

TURKEY TROT RACEWAY KARTING PROGRAM

The Turkey Trot Raceway Karting Program follows the rules in this manual. We will use WKA rules. We hope that this manual will help you to understand our racing rules and procedures. We advise that anyone new to this sport should take the time to read this manual. We, at the Turkey Trot Raceway will certainly answer to the best of our ability any questions that you may have.

MEMBERSHIP

1. Membership fees for the year will be \$25. No refunds will be given because of suspensions.
2. All applications must be filled out and signed.
3. Turkey Trot Raceway will have the right to approve or reject any membership.
4. Any person under age 18 must fill out a minor release form. This form must be notarized.
5. A membership is for one person and is not transferable.

GENERAL RULES

1. Track officials in charge have the right to reject the entry of any kart or driver.
2. Decisions of race officials pertaining to rules, racing, or racing procedures is final.
3. Scorer's decision on position is final. Score sheets may be reviewed following the completion of the heats or feature. If you fail to abide by this rule, officials can disregard any protests of the position.
4. The raceway stewards have the power to permit any deviation from any of the rules or specifications; if in their opinion the safety factor is not lowered.
5. Responsibility is given to the driver or crew chief to have under control his or her members of the team at all times. This also includes any one who enters the grounds that may cause a problem. Violation of this rule is loss of points and any prize money for the event.
6. Turkey Trot Raceway has the right to do a kart mechanical inspection at any time. Refusal of this inspection will be a mandatory 50-point fine from the driver's season's points. Also loss of any points and prize money for the night.
7. All karts must take the original green flag in order to start any race.
8. NO RESTARTING ALLOWED AFTER THE RACE IS UNDERWAY; exception Box Stock, Junior 1 Rookie, and Junior 1. Only these classes are allowed to restart. If these rules are not followed, disqualification will result.
9. Any kart that needs assistance to start after being stopped by the flagger can restart, and take the same position held before being stopped, unless flagger instructs differently.

10. Any driver that refuses to take the BLACK FLAG will lose all points or prize money for the event. THE DRIVER MAY ALSO BE FINED UP TO 50 POINTS FROM SEASONS POINT STANDING.

PROTECTIVE CLOTHING/SAFETY EQUIPMENT

Any and all karts may be subject to safety inspections by any track official before they are allowed to compete.

1. Helmet: "Full face helmet" should be used. Must have "Snell rating"
2. Gloves: Required in all classes. Face shields/Goggles: Mandatory.
3. Jackets: All drivers shall wear jackets of heavyweight leather, heavyweight vinyl, or heavyweight abrasion resistant nylon material full-length pants.
4. Footwear: High top shoes are required and must be laced buckled or secured as they are designed.
5. Driving suits: One or two piece design of heavyweight abrasion resistant nylon, leather or heavyweight vinyl material.
6. Nomex, or any material equivalent are recommended for drivers of all classes.
7. Ear plugs: It is strongly recommended to use earplugs.
8. Hair: Any long hair must be kept inside of the helmet.
9. Neck collars: Neck collars are mandatory.

WHAT YOU MUST FIRST DO:

You must first sign in and register your kart. At this time, you must make officials at the sign in booth aware of the class or classes you wish to compete in. Proper paperwork must be filled out before you enter the speedway grounds.

PREPARING YOOURSELF FOR THE RACE:

If this is your first time, try and take a few minutes to meet the race officials. Officials will help you and show you how the race program works. The flagger will tell you what each flag means and the flagging rules. He will show you where the race starts and restarts. If you have any questions, please contact a race official before the events start. This will make your first time run much more smoothly, and safely.

POINTS:

Points are awarded on a weekly basis. The drivers are issued their own points and there are no substitutions for any driver.

1. Points are obtained from feature races only.
2. Any driver that changes classes will not take their accumulated points with them. Their points will start over in their new class.
3. Points are given as follows: 1st-50, 2nd-48, 3rd-46, 4th-44, 5th-42, 6th-40, 7th-38, 8th-36, 9th-35, 10th-34, 11th-33, 12th-32, 13th-31, 14th-30, 15th-29, 16th-and so on.

