alcohol subject to testing with fuel meter. Test range plus or minus 10 on the fuel meter to tech sample.

7.3.3.3 Additional Fuel Test

It shall be the Tech Official's decision as to which system is used and/or any additional fuel checks. Additional checks may include fuel sampling, hydrometer, water test, chemical or electronic evaluation of fuel.

7.3.4 2-Cycle Fuel Test Procedure

7.3.4.1 Gas and Oil

6-8 oz. oil per gallon of BP Ultimate gasoline purchased on the day of the race from the BP (Bull Frog) station at 319 N Main St Dousman, WI.

Oil may be any of the following combinations:

- 100% Burris Blend
- 100% Burris Castor
- Redline Racing Oil
- Any Combination of Burris Castor and Burris Blend
- Any combination of Burris Castor and Redline

Test range plus or minus 10, on the Digitron fuel meter, to tech sample. All 2-Cycle competitors will purchase fuel from the spec station and mix the fuel to the above regulations (except shifters, Expert Class & TaG). **Rotax TaG will follow this fuel rule.**

7.3.4.2 Dioxane Reagent Test

Secondary test to be announced.

7.3.5 Fuel Test Protest

Any competitor can protest another competitor's fuel in their class. The protested fuel will be checked immediately by Rule 7.3.3. or 7.3.4 as a preliminary test. Secondary test to be announced.

A \$150.00 fee must accompany all **fuel** protests, to be refunded only if the protest is upheld.

7.4 Kart and Equipment Requirements

The eligibility of all karts to compete shall be determined by their meeting the requirements as set forth in this section. The responsibility of meeting these specifications rests with the Legal Entrant.

NOTE: A Pre-Race Technical Safety Inspection (pre-tech) approval shall not guarantee legality at any post competition inspection.

7.4.1 Required Equipment Specifications

7.4.1.1 Overall Height

Maximum is 26.0", includes steering fairing.

7.4.1.2 Overall Kart Width

Maximum overall width, including bodywork is 55 1/8". The rear tire may be inside the bodywork. Pod, panel, or nerf bar can be a maximum of one inch per side wider than the rear wheel/tire.

7.4.1.3 Overall Length

Standard Kart maximum 82.0"

Cadet Kart maximum 71.0"

7.4.1.4 Tread Width

Minimum is 28.0", measured from the centerline of the right rear tire to the centerline of the left rear tire.

7.4.1.5 Wheel Base

Standard Kart maximum 43.0", minimum 39 3/4"

Cadet Kart maximum 41", minimum 35"

7.4.2 Bodywork

7.4.2.1 Bodywork

All bodywork must be neat in appearance and in good repair. Bodywork that appears loose and in danger of falling off may be subject to a mechanical black flag. Mounting must be secure and of good workmanship. Unless specified in class requirements, all 2-Cycle and 4-Cycle classes may run bodywork that is legal to either "Gold Cup" or "Manufacturers Cup" rules as set forth in the current WKA Tech Manual (**See Rule 7.4.2.2. Nose Cones and Rule 7.4.2.4. Steering Fairings, for exceptions to WKA rules**).

7.4.2.2 Nose Cones

7.4.2.2.1 Non-CIK-Style Nose Cones

The *nose cone* is the bodywork that extends forward of the rear edge of the front tire. Nose cones must be of a design as outlined in the current WKA Tech Manual. No air inlets allowed. No "scoop" type pointed nose cones are allowed.

Nose cone must be a minimum of 8" high, and a maximum of 17" high except Briggs Sportsman classes in which nose cannot be taller than 14" as measured from ground to highest point on nose cone.

All nose cones must have a tire opening equal to or greater than the tire used. No covering of the side of the tire is allowed. Nose cone may be wider than front tire,

but no more than one inch per side, measured at axle centerline with tires pointed straight forward. If nose cone is narrower than front tires, no more than 1/2 of the width of either front tire may protrude, measured with tires pointed straight forward.

The bottom of the nose cone can extend back full width to the rear edge of the front tire. Any part of nose cone behind rear edge of front tire (i.e., used as floor pan) must be within main frame rails.

Nose cone must allow for easy driver ingress and egress to kart. Nose cone may cover foot area up to three inches rearward of both pedals in a relaxed position but must not interfere with the driver's ability to operate pedals. Nose cone can be attached to side panels.

