



2022 Brockville Speedway Kart Rules

Contacts

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If it is no listed in the rules, it does not make it legal. Check with track officials for legality

Weekly Divisions

Division	Age	Kart Weight With Driver	Restrictor Plate
Box Stock Flat Head	5-8	225 lbs	Black/Purple
Box Stock Clone	5-8	225 lbs	Red
Rookie 1	8-9	250 lbs	Purple
Rookie 2	10-12	250 lbs	Purple
Jr. Sportsman 1	8-9	250 lbs	Purple
Jr. Sportsman 2	10-12	265 lbs	Blue
Jr. Restricted	12-15	285 lbs	Gold
Jr. 1 (Clone)	8-10	245 lbs	Green
Jr. 2 (Clone)	10-12	275 lbs	Purple
Jr. 3 (Clone)	12-15	300 lbs	Blue
Pro Clone Medium	15 and up	350 lbs	Unrestricted
Pro Clone Heavy	15 and up	375 lbs	Unrestricted

Please note that the track has the right to make exceptions for what class a junior driver may race in, based on age and or experience for the safety of the driver as well as other competitors. The track has the right to make changes to weights and class structure as needed to keep each division competitive and safe.

W.K.A Engine Rules for all Briggs and Stratton Flat Head Engines

A.K.R.A. Engine Rules for all Clone Engines (Unless Where Specified)

If there is a rule which contradicts A.K.R.A or W.K.A rules, the BOS Kart rules shall supersede

Burris Tires Only

Box Stock Rules

Two Motor Options For Flatheads

Option 1 Briggs and Stratton 5 HP Flat Head Engine. Methanol fuel only. Black Restrictor Plate. Allowed to run a tachometer for temperature gauge reasons.

Option 2 Briggs and Stratton 5 HP Flat Head Engine. Gasoline fuel only. Purple Restrictor Plate. No tachometer or temperature sensor permitted.

No porting of the intake or exhaust port. Cam to be the original laser ground cam only. No aftermarket cams. No piston pop up. Stock timing key (no offset keys). No taping of the flywheel screen to restrict air flow. Jet maximum size (hole) .036 for Engine Option 2

Any drum or disc clutch allowed. 13 tooth clutch gear and 62 tooth rear gear only.

Clone Engine Rules

Engine Components: Must be original OEM 196cc clone components unless otherwise specified. You may remove unnecessary OEM items such as stock exhaust, air cleaner, fuel tank, governor, low oil sensor, ect.

Headers and Muffler: Lock nuts or lock washers required to fasten pipe to block. All classes are permitted to run the choice of "weenie" pipe or big pipe with RLV BL-91 or RLV 4104 muffler. No loop pipes or custom pipes. All pipes must meet AKRA length and size requirements. Exhaust pipe MAY NOT PROTRUDE inside of the exhaust port and may not protrude past the rear bumper. Wrapping the Exhaust Pipe and Muffler is permitted.

Fuel: Only Gasoline no greater than 94 octane sold at Canadian roadside fuel stations open to the public. The addition of fuel additives is not permitted. No E85 Flex Fuel permitted.

Carburetor: Huayi, K-TAI, or Ruxing type carb only (No Walbro or Mikuni). Choke assembly must be in place and functional. Blueprinted carbs are permitted providing they are blueprinted for AKRA box stock clone class. Venturi .615" max diameter and round checked with a no-go gauge. .751" max rear bore. .750" max depth to ridge behind butterfly. No dimpling or swirl cutting venturi or carb bore. Jetting is non tech. No

grinding of emulsion tubes. They must appear as stock (2 or 4-hole max). Aftermarket filter and filter adaptor are permitted. The filter adapter that bolts to the carb must be straight. (no angle). The Air Filter must be a molded 1 piece (No other adapters allowed between the filter adapter and the air filter). Any pulse type fuel pump is permitted and may be pulsed from the crankcase, side cover, or valve cover. Plastic isolator plate must remain stock thickness, and installed in its original location. Mounting holes may not exceed .300".

