

BeaveRun Championship Karting Series

2011 Rule Book



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Yamaha Junior Can

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TAG Masters

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Sponsorships are available for the 2011 season from \$100. Packages can be custom tailored to your needs and include such items as naming rights, signage, website advertising, print material, participation in open houses and kart shows, company outings and much more.

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2011 BRCKS Series Personnel

Series Director:

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2011 Race Schedule / Configuration

Race	Date	Configuration	
1	May 7	Standard	
2	May 22	Standard	Shifter Series #1
3	June 4	Standard	
4	June 5	Standard	Shifter Series #2
5	June 19	Standard	Pro 100 Series #1
6	July 2	Standard	
7	July 3	Standard	
8	July 24	Standard	Batavia Kart Club World Formula
9	August 13	Standard	
10	August 14	Reverse	Pro 100 Series #2
11	August 28	Standard	
12	September 11	Standard	Shifter Series #3
13	September 25	Reverse	Pro 100 Series #3
14/15	October 9	Standard (Double Feature)	Shifter Series #4
P1	October 15	Reverse	
P2	October 16	Standard	

P1/P2 – Great Pumpkin Race – Non-BRCKS Points event.

Formats:

Qualifying – 5 min practice, 8 min practice, 3 laps qualifying, 6 lap prefinal, 12 lap final

Heat Races – 5 min practice, 8 min practice, 6 lap heat race 1, 6 lap inverted heat race 2, 12 lap final

Double Feature – 5 min practice, 8 min practice, 3 laps qualifying, 12 lap final, 12 lap final grid by qualifying times with invert by pill draw. Half of the field will be included in the pill draw. Example – 20 entries, pill draw will be for 2-10 karts

Classes with more than 20 entries will run 15 lap features

Kid Kart Class will always run the last practice and the first race

Special Events:

Great Lakes Sprint Series June 25-26

WKA Manufacturers Cup July 9-10

WKA Oval National August 20-21

WKA Gold Cup October 1-2

Pro 100 Series June 19, August 14, September 25

Shifter Series May 22, June 5, September 11, October 9

2011 BRCKS Classes

Official Classes:	Ages:	Rule:	Weight:	Tires:	Fuel:
Kid Kart	5-8	WKA Revised	150	Open	Sunoco 93
Cadet Novice	8-12	WKA	235	Bridgestone YLC	Sunoco 110
Cadet	8-12	WKA	235	Bridgestone YLC	Sunoco 110
Yamaha Rookie	7-10	WKA	215	Bridgestone YLC	Sunoco 110
Yamaha Sportsman	8-12	WKA	250	Bridgestone YLC	Sunoco 110
Yamaha Junior Supercan	12-15	WKA	305	Bridgestone YLC	Sunoco 110
Yamaha Senior Can	15+	WKA	345	Bridgestone YLC	Sunoco 110
TAG Senior	15+	WKA	See Below	Bridgestone YLB	Sunoco 110
Clone ***	15+	WKA	350	Bridgestone YHC/YKC	Open

Tentative Classes Pending Entries:

<i>Formula Yamaha Senior</i> 15+			350	Bridgestone YLC	Sunoco 110
- PRD 9161 exhaust pipe and RLV 8816 exhaust header, spec pipe length and an 8000 RPM max clutch slip.					
<i>TAG Masters *</i>	30+ or 200#+	WKA	See Below	Bridgestone YLB	Sunoco 110
<i>Stock Shifter</i>	15+		400	Open	Sunoco 110
<i>Pro 100</i>	15+		330	Open B Compound	Sunoco 110
- drivers under 15 at Race Directors discretion. Must have significant amount of experience for exemption.					

Tentative Classes will run in combined run groups with similar classes except when run as a special event (Shifter Series or Pro 100 Series). If a tentative class averages five entries per week it will be elevated to an Official Class. Classes must have a minimum of three drivers finishing with a minimum of ten races each to earn season ending awards.

Yamaha Rookie and Cadet Novice will be combined.

TAG Senior Weights:

BM Jaguar – 350 lbs., Cheetah SQ124 -- 350 lbs., Comer K365 – 380 lbs., Easykart – 350 lbs., Motori Seven -- 365 lbs., **Parilla Leopard – 365 lbs., Rotax FR125 – 365 lbs.**, Sonik TX 125 (125cc) – 380 lbs., Sonik VX 125 (118 cc) – 365 lbs., Vortex Rok - 350 lbs., **Vortex Rok TT -- 380 lbs., PRD Fire Ball (2005 & 2008) – 350 lbs**

TAG Masters Weights:

Add 30 pounds to all posted weights.