HANDICAP RULES

1. All karts must register at the sign in booth at least ½ hour before the first race of the evening. Non-handicapped karts will start last in both of the heat races.
2. Karts must at least start in one heat race to be eligible for points for that event.
3. A specified number of karts will qualify for the feature event through the heats. The handicapper will determine this number.
4. If a consolation is needed, starting position for this race will be determined by the finishing order of heats. Handicapper will determine how many karts start the feature.
5. All karts qualifying for the feature through the consolation race will start behind all karts that qualified in the heats, and will line up in order that they finished the consolation race.

IN ORDER TO START THE EVENTS:

Everyone draws a number when they register their kart at the beginning of the night at the sign in booth. Every race program consists of two heats. The official in charge of the line-ups is known as the HANDICAPPER. The handicapper will take the number you draw and place you in your first qualifying heat race. Lower numbers start first and the rest follow in sequence. The second heat race is reversed from the first heat race. Any karts disqualified in the first heat race will start last in the second heat race. The starting line-up for the feature event is determined by averaging the two heat races together. In case of a tie, whoever drew the lowest number at the sign in booth starts first. The better that you do in the heat races, the better start you will have in the feature.

COMPETITION AGE:

1. Competition age is defined as the highest age reached during the racing year, January 1st to December 31st.
2. Option year is defined as the Competition year when the ages of 12 and 16 are reached. These years are designed to give juniors flexibility of class due to varying degrees of driver weight and driving ability. If a driver in his/her option year chooses to race in the higher age class, they cannot move back to the lower age class. A driver may move up to the higher class during their option year, but if such a move takes place, all points from the lower age class cannot be taken with them. A driver may not race the lower age class and the higher age class at the same event. This rule includes members and non-members.

NEW DRIVER REQUIREMENTS:

All new drivers will be required to start at the back of the pack for their first three weeks (NOT HEATS). New drivers must display "DAY GLOW" orange number panel on their rear bumper for these first three races. This safety

regulation includes all divisions and classes. Drivers must display an X on their helmet for three weeks.

DRIVING ABILITY

All new drivers will be required to demonstrate their driving ability to the race officials during the mandatory practice period before being allowed to compete.

ENTRY REFUNDS:

There shall be no entry fee refunds at sanctioned events after kart and driver have successfully completed pre-race inspection.

WHERE AND WHEN DO I FIND THE RACE LINE-UPS?

All line-ups are posted on the chalkboard to the right of the grid entering the raceway. The first heat line-ups usually go on the board after the practice sessions have ended. The second heat line-ups will be to the right of the first heat line-ups. The line-ups for the feature will be posted about 10 minutes after the second set of heats are finished.

ALWAYS BE READY FOR YOUR RACE:

Your pit crew should be helping you to get ready for each event. It is the race teams responsibility to be on the starting grid and ready to race when the flagger or announcer calls your race. If you should miss your event, the flagger will not wait for you. Always check the chalkboard to the right of the starting grid for the order of the events. If you should have a problem with the line-up of events, ask the handicapper (official) if he can make any adjustments. This has to be done before the flagger starts the racing program.

ANNOUNCER:

Always listen to the announcer. He will tell you what event is coming up next. If you by chance cannot hear the announcer, send one of your crewmembers to the starting grid to ask someone what class is on the speedway.

PIT RULES:

1. Everyone must sign in properly before entering the pit area.
2. No one is allowed into the pit area without a pit pass or wristband.
3. Any registration fees will not be refunded.
4. When draining oil from the karts, a drip pan must always be used.
5. **NO DUMPING OF USED OIL OR FUEL ON THE GROUND. VIOLATIONS OF THIS RULE WILL RESULT IN A FINE OR DISQUALIFICATION OF THE EVENT.**
6. Any used oil or fuel must be taken with you when you leave the premises. Anyone caught leaving oil or fuel on the premises will result in disqualification of the event.
7. **RADIOS:** Radios are not allowed for communication. Anyone who violates this rule will loose points and any prize money for the event.
8. **THERE WILL BE NO DRIVING OR COASTING OF KARTS IN THE PIT AREA.**

9. THERE SHALL BE ABSOLUTELY NO DRINKING OF ALCOHOLIC BEVERAGES BEFORE OR DURING RACING EVENTS.
10. Use of illegal drugs is prohibited.
11. When any pit meeting is called, it is mandatory that all kart drivers and parents (in junior divisions) be present.
12. Karts will receive 1 to 2 warm-ups according to track conditions and time schedules.