No fasteners may be used such as bolts, screws, pop rivets, etc. to attach additions to the nose. Tape may be added. Decals are allowed. Rubber baseboard or rubber molding may be used in a safe manner below the 6-inch measured area. No fiberglass or other rigid material may be added.

7.4.2.2.2 CIK-Style Nose Cones

CIK nose cones are legal in all classes. Quick-attaching systems for mounting of nose cones are optional. Solid butterfly clamps or bolting upper hoop of bumper to bottom of bumper/frame to secure nose cone is allowed. Nose cones must be intact as per specifications throughout race event. CIK nose cones are subject to pre-tech and post-tech.

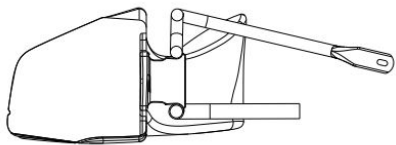
Last place points will be awarded if nose cone falls off during heat or feature race.

7.4.2.2.3 CIK-Style Push-Back Nose Cones

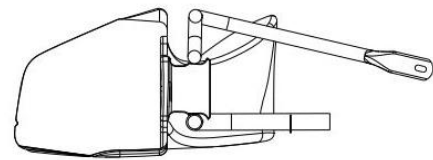
In classes where CIK-style push-back nose cones are required, push-back nose cones must remain in the correct position during all times of competition.

If any part of the top or bottom bar/bumper is in the drop-down area as pictured below, the competitor will be assessed a 2-position penalty per side, with a maximum penalty of 4 positions. If a penalty for avoidable contact or rough driving is also assessed, only the greater position penalty applies. This penalty may be waived if, at the Race Director's discretion, the contact that dislodged the bumper was unavoidable, such as a collision with a stationary object. A collision with a kart racing in traffic is not unavoidable.

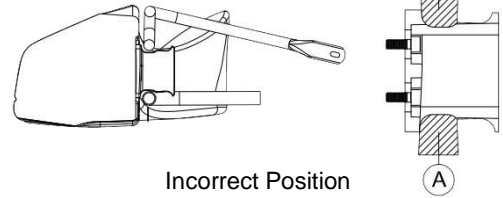
Any competitor who attempts to reset their nose cone to the correct position either on-track or before crossing the scale will be disqualified for that race (see rule 4.9.1.8.2).



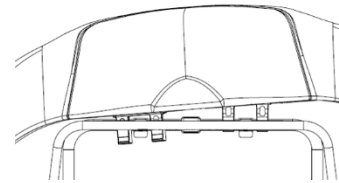
Correct Position



Acceptable Position



Incorrect Position



Incorrect Position

7.4.2.3 Side Panels

CIK-style bodywork requires CIK-style side pods, and surface must be uniform and smooth. Panels or CIK-style pods may be used and must be securely mounted. Side panels, both flat and 90-degree style, must have a rolled or radius on the front and rear wheel opening, if it protrudes beyond the wheel and tires as presented for pre-race tech, unless attached to a nose cone. If flat style panels are used, side panel top edge must have inward radiused edge. All side panels allowed maximum 1" lower lip. No metallic side panels allowed. Side panel cannot cover the side of the tire.

CIK-style pods may be used over the top of double high nerf bars as side panels.

7.4.2.4 Steering Fairing

Steering fairing must be mounted with easily bendable tabs or struts. The fairing and/or mounting materials must expose no sharp edges to the driver. Fairing must be at least 1 15/16" away from the steering wheel.

CIK-style fairing minimum width is 9 7/8-inches and a maximum width 11 13/16-inches (both chord measurements) and must not be above the horizontal plane through the top of the steering wheel.

Non-CIK-style fairing maximum width is 10 inches (chord measurement) and must have 6-inch clearance between all surrounding bodywork.

All Sportsman classes may run a steering fairing provided they meet all other WKA size and clearance rules.

7.4.2.5 Rear Bumpers

Full-width bumpers are required in all classes. Bumpers must have a minimum length of half the width of the corresponding rear tire and may not exceed the width of the corresponding rear tire by more than 1 inch.

7.4.3 Spindle Nuts

Front spindle nuts must be cotter-keyed, safety-wired, or pinned. Spring Clips or E-type safety fasteners are allowed in place of safety wire or cotter pins where applicable. The use of castle-type nuts is suggested.

7.4.4 Ballast/Weight

All weight added to meet minimum kart/driver weight requirements should be bolted to the kart. Carrying of the ballast on the driver's person is prohibited.