* - TAG Masters is open to drivers 30 and over or drivers 21 and over that weigh 200 pounds or more with driving gear.

*** - Clone rules will follow the WKA rulebook – Box Stock class. No new tires will be permitted on the grid in this class at any point during a race day from practice through Final.

- Tech will be utilized throughout the year in all classes. Exact tech items at any given event will be at the discretion of the Tech Director in attendance that day.

- In addition to engine tech, directors will have the option to do fuel tech and tire tech as they see fit.

- Tire durometer testing will be done for recording purposes at random events. Procedure will include taking durometer readings and recording them before and after sessions to establish a durometer reading range. Once established, anyone in violation of that prescribed range will be disqualified from the session and will be required to turn over the tires for analysis.

- For 2011 the spec fuel for the BRCKS will be Sunoco 110 from the BeaveRun fuel farm. Samples only from the BeaveRun fuel farm will be used for fuel tech. Fuel tech specifications will follow the WKA rule book.

- Kid Kart spec fuel will be Sunoco 93 from the BeaveRun fuel farm as noted in the Kid Kart rules addendum.

- Full-width rear bumpers will not be required for the 2011 season in Senior classes but are required for all Junior and Sportsman aged classes.

2011 Rungroups

Group	Primary Class	Secondary Class
1	Kid Karts	
2	Cadet Novice	Yamaha Rookie
3	Cadet	
4	Yamaha Sportsman	
5	Yamaha Junior Supercan	
6	Yamaha Senior Supercan	
7	TAG	TAG Masters
8	Special Events – Shifter, Pro 100, Batavia, Oval, etc	
9	Clone	

- Additional rungroups may be added for Junior Combined or Senior Combined if enough karts are entered on a raceday. This could include KPP, Yamaha Pipe, Rotax or Junior TAG.

- **No** Junior class drivers will run in the Senior TAG rungroups regardless of experience or lap times.

2011 Raceday Schedule – Qualifying Format

8:00 Registration Opens

9:00 Practice 1 – 5 *minute sessions*

Rungroups 1-8 (some rungroups may be combined for Practice 1)

Kid Kart Drivers Meeting Before Kid Kart Practice at Turn1 ProSports pro shop

Practice 2 – 8 minute sessions

All rungroups

Qualifying – *first 3 laps timed maximum regardless of when the checkered is given*

All rungroups

Lunch/Drivers Meeting

Prefinals – 6 *laps*

Kid Karts 6 laps West Course, 4 laps Full Course

Finals – 12 *laps*

Kid Karts will be 12 laps West Course, 8 laps Full Course

Exact session schedules will be determined on race day.

2011 Raceday Schedule – Heat Race Format

8:00 Registration Opens

9:00 Practice – *12 minute sessions*
All rungroups.

Drivers Meeting

Heat Race 1 – *Random Computer Draw grid - 6 laps **
Kid Kart will be 6 laps West Course, 4 laps Full Course

Heat Race 2 – *Reverse of Computer Draw grid - 6 laps **
Kid Kart will be 6 laps West Course, 4 laps Full Course

Lunch

Finals – *Combined Heat Results to set grid - 12 laps*
Kid Kart will be 12 laps West Course, 8 laps Full Course

Exact session schedules will be determined on race day.

* - Random computer draw races create a scenario where a rookie driver will likely end up starting near the front of the grid in one race. The race director reserves the right to move a driver back that he feels may not have the experience to start at the front of the grid (a driver must turn a lap in morning practice within 105% of the fastest practice lap to start in the front half of the grid). In that case the new driver will be moved back to the middle row in the same column. The other drivers in that column will then be moved forward one position.

2011 BRCKS Points Championship

- The current points system (WKA) will remain in effect for 2011
- 3 drops will be allowed out of the 15 races for the Championship standings. Both races on Double Feature days will be counted as individual races in the standings bringing the total number of races to 15
- In order to qualify for year-end awards a racer must compete in a minimum of 10 of the 15 races
- In order for a class to be eligible for year-end awards, a minimum of 3 racers must compete in the minimum 10 races
- If racers do not take the green flag for a feature race but have paid an entry fee and participated in qualifying or pre-final, they will be awarded last place points. In the event more than one racer does not take the green flag, all will receive last place points
- Racers that won their 2010 Class Championship will have the option to carry the #1 in that class in 2011