HOT PIT RULES:

1. It is illegal to warm or heat tires, in any manner whatsoever in the pits, grid or on the track at any time.
2. Enter and exit race course at the designated entrance and exit only.
3. Always stay at the very outside (or top) of the speedway whenever you enter the track.

TRACK RULES:

1. No one will be allowed on to the track that has not signed proper work or entry form.
2. There will be no karts allowed on the track unless a race official is present or he has been given specific permission.
3. At no time shall a race team be allowed on the track. EXCEPTION TO THIS RULE ARE: BOX STOCK, JUNIOR 1 ROOKIE, AND JUNIOR 1. A team member should be present in the infield. If there is an injury, and the race is under the red flag, one member of the injured immediate family may be allowed on the track at the race official's discretion.
4. NO REPAIRS WILL BE MADE ON THE SPEEDWAY. Exceptions to this rule are BOX STOCK, JUNIOR 1 ROOKIE, and AND JUNIOR 1. These classes will be allowed to make minor repairs and return to racing action.
5. Any driver, (in the officials opinion) who causes the race to be held up may be disqualified, and lose any points or prize money for the evening.
6. No driver, owner, or pit crew will have any claim for damages, expenses, or otherwise against the track owners, promoters, or track operators, by reason of disqualification's or damage to kart or driver or both. They will agree that the track is in a safe, usable condition when they take part in the racing events.
7. All participants are subject to WKA rules and regulations when racing on these premises. When the first warm-ups start, it is the official starting of the event.
8. The starter or race official may stop races at any time, if they feel that there is a dangerous or unsafe situation.
9. In the case of an accident before the first lap is completed, there will be an original restart.
10. In a red flag condition, karts will line up in the order that they were running on the last completed lap.

11. Penalty for passing under yellow or passing before the green flag is (2) positions for every position gained. REPEAT OFFENDERS WILL BE PUT TO THE REAR OF THE FIELD.
12. No race is official until official declaration is made. If a protest is not made within (5) minutes of result, the race is considered official.
13. ANY DRIVER WHO DRIVES THROUGH THE INFIELD OR OFF THE TRACK IN A RECKLESS MANNER SHALL BE DISQUALIFIED FROM THE EVENT AND MAY LOSE UP TO 50 POINTS FROM SEASONS POINTS.
14. In case of driving a kart in the feature other than the one that the kart qualified in the heats, the driver must start in the rear of the feature to be a member.
15. A kart that loses its position during an accident may not return to its original position if a kart or karts have passed it, but may pick up position behind the last kart to pass them.
16. After all karts have passed the accident, the remaining karts involved in the accident must go to the rear of the pack in the order that they leave the accident. RACE DIRECTOR MAY GO BACK TO THE LAST COMPLETED LAP IF RACE OFFICIALS CANNOT DETERMINE PROPER RESTARTING ORDER.
17. Any and all protests of line-ups must be made before the green flag is thrown.
18. If you are not positive about the starting order, or if you have a problem with your kart, raise your hand and pull out of line. This will be your signal to the flagger that you have a question. If the problem is mechanical, the flagger will usually give you a lap to try to get going.
19. All competitors will be subject to disciplinary action for violation of these rules. Penalties for violations include disqualifications, suspension, fine and/or loss of points and any prize money. OFFICIAL DECISION IS FINAL.
20. All competitors agree to allow the speedway management to use their names and/or photos to promote the sport of kart racing in a manner, which is in the best interest of the speedway and its membership, and agrees to full release without claim or charges for the same.
21. The distance traveled regardless if the kart is running or not determines finish position.

FLAG RULES:

Each competitor is responsible for the knowledge of the following flag signals.

1. GREEN FLAG: The start or restart of any race. Make sure that you know how and where the starter starts and restarts the race. Every flagger and each speedway are different.
2. BLUE FLAG WITH YELLOW STRIPE: This is the move over flag. This means that this is the passing flag, a faster competitor is about to pass you and put you a lap down. Karts being lapped will move to the outside of the track unless otherwise instructed at the pit meeting. FAILURE TO OBEY FLAGGER WILL RESULT IN DISQUALIFICATION.