Head: YD, TG-1 or JT castings only. (4 bolt valve cover heads). High compression 14cc heads are not permitted. The heads may have 3 angles on the valve seats. 45° face angle, 30° top relief, and 60° bottom relief. .899 max intake seat I.D. Stock valve sizes only. Intake valve .982" max. O.D. Exhaust valve .945" max. O.D. You may run the shorter valve of stock configuration to meet the .815" installed height rule. Tension of 10.8 lb. max @ .850" height (valve springs only) and tension of 18 lbs @ .650" height (valve springs only). Max wire dia.071". Minimum installed height .815" check with no go gauge. Shims may be used to meet this requirement providing they do not exceed .075" thickness total including valve seal lip. Head porting is allowed. No sinking the valves below the deck of chamber. Head must remain stock geometry no valve angle changes or angle milling. Head may be resurfaced to meet the AKRA CC rule of 26.5cc. Head gasket is non tech item.

Camshaft: Stock or aftermarket camshafts are allowed providing they meet the following requirements: Ez-spin assembly must remain as stock. Cam lobe base circle diameter .865" -.005"/+.010". Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 218.5 degrees at .050 lift/85.5 degrees at .200 lift. Exhaust duration of 221.5 degrees at .050" lift/96.5 degrees at .200" lift. All checks will allow +/- .5 degrees for wear and gauge variances. Max Intake lift on cam .225" – Min .215" lift taken at the pushrod. Max Intake lift at the valve .238" Taken on valve spring retainer as raced. Max Exhaust lift on cam .232" – Min .222" lift taken at the pushrod. Max Exhaust Lift at the valve .242" taken on valve spring retainer as raced.

Valve train: OEM Stock lifters only, no modifications allowed. Over-all length of push rod 5.285" max, 5.230" min. Push Rod must be of the 3-piece design (Hollow or solid tube

with 2 solid ball ends). Lifter Head diameter .915" min with no visible modifications. Factory 1:1 rocker arm only. (No roller rockers). Rockers may be ground at tips to meet running lift requirements.

Block: 2.691" Max. Bore (approx.010" over). Oil return hole not to exceed .251". Stock crank bearings only (no ceramic bearings permitted). Re-sleeving of block is not permitted. No piston pop-out allowed. Rev: 110121 Page 3 of 3

Crankshaft: Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Removal of Governor Sprocket permitted. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180"max - 1.168" min. Crankshaft stroke is 2.123" +/- .010.

Connecting rod: OEM Stock Connecting Rod measuring 2.350" to 2.375" (from the bottom of the wrist pin to the top of the crankshaft journal). or ARC 6269 (3.303) & ARC 6270 (3.313) Rods allowed.

Piston: Must be unaltered box stock dished piston only. No machining or drilling of piston allowed. File fitting of piston rings is permitted. No aftermarket or flat top pistons. Piston must be of a 3 ring design and all rings must be intact and functional. Maximum oversize .010" (see block section).

Flywheel and Ignition: Must use stock 196cc clone ignition coil, plug wire, and resistor spark plug boot with minimum of 4 OHM resistance. Spark plug is non tech. Stock flywheels are prohibited. Must use billet flywheel. Flywheel must be from approved list, 3.3 lb. minimum weight. No flywheel modifications allowed. The following flywheels are allowed: ARC 6619, ARC 6689, King billet steel, Raceseng REV W, PVL

PROTEST RULES

- Visual protests must be made before the feature event
- Engine protest will be \$125 (\$100 going to the protested kart if legal, \$25 going to protest fund)
- Protests will be accepted at the discretion of the officials
- Tech inspector will supply a list of items to be checked, at the time of the protest

- All protests must be made in writing and be accompanied by the required amount of cash. Protest must be presented to the tech inspector by the driver of the protesting kart and be made within (10) minutes of the finish of the race.
- Heat races can not be protested
- In the case of double features, If a protest is made after the first feature, the engine will be marked and teched at the conclusion of the final feature.
- For other protest fees check with the tech inspector.

Please note that these rules are general guidelines. If you are chosen for tech, please do so without confrontation. Refusing tech will result in you being suspended for the next 2 complete race events (rain outs do not count toward the suspension). If any confrontation is given you will forfeit your finish and point for the day. If chosen, please take kart directly to the designated tech area where there will be a track official to watch your equipment. No work may be performed on kart at this time. Driver/owner of kart being teched and tech official only permitted in the tech area during tech sessions. It is not the responsibility of the tech inspector to reassemble engine post tech. If you are deemed illegal you will be given "one week" to correct any illegal findings. First offence you will forfeit your finish and points for the day. Second offence forfeits finish and points and will not be permitted to race next scheduled race day(rain outs do not count towards the suspension). Third offence to be determined by track owner. Any issues that are questionable will be discussed by the tech inspector and track owner and decision will be made in the best interest of both parties.