2011 WKA Points Structure:

1st	200 +# of entries		16th	50 +# of entries		31st	0 +# of entries
2nd	175 +# of entries		17th	45 +# of entries		32nd	-1 +# of entries
3rd	155 +# of entries		18th	40 +# of entries		33rd	-2 +# of entries
4th	140 +# of entries		19th	35 +# of entries		34th	-3 +# of entries
5th	130 +# of entries		20th	30 +# of entries		35th	-4 +# of entries
6th	120 +# of entries		21st	27 +# of entries		36th	-5 +# of entries
7th	110 +# of entries		22nd	24 +# of entries		37th	-6 +# of entries
8th	100 +# of entries		23rd	21 +# of entries		38th	-7 +# of entries
9th	90 +# of entries		24th	18 +# of entries		39th	-8 +# of entries
10th	80 +# of entries		25th	15 +# of entries		40th	-9 +# of entries
11th	75 +# of entries		26th	12 +# of entries		41st	-10 +# of entries
12th	70 +# of entries		27th	9 +# of entries		42nd	-11 +# of entries
13th	65 +# of entries		28th	6 +# of entries		43 rd	-12 +# of entries
14th	60 +# of entries		29th	3 +# of entries		44st	-13 +# of entries
15th	55 +# of entries		30th	1 +# of entries		45 th	-14 +# of entries

2011 BRCKS Entry Fees

BeaveRun Karting will offer a Race Membership plan for 2011 for the 14 event 2011 season. Membership packages include one reserved pit spot for all Series events, free transponder rentals, and pit pass for the racer. Membership also earns reduced rates for special events such as the season ending Great Pumpkin race weekend. Membership is **not** required to participate in any practice or race session at BeaveRun.

NOTE – children five and under are free but all others will be required to purchase a pit pass before entering the facility unless they have purchased a full season pit pass.

Super Membership \$600 (\$500 for Kid Kart or Clone) -applies to the 14 race BRCKS Series only unless otherwise noted

- Free race entry – one class
- Free race day pit pass for racer
- Free transponder use
- Reserved Pit Spot for BRCKS Events only
- Benefits are non-transferable
- Automatically registered at each event
- You will have to sign for pit pass prior to taking the track
- If you miss qualifying you will be removed from the grid and the race will not count towards the 10 races for end of year awards. You may enter late at the discretion of the Race Director.
- Add an additional Pit Pass to all events (non-transferable) \$100
- Add a second Driver and second pit pass to all events (non-transferable) \$400 (\$300 for Kid Kart or Clone)

Race Day:	Non Member	Member
Pit Pass-Driver	\$10	N/C
Pit Pass-Crew or Spectator	\$10	\$10/day or \$100/season
Race Entry	\$40	N/C
Kid Kart/Clone	\$30	N/C
Transponder	\$10	N/C
Second entry same driver	\$30	\$30/class, \$300/season
Second Driver same family	\$30	\$30/class, \$300/season (plus pit pass)
Practice Day:		
Practice (includes Driver Pit Pass)	\$25	\$25/day, \$250/season
Extra Practice Pit Pass	\$ 5	\$ 5

Example:

2011 Season	Non-Member Race Day				Member Race Day			
	Entry	Pit Pass	Trans.	Total	Entry	Pit Pass	Trans.	Total
1 driver, no crew	40	10	10	60	0	0	0	0
1driver, 1crew	40	20	10	70	0	10	0	10
1driver, 1crew, 2 classes	70	20	10	100	30	10	0	40*
1driver, 1crew, 1spectator	40	30	10	80	0	20	0	20
2drivers, 2crew	70	40	20	130	30	30	10	70**

* - for a single event without purchasing a second entry membership

** - for a single event without purchasing a second driver membership

2011 Rules and Regulations

All WKA rules currently in effect are enforced except those specifically noted.

100 General Regulations

100.1 The BRCKS goal is to create and maintain a safe, fun and fair racing series where all racers from novice to experienced feel welcome and feel they are treated equally and fairly.

100.2 The primary responsibility for the safe condition and operation of a racing kart in competition rests with the owner/driver. Safety is every person's responsibility and must be shared in total by every person and every associate of the sport of karting.

100.3 Individuals entering events as kart owners and/or drivers and those entering the pit area of a racing facility are required to be familiar with the rules and regulations and any supplementary rules or instructions governing a BRCKS event. By participating in said events; all individuals are bound by said regulations, supplementary rules or instructions.