3. YELLOW FLAG: Caution, slow down, hold your lines, no passing, watch out for officials, workers and stopped karts. PENALTY FOR PASSING ON YELLOW IS (2) SPOTS FOR EVERY SPOT GAINED. REPEAT OFFENDERS OR ANY MAJOR OFFENSE WILL CAUSE YOU TO BE SENT TO THE REAR OF THE PACK.
4. RED FLAG: Danger, stop immediately. There will be absolutely no working on karts during a red flag.
5. BLACK FLAG: A rolled up black flag is a warning. Your driving technique is bordering on disqualification.
6. BLACK FLAG: A waving black means to continue one more lap at a reduced speed and pull into pits for consultation. Drivers who in the opinion of the flagger or race director clearly ignore the black flag signal and do not stop at the pits on the next lap after the signal has been given, will receive the following: PENALTY FOR REFUSING THE BLACK FLAG IS LOSS OF ALL POINTS/PRIZE MONEY FOR THE EVENT AND UP TO 50 POINTS FROM SEASON POINTS AS WELL AS POSSIBLE SUSPENSION.
7. WHITE FLAG: One more lap to go to the end of the race.
8. CHECKERED FLAG: Finish of the race, one more lap at a reduced speed before pitting. All karts must exit speedway and report to the scales.
9. CHECKERED AND YELLOW FLAGS: Finish of the race under caution, NO PASSING.
10. CHECKERED AND BLACK FLAG: Finish under protest. These flags are used to end the race if suspicion or reports of foul, rough or illegal driving, or un-sportsmanlike conduct is present. It shall be considered that the race was finished under protest by the Race Director or the starter. After checking with corner workers and the race committee, any videos available, the Race Director shall make the final decision on the finishing order. When the checkered flag has been given to the leader or winner the balance of the field receives the checkered flag in the same lap, and the race is finished.

SAFETY:

1. Aerodynamic sealing devices and skirts are not allowed.
2. Threaded fasteners with plastic inserts or collars are prohibited from use on any brake hub.
3. Third bearing supports or a suitable guard to contain the clutch in the event of crankshaft breakage is required on all 2-cycle karts using an engine-mounted clutch. Construction of clutch guards must be 360 degrees, and of a material equal to or greater in strength 0.090 aluminum. Drill and safety wire at least one support bolt on the third bearing upright plate.
4. The use of front bumpers and nosepieces that are designed and used to lift a competitor's kart during incidental contact are prohibited.
5. Roller bumpers are prohibited.
6. Pit pins are approved to replace cotter pins.

7. Each entry shall have a minimum of one operable 1.5 lb. Dry powder fire extinguisher (rated for use on A, B, or C type fires) available at all times.

ACCIDENTS:

If you are involved in an accident, remember the following rules:

1. Any karts involved in an accident, may be required to stop for inspection by a race official.
2. NEVER go after a fellow karter, as it is very easy to let emotions take over. Talk to a race official, and tell them your grievance. Let the official deal with the problem. If you feel that the problem was not taken care of properly, then consult the race director.
3. If you are hurt in any way, try and remain calm and raise your hand to signal for help.
4. Anyone involved in an accident while on the racing premises that does not report to an official in charge before leaving the premises (provided they are able to make such a report) will not be eligible for benefits prescribed under the Benefit Plan.

DRIVING PROCEDURES:

1. Starts; all starts will be out of turn four (4). Passing or changing of lanes is not allowed on the initial start until after you have passed the flag stand.
2. Practice: Rules, regulations and procedures for competition shall apply to all practice sessions.
3. Competition: Remain alert. Give consideration to fellow competitors in all areas of safety.
4. Adjustments of carburetors and other equipment should be done on straight-aways only.
5. When two or more karts enter the corner, the inside kart has the right-of-way. All karts should remain in line through the corner and avoid erratic changes in direction. Any driver leaving the course or cutting down into the infield of the corner attempting to pass another competitor will be subject to disqualification.
6. Any driver drafting or slipstreaming another kart should be prepared for evasive action should the lead kart suffer mechanical failure.
7. BUMPING, NERFING, BLOCKING, PUSHING, ETC.; WILL BE GROUNDS FOR DISQUALIFICATION.
8. Any driver unable to continue because of mechanical failure should move the kart well off the track and into a safe location as soon as conditions permit.
9. ROUGH DRIVING IS ABSOLUTELY NOT ACCEPTABLE. You will receive only one warning per event. The next time, you will be sent to the rear of the pack. Disqualification may result without any warning if the violation is too severe. Third time offenders are disqualified automatically.
10. THERE WILL BE NO RESTARTING OF KARTS AFTER THE GREEN FLAG IS DROPPED. Box Stock, Junior 1 Rookie, and Junior 1 will be allowed to

restart. A crewmember must be available at all times in order for the participant to be restarted. No crewmembers are allowed across the track once the race is underway.

11. The addition or removal of weight (other than fuel) during any race is prohibited.
12. Signaling: Drivers shall raise one arm over their head to signal following drivers when slowing, entering excessive brake, pulling off course, failing to accelerate normally, or warning other drivers of any kind of hazard. Drivers shall raise both arms over their heads to signal following drivers that they have no control over their karts after spinning out or stopping on course due to mechanical failure. **DO NOT RAISE ARMS UNTIL THE KART HAS SAFELY STOPPED.** A driver, when being overtaken by a faster kart, shall attempt to signal the safest side for passing.
13. SCRATCHED ENTRIES: If an entry is scratched, the line-up will be adjusted in the following manner: If the entry scratches while still in the pits, the line-up order will cross over. If an entry scratches while on the track, the entire row will move forward.
14. POST RACE SCALING: All drivers shall be weighed with their karts immediately after every race. Failure to scale will result in disqualification. Only exception for not scaling is if notified by a race official. Scales are always open during racing events for drivers to check their weight.
15. POST RACE INSPECTION OR PRE TECH: This must be done between 5:00pm and 6:00pm before warm-ups.

CHASSIS SPECIFICATION:

1. KART WEIGHT: Min., Race ready, dry - 85 lbs.
2. KART LENGTH: Max. 72”.
3. OVERALL KART HEIGHT: Max 26”. This does not include the windshield, fairing, or the steering wheel. Windshield fairing may be installed higher to protect the driver. Windshield fairing or steering wheel cannot be installed in such a manner as to obstruct the driver’s vision. They can be no higher than driver’s eye level while sitting in the kart in a normal driving position.
4. WHEEL BASE: Max. 50”, Min. 40” as measured from axle wheel centers. Main nerf bar members should be no less than $\frac{3}{4}$ inch by .065 wall thickness, cold rolled steel tubing or other material of equal strength. No carbon fiber will be allowed as an integral part of the go-kart chassis. Clarification: integral part of chassis shall not include floor pans, seats, bodywork, clutch and engine components. No projection from the vehicle that constitutes a hazard to other vehicles or drivers is permitted. Axle must not extend past the edge of the wheel.
5. TIRE SIZE: Max. diameter 19.5” min. diameter 9”. Only pneumatic type tires allowed. Min TREAD WIDTH: 28” measured from the center of both tires.
6. WHEELS: All wheels are as per IKF tech, shall be void of any defects.