Ballast weight in all karts must be securely bolted to the kart with a minimum of 5/16 inch Grade 5 or better through-bolt. If a single weight or combined weights are greater than 7 pounds, 2 (two) 5/16-inch bolts must be used. All ballast securing bolts must be safety wired, cotter keyed, or double-nutted.

Any lead shot or loose material used as ballast must be mechanically sealed by use of a bolting device. Tape, hose clamps, tie wraps, or fasteners other than bolts are not legal for attaching ballast weights to competition karts. Tech inspectors will make thorough inspections of weight installation to confirm that they meet the bolt-in requirement.

No weight shall be bolted to the underside, nerf bars, or bumpers of the kart; weights may be mounted on front bumper if solid/non-CIK nose cone is used.

Where weight is attached directly to the seat of a competition kart, adequate reinforcement must be used to ensure weights will remain properly attached at all times. Large diameter fender washers or sheet metal reinforcement at the attachment location is required.

All ballast/weight must be painted bright white for safety reasons.

7.4.5 Brakes

All karts shall have a pedal-operated brake operating in such a manner as to brake both rear wheels equally and adequately. Any deviation requires specific BKC Board approval.

7.4.5.1 Wolf plates

It is STRONGLY recommended that karts where the rear brake calipers are NOT between the seat and the rotor utilize a "wolf plate" system in order to prevent driver injury from the brake rotor in the case of a strong rear impact or broken seat. Metallic plates attached to the back of the seat can be used instead of an actual Wolf Plate.

7.4.6 Chain Guard

Karts shall be equipped with a chain, belt, or gear guard implemented to eliminate any possibility of injury.

7.4.7 Chain Oiler

The use of any type of chain oiler is **not** permitted.

7.4.8 Driver's Compartment

All parts of the driver are to be limited to the confines of the width and length of the kart. If a driver's feet extend beyond the leading edge of the front tires, then adequate bumper protection shall be incorporated within the overall maximum length. A driver's feet shall not extend beyond the bumper when the pedals are fully depressed.

7.4.9 Unwanted Projections

No projection from the vehicle, which constitutes a hazard to other vehicles or drivers, will be permitted (See Rule 7.4.1.2.).

7.4.9.1 Rear Bumper Bolts

Rear bumper bolts that protrude out past the fastening nut or device must be covered. This can include, but is not limited to, acorn nuts or duct tape.

7.4.10 Gearbox

No transmission, gearbox, or other device which permits a change of gears or sprocket ratios while the vehicle is in motion is permitted, except as specifically allowed in the Shifter class (**See Rule 6.16.**).

7.4.11 Number Identification

Number identification will be any solid colored background panels with visibly contrasting numbers on all four sides of the kart.

Up to three-digit numbers only, no letters. No duplicate numbers per competition class. Numbers must be a minimum of **five** inches high.

Note: Inability of Race Officials to read the numbers may result in a mechanical DQ for that race.

7.4.11.1 Exception - Rookies

Participants classified as "rookies" to BKC must run a yellow rear number panel with a black "X" (see Rule 3.7.1).

7.4.12 Seat and Floor Plan

No void, large enough for any part of the driver's body to inadvertently pass through shall be permitted.

7.4.13 Seat Belts

The use of seat belts is prohibited.

7.4.14 Seat Struts

The point where the seat strut attaches to the seat should be adequately reinforced or protected to prevent the strut from piercing the seat, causing driver injury on impact.

7.4.15 Exposed Sprockets

Axle sprockets not fitted with a drive chain are prohibited.

7.4.16 Steering

Steering shall be such that the pitman arm cannot rotate over center.

All steering system bolts shall be of aircraft standard quality (Grade 5 or better) and shall be 5/16-inch minimum diameter. Steering wheel attachment must be secured with aircraft quality nut(s), 6mm minimum.

All steering assembly bolts and nuts, including spindles and kingpins, shall be safety wired, cotter keyed or e-clipped.

All collars and other devices used to retain the steering column in upper and lower guides shall be secured to prevent possible loss of collar.

All rod ends shall have universal type swivel joints and jam nuts.

Welding of steering wheel to hub or hub to shaft is prohibited.

7.4.17 Throttle

Karts shall be equipped with foot-operated throttle incorporating a return spring, which closes the throttle when the pedal is released. It is recommended that a secondary return spring be installed. Any deviation requires specific BKC Board approval.