100.4 Drivers Meeting - **mandatory** for all registered drivers. All Junior and Junior Sportsman drivers must be accompanied by an adult crew member. Refer to WKA rule 105.6. Random Roll Call for drivers (and parents) will take place at each Drivers Meeting. If a driver or parent is not in attendance, the driver will forfeit their starting position for the pre-final and move to the tail of the grid.

200 Transponders

200.1 The BRCKS will use the Trackside Software scoring system and transponders for 2011. Transponders will be available for rental at the track for a fee of \$10/day. Racers that own AMB transponders already will be provided a Trackside transponder at no charge after registering their AMB transponder with the registration staff.

200.2 It is required to have a working transponder on kart during the last practice session on race day. If you do not run a transponder in the final practice, you will be placed last in the qualifying line.

300 Minors

300.1 It is mandatory for persons under age 18 to have properly executed and submitted for file a minor release form and other prescribed insurance documentation prior to competing in an event.

300.2 Minors who do not have a parent present at the event to sign a release form must have a notarized letter authorizing another person to sign for them.

300.3 A certified birth certificate and/or other documentation is **required** to show proof of age.

400 Age

400.1 Driver's class age will be determined per WKA rules.

400.2 New or inexperienced drivers may be required to start at the rear of the field for safety reasons. If a driver gets lapped and/or shows a significant lack of experience, the race director may place the driver at the rear of the grid until more experience is attained.

400.3 Drivers will not be allowed to race up an age group regardless of experience level.

500 Conduct and Sportsmanship

500.1 Drivers are expected to give racing room at all times when on the track. All competitors will be required to have a reasonable field of vision on the track while entering and exiting turns and when making lane changes so, as to not interfere with the progress of another competitor who is overtaking them.

500.2 Once committed to a turn or a lane, a competitor shall not obstruct a trailing kart by changing lanes to hold a position or become obstructed by an overtaking kart driving in to gain a position if the trailing kart is not within a reasonable field of vision.

500.3 All drivers are responsible for the conduct of their pit crew and families. The Race and Series Directors have the right and the responsibility to penalize an entry for its pit crew or family's misconduct or unsportsmanlike behavior on or off the track. Penalties can range from taking away points earned in that event to taking away total series points and/or suspension for a designated period of time.

500.4 Obscene language, gestures, fighting, flagrant driving infractions, flagrant illegal engines, fuel or tires, the threat of physical violence, drugs or alcohol being consumed during practice, race, or post tech inspection **will not be tolerated**. Violation of any of these can result in a verbal warning, probation, or disqualification for that heat or entire event. The decision will be made by the **Series and/or Race Director**.

500.5 No driver, parent or crewmember is to approach or interfere with flagman, scoring judges, or on-track officials during a race. This WILL result in your kart being black-flagged and sent home immediately without points for the event.

600 General Racing Rules

600.1 Be aware when your class is scheduled to race. Failure to be on the grid by the white flag lap of the preceding race could cause the grid steward to place you at the rear of the field for that race. Should a driver not make the grid; the grid steward will NOT criss - cross the remaining karts. The remaining karts will move forward to fill the empty space.

600.2 When directed, enter the track and form starting alignment as quickly as possible.

600.3.1 Those karts that do not leave the grid on command, for whatever reason, have 90 seconds from the time the majority of the class has entered the track to join the field. The kart may enter the track after 90 seconds and prior to the green flag at the discretion of the grid steward but must start at the rear of the field.

600.3.2 Any entry that encounters mechanical issues after entering the track must return to the grid or designated area for repairs. No crew member is allowed to enter the race track under any circumstances to work on a kart unless given clearance by the race director or grid steward. The kart may re-enter the track prior to the green flag and start at the rear of the field. After the green flag, the kart may enter the track only at the discretion of the grid steward.

600.3.3 Any kart that stalls after entering the track may be restarted. If a kart stalls a third time it will be sent back to the grid and will be treated as a mechanical problem.

600.4 If a kart drops out of the starting alignment on the line-up laps, the remaining karts will move forward to fill the empty space. No criss-crossing on the track.

600.5 At the race director's discretion, after the green flag has been given a kart that has dropped out of the 1st lap, prior to the area designated previously by the race director, may push back to the grid to be restarted and then re-enter the track only before the leader has completed one lap. At no time may the driver's pit crew be on the race course.

600.6 The flagman starts all races on the initial green flag. The green flag will be given when the front row karts are keeping a reasonable pace and the front row karts are even with each other. It is the responsibility of the karts behind them to keep up and stay in formation. If the front row accelerates prior to the green flag, the flagman may call a false start. If the front row fails to receive the green after three attempts, they will be moved back one row and the second row will be moved to the front. No karts may pass or change lanes prior to crossing the start finish line or starting cones if used.