7. FRAME: Main frame members shall be no less than (1) inch outside diameter by 0.083.
8. SUSPENSION: In all classes, all divisions, no active type suspension. Suspension shall include, but not be limited to, any pivot, elastic or hinged joint that is allowed to pivot through the G forces imposed on the chassis while the kart is in motion. No hydraulic or pneumatic dampening.
9. WHEEL BEARINGS: Ground ball or roller type only. Split race bearings are not allowed.
10. WHEEL WEIGHTS: Clip-on type wheel balancing weights shall not exceed ¼ oz.
11. AXLE NUTS: Front and rear, shall be safety wired, cotter keyed, or Barry clipped.
12. SEAT BELTS: Prohibited (Exception: Cage Karts.)
13. SEAT STRUTS: The Point where the seat strut attaches to the seat should be adequately reinforced and protected to prevent the strut from piercing the seat.
14. BALLAST: All weight added to meet minimum kart or driver weight requirements should be bolted to the kart with a minimum ¼ inch through the bolt. DRIVER IS NOT ALLOWED TO CARRY ANY LOOSE WEIGHT. No weight shall be bolted to the underside of the kart. Any lead shot or loose material used as weight shall be mechanically sealed by use of bolting device. Where weight is attached to kart seat, reinforcement shall be used to insure that the weight will remain properly attached at all times. Large diameter fender washers of sheet metal reinforcement at the attachment location are required.
15. THROTTLE: Karts shall be equipped with foot-operated throttle incorporating a return spring, which closes the throttle when pedal is released. Spring must have tension enough to snap throttle closed.
16. BRAKES: All karts shall have pedal-operated brakes, operating in such a manner as to brake both rear wheels equally and adequately. No scrub-type brakes are permitted. Dual brakes are recommended for karts entered in classes over 100cc. Dual brakes consist of two individual systems on separate brake discs or drums. All brake caliper bolts, master cylinder bolts and master cylinder roll pins must be cotter pinned or safety-wired. All bolts that hold non-captive brake pucks shall be safety wired.

STEERING SPECIFICATIONS:

1. Minimum steering wheel diameter "Butterfly type" 10 inches.
2. Minimum number of (4) spokes.
3. Minimum 10" grip length being no less than 5" grip length on each side. All divisions.
4. The steering shall be direct acting and of suitable design for maximum safety.
5. RACK AND PINION TYPE SYSTEMS ARE APPROVED.

6. Steering designs using a Pittman arm must be constructed so arm may not rotate over center and cause reverse steering.
7. All collars and other devices used to retain the steering column shall be secured to prevent loss of the collar.
8. All bolts used in the steering assembly shall be of aircraft quality (grade 5 or better) and shall have a 3/16 inch min. dia. This does not pertain to king pins or wheel spindles.
9. All steering assembly bolts and nuts, including spindles and kingpins, shall be safety wired or cotter keyed.
10. All rod ends shall have universal-type swivel joints and jam nuts.
11. It is recommended that all female rod ends or female tie rods have inspection holes drilled in them using the following procedures:
Measure the rod end, male or female, thread length. Divide that length in half, and then measure the distance from end of female tie rod or the female rod end. At that point, drill a 1/16-inch inspection hole through it. When the tie rods are assembled, the rod end or tie rod will cover the inspection hole.

STEERING SHAFTS:

1. Steering shaft shall be of solid steel with a min. dia. of 5/8 inches.
2. Shaft must be equal to, or greater, in strength than rolled steel.
The steering wheel hub shall be attached to the shaft by taper and keyed or serrated surfaces, and shall be secured to the shaft by a nut.
3. Nut shall be either safety wired or cotter keyed.
4. A bolt passing through the steering hub and steering shaft is not allowed.
5. It is not permitted to weld the hub to the shaft or the steering wheel to the hub.
6. The hole in the steering wheel shall be smaller in dia. than the solid steering shaft.
7. It is recommended that the shaft taper be 5 to 10 degrees, with the taper starting at the full 5/8" dia.
8. The center hole in the steering wheel must be smaller in diameter than the diameter of the solid steering shaft.
9. A washer may be placed between the steering wheel and the center nut and a washer between the steering wheel and the steering shaft to prevent the steering wheel from moving up and down the solid steering shaft in case of hub failure.

HOLLOW STEERING SHAFTS:

1. Minimum O.D. 700 steel tubing with a min. wall thickness of .0625in.
2. Minimum 5/16" diameter fastener at lower end.
3. Steering wheel hub (One piece, no welding) secured with min. dia 6 mm through bolts. If the steering wheel has a center hole, it

may not be large enough to allow the shaft to protrude. Hub min. O.D. of 1.125", flange min. O.D. of 2.250 in, hub min. flange thickness of .250 in. Shaft must protrude into hub a min. of 1.250 in.