Driver Eligibility and Safety Equipment

- If drivers birthday falls within the posted racing season you may move up to the next class at the beginning of the season.
- If drivers birthday falls within the posted season you may stay in the class where you began the season.
- Jr. Division competitors can compete in only (1) class per race event, or (2) if one is flat head and 2nd a clone division.
- Once a Jr. Competitor moves up in class they may not move back down unless previously

okayed by the track officials.

-If you have competed in more than (5) feature events in any one season, you are no longer eligible to compete in rookie class. Box Stock competitors must move up to Jr. Sportsman when they choose to move up.

-Full face helmets with proper eye protection is mandatory, all helmets must be designed for racing use (Snell approved helmets highly recommended)

-Approved neck braces mandatory and must be worn at all times, no altering of neck braces.

-Gloves must be worn at all times.

-Drivers are required to wear a jacket made of heavy abrasive resistant material.

-No loose clothing of any kind.

-One way radios are mandatory

-Long hair must be contained in the helmet or jacket

-Full rear hoop bumpers are mandatory in all division

-Removeable steering wheels mandatory in all divisions

-BIRTH CERTIFICATES REQUIRED TO VERIFY AGE

Handicapping Procedure

-All events will use a (1) heat format, a B-main will be used only if there are more than (13) karts entered in a class. -A maximum of (13) karts will start a feature event.

-The first race of the season all drivers will draw for heat starting positions, features will be heads up start.

-Regular handicapping will begin the second race of the season.

-Heat races will be lined up according to the finish of the previous weeks feature finish, with DNS drivers starting at the front of the heats, followed by the inverted finish of the previous feature (last to first), new karts will start at the rear of the heats.

-A maximum of (8) karts will start each heat. If more than (8) karts are registered in a class, (2) or more heats will be used.

-Not all karts will qualify through the heats, those that do not qualify in the heats will run a Bmain or be lined up at the rear of the qualified karts.

-Features are lined up by the average of points earned in the previous (3) features held. If a driver misses a week they are given 1st place points (for handicapping purposes only). The previous

weeks feature winner will start at the back of the qualified karts, providing they qualify through the heats.

POINTS

1-60, 2-56-, 3-52, 4-50, 5-48, 6-46, 7-44, 8-42, 9-40, 10-38, 11-36, 12-34, 13-32; DNS 20.

HEAT POINTS TOP 3 SPOTS, First-3, Second-2, Third-1 POINT.

General Rules and Regulations

- Spirit and Intent of Karting: Karting is a sport designed for fun and enjoyment for the whole family. All rules and regulations are designed to promote safety and fair competition.
- Everyone entering the pit area must have a Go-kart pit pass (wrist band) and have signed the weekly release sheet.
- No alcohol is to be consumed/or entered onto the property. All participants (drivers, crews, etc.) shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner.
- No glass bottles of any kind allowed on the property at any time.
- No driving of karts through the pit area.
- No kart is to re-enter the race under green flag conditions, you may be allowed back out under the next yellow flag at the discretion of the officials.
- All restarts will be single file.
- Karts must cross the scale after competing in a race and are subject to penalty for non compliance.
- No fighting or abusive language will be tolerated.
- Sportsman like driving is expected at all times, no over aggressive or reckless driving will be tolerated, bumping, chopping, or blocking may lead to penalty or disqualification.
- Drivers who slow on the track due to mechanical problems or an accident are asked to raise their hand to warn the other drivers of trouble.

- If a kart stalls out under caution, they will restart at the back. This does not include an instance where a kart may be asked to stop for any particular reason by a race official.

-All drivers must attend drivers meetings when called.

-Drivers are responsible for the actions of their crews, and family members.

-All waste oil is to be placed in waste oil drums. No oil is to be dumped on the grounds.

IF IT IS NOT COVERED IN THE ENCLOSED RULES AND REGULATIONS IT DOES NOT

NECESSARILY

MAKE IT LEGAL, CHECK WITH OFFICIALS FOR LEGALITY, ALL DECISIONS OF THE

OFFICIALS ARE

FINAL. BOS reserves the rights to make changes as necessary