600.7 After the checkered flag has been given, drivers must complete one cool-down lap at reduced speed, exit the track; proceed to the scale area for weigh-in, and marking (painting) or sealing of motors for tech purposes. Drivers may be asked to submit fuel for possible fuel tech.

600.8 All karts **must** scale after the race. The minimum combined kart and driver weight must be met.

600.9 No one other than the driver is allowed in the scale area until weigh-in is completed, unless approved by the scale person. Any non-drivers in the scale area without permission will cause the driver they are associated with to be disqualified.

600.10 Once weigh-in for the feature race is completed, competitors chosen at the Tech Director's discretion must report to the impound area for post race tech inspection. Only one person (driver or mechanic) may be with the kart in the impound area. Violation of this rule will lead to disqualification.

600.11 Protest of tech items relating to a competitors kart - including tires, engine or chassis violations - must be made prior to karts leaving the scale area by notifying the grid steward, scale operator or race director verbally. Once verbal notification is made in order to hold the protested kart, a written protest must be filed immediately or the protest will be dropped. Any kart which files a protest for a tech item must also bring their kart directly to tech to be checked for compliance with all rules.

700 Numbers

700.1 Four (4) standard number panels are required and must be mounted on the front, rear, right and left sides of the kart. Numbers must be legible with contrasting colors between the number panel and the digits, preferably black on yellow.

700.2 A series participant will be given preference to keep the same kart number in the same class as was run the previous year. Once a number is assigned for the year, it is reserved all year for the designated class. Karts entered with the same number as a registered participant must choose a different number for BRCKS events.

700.3 The class champion in each class will be given the option to carry the #1 number plate during the following season. A special number plate color may also be made available to signify that driver's success the following year.

800 Pit Rules & Qualifying Grid:

800.1 There will be no hot pits on race days during any session in 2011. No karts started below the grid line will be allowed to enter the track for any session including practice and qualifying. If a driver comes in early, the kart must be pushed to the grid area before being restarted to go out on track. A kart may not be driven from pit lane (between the scale ramp and the tower ramp) to the grid area.

800.2 If a kart is driven on pit lane during practice or qualifying, that drivers qualifying time will be disqualified.

800.3 No kart stands should be stored along the pit rail or fence above the grid line. Karts should be dropped and rolled to grid from the line or the stand needs to be moved from the grid area once the kart is removed. This should allow for one clear lane to the top of the grid.

800.4 If a driver is assigned to a specific run group, they must run in that run group unless given permission by the Race Director only. For example, a Cadet driver may not practice or qualify in a Cadet Novice run group. If they do, their qualifying times will be disallowed.

800.5 All qualifiers must start from the grid area. No karts will be allowed to enter the track for qualifying after being driven from pit lane to the grid area. For qualifying all karts must be in a single line on the right side of pit lane in an order based on relative speed in practice. A practice result sheet will be provided by the Scoring Director for the Grid Steward to use to establish a qualifying order if needed. Karts not in the line will not be sent on track until the last kart in line enters the track.

800.6 Qualifying will be split in to two groups once a class reaches 16 entries. In the case that a class is split, competitors must qualify in the group that they are assigned. Competitors will not be permitted to switch groups if they miss their designated group for any reason.

900 Rain Tires

900.1 The race director will determine when rain tires will be used and when to return to slicks. Every effort will be made to advise you to which tires will be used two races in advance. Every attempt will be made to safely complete the race day events.

900.2 All drivers in the class must compete on the same type of tire (slick or rain).

900.3 All factory manufactured rain tires will be allowed. No grooved slicks or hand cut tires will be allowed. *Tires may be subject to pre and post tech inspection.* If in doubt, check with a tech person.

1000 Class Minimum

1000.1 Any class with 5 or less entries may be combined and/or receive a reduced number of laps.

1000.2 If necessary, the race director, with safety in mind, may combine classes where possible to shorten the race day.

1010 Disqualification and Penalties

1010.1 Any kart disqualified for weight, chassis or engine technical infractions in qualifying or heat race will start at the rear of the next session.

1010.2 Any competitor disqualified for weight and/or chassis technical infractions, fuel and/or oil infractions after the feature race *or* during post, technical inspection will receive zero points for the event.

1010.3 Any competitor disqualified in post tech may be required to submit to additional technical inspection at any time during the remainder of the season, regardless of finishing position.