BODY PANELS, BUMPERS, NERF BARS:

Body Panels:

1. THERE SHALL BE NO VERTICAL EXTENSIONS OF THE WINDSHIELD FAIRINGS WITH THE INTENT OF INCREASING AERODYNAMIC STABILITY!!!!!!
2. Side panels are NOT ALLOWED to extend past the rear bumper.
3. Side panels may not extend below the frame rails.
4. Side panels including wedge bodies, must be no higher than 26" from the ground.
5. All panels and fairing must be securely mounted to the kart.
6. Side panels max. Height 14".
7. Panels must not cover any portion of the driver's body.
8. Side panels must be free of sharp edges.
9. Distance from seat to panel: 1' min. in all areas.
10. Minimum opening area forward of seat back to rearward edge of front tires is 22" measured with tires straight ahead. Panels must connect to nose cone.
11. All bodywork, with the exception of steering column fairing, must be 6" from the steering wheel.
12. Any add-on skirting devices must be flexible, not-metallic material.

FRONT BUMPERS:

1. The top of the front bumpers must be a min. 7 ¾" above ground.
2. Bumpers must have at least (2) vertical supports running to the top loop of the bumper.
3. Main bumper members shall be no less than ¾" outside dia. by .065" wall thickness cold rolled steel tubing or material of equal or greater strength.
4. Bumper can be no wider than front tires.

REAR BUMPERS:

1. The lowest rear bumper cross bar must measure a max. of 7 ½" above the ground.
2. Double rear bumpers are recommended but not mandatory.
3. Main bumper shall be no less than ¾" outside dia. by .065" wall thickness cold rolled steel tubing or material of equal or greater strength.

NERF BARS:

1. The overall length of the side nerf bar shall be a min. of 24" measured from the backside of the nerf bar closest to the rear tire and the rear of the kart in a straight line to where it attaches to the kart at the front.
2. Double high nerf bars are recommended but not mandatory.

3. Main nerf bar members shall not be less than $\frac{3}{4}$ " by .065" wall thickness, cold rolled steel tubing or material of equal or greater strength.
4. Nerf bar sideboards will be no more than (2") wider on either side than the narrowest set of tires. Nerf bars constitute brackets outside of mainframe rails, between the front and rear tires. This bracket will not be considered a nerf bar if it is completely covered by the wedge. The wedge framework must still pass tech, and have no sharp protrusions or edges.

DRIVERS COMPARTMENT:

The driver's compartment shall be equipped with side rails, side panels or similarly effective lateral support. All parts of the driver to be limited to the confines of the width and length of the kart. If the driver's feet extend beyond the leading edge of the front bumper, protection shall be incorporated within the overall maximum length. The driver's feet shall not extend beyond the bumper with pedals fully depressed. NO PART OF THE SEAT MAY EXTEND PAST THE REAR AXLE. TOP OF THE SEAT MUST BE 14" MIN. OFF THE GROUND. EXCEPTIONS: 12" FOR JR. 11, 10" FOR JUNIOR 1 ROOKIE, JUNIOR 1 AND BOX STOCK.

FLOOR PANS:

Shall have no void large enough for any part of the driver's body to inadvertently pass through.

NOSE CONES, BUMPER COVERS, FAIRINGS, FUEL:

NOSE CONES:

1. Nose cones, if used must not be the scoop type.
2. Only high-strength plastic or fiberglass material allowed.
3. All nose cones must be a min. 8" high.
4. No incline less than 40 degrees from horizontal.
5. (BLUNT STYLE) vertical area nose cones are recommended.
6. Nose cones shall be no more than 1" per side wider than front tires. (Measured at centerline of front axle, wheels straight ahead).
7. Nose cone must allow easy driver ingress, egress and removal from kart. It may cover foot area up to 3" rearward of both pedals in relaxed position, and must not interfere with driver's ability to operate pedals.
8. Side of front wheels/tires cannot be covered by nose cone. Tires must be exposed.

BUMPER COVERS:

1. Must not extend below mainframe rails.
2. Must tech 5 degrees of vertical.
3. No more than 14" high from ground level.
4. Must not extend past the center of front tires.
5. Must follow contour of the front bumper.
6. Max. thickness .125".

STEERING FAIRINGS:

1. No closer than 3" to steering wheel
2. Must have min. clearance 1" between front fairing, nosepiece or side panels.
3. Fairing must not connect to nose piece.
4. Max. width 14" measured at any point.