7.4.18 Monitoring Devices/Radios

All audio devices used by drivers are prohibited while on the track. These include 2-Way Radios, cellular phones, Bluetooth helmets, iPod, MP3, and other music devices.

7.5 Tires

7.5.1 Requirements

Participants in all classes are required to use ONLY MG Tires during any MG Tires BKC Championship Points Series race.

7.5.2 Tire Specification

See Section 6 "Competition Class Requirements" for individual class tire compound and size requirements.

7.5.3 Rain Tires

Rain tire practice will be allowed at BKC at the discretion of BKC officials. There must be a board member or official present (includes Caretaker) for rain tire practice to be allowed. Each participant must receive specific approval.

7.5.4 Tire Treating Prohibited

Only untreated tires are allowed. No altering of any kind is allowed. Wire brushing or scraping to remove debris or rubber build up is allowed.

7.5.4.1 Penalty

The penalty for violating the tire-treatment ban will be a suspension for 30 days or the next two BKC points races, whichever is greater. Suspension days will include non-race days. Suspension days cannot be used as drop races.

7.5.5 Tire Testing

Tire testing may include, but is not limited to, comparing durometer readings, visual inspection, sniffer testing, painting inside, or lab testing.

7.6 Transponders

7.6.1 Usage

All classes that are scored at Wolf Paving Raceway are required to use AMB Tranx-160 or MYLAPS X2 Kart transponders to be scored and receive championship points.

7.6.1 Mounting

Transponders must be mounted on the left side of the kart at a minimum distance of 9 inches back from the back side of the spindle bolt head.

7.7 Kid Karts

7.7.1 Age

5 through 8 years old. Must be 5 years old to practice or race. If an existing Kid Kart racer turns 8 during the season, they have the option of remaining in Kid Karts for the remainder of the season or moving up to a Sportsman class.

7.7.2 Kart Specifications

Length: 52-inch minimum

Width: 42-inch maximum

Wheelbase: 29 inches to 31 inches

Tires: MG HZ or HZi (Red) maximum circumference of 33-3/8 inches. Maximum tire pressure 30 PSI after race.

Minimum weight 150 lbs. (kart and driver)

Only OEM Bodywork will be allowed.

7.7.3 Engine

7.7.3.1 Comer

Comer model C-50 or C-51 only

CC: 50

Fixed Jet Carb, jet sizes 54 to 58.

Gear Ratio: 10/89 – 10-tooth engine sprocket with an 89-tooth rear sprocket. #219 chain

Pull Start

Unaltered, STOCK MOTOR, clutch, exhaust, carb, etc.

NO MODIFICATIONS ARE LEGAL!!!

NO MOTOR TAPING ALLOWED!!!

Air Filter is a non-tech item. No funneling allowed.

All air filters must be readily available to all competitors.

Must follow BKC 2-Cycle Fuel Rule (7.3.4.1 Gas and Oil).

7.7.3.2 Briggs Junior 206

Per 2019 WKA Specifications

Must follow BKC Spec Fuel Rule 7.3.3.1 Gasoline

Gear Ratio: 17/57: 17-tooth clutch driver with a 57-tooth rear sprocket. #35 chain

7.7.3.3 Honda GXH50U

As supplied by Honda Performance development.

Engine seal: As installed by HPD. If seal damaged or disturbed in any way the entrant will be disqualified.

Must follow BKC Spec Fuel Rule 7.3.3.1 Gasoline

Carburetor: KEIHIN BF32E

- Throttle plate: # 140 as manufactured with sharp edges. Must retain stock screw.
- Emulsion tube: Minimum length 1.140"
 1. Through hole: .055" No-go
 2. Two holes at bottom, 180° apart .028" No-go
 3. Eight holes above bottom band 90° apart .020" No-go
 4. Four holes at top 90° apart .020" No-go
- Float: F3
- Main Jet: maximum .020" No go
- Maximum venturi size (no-go): 15mm

The only allowed changes to the carburetor are main jet changes. Any other change or modification is not permitted.

7.7.4 Kid Kart Race Format

Kid Karts will have three races of 7 laps each race day. Grid positions will be determined by the Kid Kart Coordinator, with consideration given to experience and speed. It is suggested that Kid Karters of similar experience and speed be gridded by random draw. Changes to this format can be made at the discretion of the Race Director.