FUEL SYSTEM:

1. Fuel tanks shall be confined within the mainframe rails.
2. No pressurized fuel tanks are allowed. All flip-type fuel caps must be secured at all times.
3. 4-cycle fuel 100% methanol. Exception: (Box Stock) pump gas only.
4. The use of HYDRAZINE is forbidden.
5. No additives are allowed in the gas tank or in the crankcase.
6. 4-cycle crankcase overflow catch cans required in all classes.

CHAIN OILERS

1. The use of any type chain oilers is permitted

NUMBER PANELS:

1. Width 14" Max. 9" Min., Height Max. 18", Min. 7".
2. Panels made of cloth, leather or other fabrics are not allowed.
3. All panel edges must be rolled, folded under and free of any sharp edges.
4. All panels must be attached in a safe manner.
5. Front number panel shall be mounted in front of the steering wheel, no more than a 45-degree angle, and flat.
6. All karts must have (4) number panels: one on front, rear and both sides of the kart. Number panels must be in contrasting colors so that they may be seen clearly.
7. Side panels must be attached between the front and rear wheels. If running a full wedge, panel may be placed at the top most rearward portion of the wedge.
8. All panels must be bolted in a non-movable position: exception vinyl # placed on non-movable part of the kart such as the nose, side pod, side tank, or side panel.

PROTESTS:

1. Only race position protests will be allowed while race is in progress.
2. All visual protests shall be made prior to the start of the race. A visual protest is a protest that does not require any type of measuring device to establish the legality of any part of the kart.
3. A fellow class member must submit a protest involving engine legality and driver conduct only.
4. All protests shall be in writing.

5. Posting \$50.00 within 10 minutes after the race is completed can make a protest. If the kart is illegal, money will be refunded. If the kart is legal, half the money will go to the kart owner and the other half will go to the track.
6. All decisions of the officials are final, and all entrants agree to abide by the officials decision upon entering the grounds of the speedway.
7. Officials reserve the right to refuse any and all protests.

PENALTIES, SUSPENSIONS, FINES:

The following shall be used as a guide for raceway officials and competitors. All competitors shall note that the Race Directors may at any time suspend any driver, owner or crewmember or any individual from any and all future racing events. Rain dates will not be included in any suspensions. Anyone given (2) suspensions within the racing season will automatically be suspended for the remainder of the racing season. Turkey Trot Raceway may also at any time strip any and all accumulated points, or any prize money for violation of the following:

1. ASSAULT OR THREATENING AN OFFICIAL: Disqualification and loss of points for the evening event.
2. FIGHTING: In pits, track or race premises. The Race Directors must review this offense on a case-by-case basis. The officials do not take this violation lightly. If anyone is proven guilty of this offense, they will be suspended from any future events. VIOLATORS WILL NOT BE COVERED BY SPEEDWAY INSURANCE BENEFITS.
3. USE OF DRUGS: Automatic (1) year suspension.
4. USE OF ALCOHOLIC BEVERAGES DURING RACING PROGRAM: You will be ejected from speedway premises for the night.
5. NOT SIGNING PROPER ENTRY AND INSURANCE FORMS: Ejected from speedway grounds, and (1) year suspension from competition.
6. CAUSING RACE PROGRAM TO BE HALTED: Any person who causes race program to be halted for demonstrations or personal grievance: Automatic disqualification from event. Never exit kart while on the speedway to file a protest.
7. RESTARTING: Box Stock, Junior 1 Rookie, and Junior 1 are allowed to restart after the original green. All remaining divisions: No restarting after the original green flag. Restarting is allowed if the kart stalls after being stopped by a race official, or after a RED FLAG.
8. BUMPING, BLOCKING, NERFING, AND PUSHING: This is also known as rough riding. 1st offense: warning; 2nd offense: sent to the rear of the field; 3rd offense; disqualification from the event.
9. FAILING TO TAKE THE BLACK FLAG: Disqualification from the event.
10. FRAUDULENT ACTIVITIES OF ANY KIND WILL RESULT IN A \$100 FINE AND MAY BE SUSPENDED INDIFINITELY.
11. Slower karts must move to the outside.