1010.35 If a competitor is disqualified in tech for engine, fuel or tire issues a third time in the same class they will not be allowed to drop that race in the championship points.

1010.4 Driving infractions or unsportsmanlike behavior (on and off the track surface) by a driver or crewmember may result in a warning, penalty of finish position or disqualification for the event. If disqualified from the event, that race must be used as a race that counts for series points. The driver may **not** use it as a drop race from the series.

1020 Protests & Appeals

1020.1 Any protest involving post tech inspection, driver conduct, or an incident on the track may only be submitted by an entrant within that class.

1020.2 All protests must be submitted in writing to the series president within 30 minutes after the completion of the heat in protest. The protest may be reviewed by the race committee in accordance with WKA rules (refer to WKA TM 110). They have the right to request additional information from other qualified observers. All protest forms will be found in a specified area at each track.

1020.3 The decision may be appealed with a written appeal, within 15 minutes of the ruling. The Race Director will then call a meeting with any Series or Tech Directors to resolve this matter on the same race day.

1020.4 Any disqualification due to post technical inspection may be appealed with a written appeal within 15 minutes of the ruling. The Race Director will then call a meeting with any Series or Tech Directors to resolve this matter on the same race day. The decisions of this meeting will be final.

1030 Driver Apparel

1030.1 All drivers must wear safety equipment as required per WKA tech manual.

- A. All helmets must be **Snell 2005** or higher per WKA TM article 115.1 (subject to pre-technical inspection.)
- B. A padded unaltered neck collar is required for motorsports use (subject to pre-technical inspection.)
- C. Gloves with full fingers are required (subject to technical inspection.)
- D. Approved driving apparel, per section 115.4 of the WKA tech manual, is required.
- E. Per WKA tech manual, Sportsman & kid kart class drivers must wear an approved chest protector.

1040 General Rules and Regulations

1040.1 Tires - See 2011 BRCKS Classes Chart

1040.2 Fuel - See 2011 BRCKS Classes Chart

1040.3 Oil – BRCKS will follow the WKA Manufacturers Cup list of approved oils. For any oil other than Burris Blend or Burris Castor, a competitor may be requested by the Tech Director to provide an unopened bottle to obtain a sample for fuel/oil mixture baselining.

1040.5 Pre-tech inspection - All karts must pass a pre-tech inspection before entering the race track for practice or racing. Anyone entering the race track without registering for the event and passing pre-tech is subject to disqualification for the event. 2011 Season Tech Stickers and Sheets will be available at practice before the first race as well as the morning of each race day.

1040.5 Post-tech inspection - Will be performed on the classes and competitors as determined by the Tech Director at their discretion. The tech inspection will be according to the WKA Tech Manual and any additions printed throughout the year. Decisions of the BRCKS Tech Director may be appealed.

1040.6 Trash, fuel, tires and oil dumping - Collection and disposal of fluids or waste material is the responsibility of the karter. It is the karter's responsibility to comply with any and all federal, state or local laws while on the track property. **Anyone caught dumping fuel or oil will be banned from the series for a period of one year.** All tires left in the paddock at the end of a race without the prior consent of the BRCKS will be subject to a \$5/tire disposal fee collectable before the competitor will be allowed on track at the next event.

2000 BEAVERUN KID KART RULES

Kid Karts will follow the 2011 WKA Tech Manual with these amendments. The kid kart class will run as a Championship class with season points and will award a Class Champion.

2000.1 DRIVERS' MEETING: All Kid Kart drivers / parents must attend **mandatory** meeting before each event

2000.2 EVENT FORMAT: Kid Karts will follow the same race format as all other classes with practice, qualifying, pre-final and final. All participants will proceed to the scale after qualifying and each race for official weigh in. Minimum weight is 150lbs.

2000.3 ENGINES: The engine must be a Comer 51 engine. No old style Comer C50's allowed. No C50 parts allowed on C51 engine (i.e. head, coil, etc).

2000.4 CARBURETOR: The carburetor must be jetted between 54 and 58. No boring of jets. Carb must remain as cast. No go for Jets is .020" to max of .026".

2000.5 AIR FILTER: K&N RC1250 cone type filter is allowed or the stock filter box with at least one stock filter element. If stock air box is used it must remain OEM with plastic baffle insert in place.

2000.6 Crank and Wrist pin OEM. No light weight, no mods OEM only.

2000.7 SPARK PLUGS. Brand is Non tech. OEM reach, no cut or modified plugs.

2000.8 MUFFLER: OEM muffler must be used. Only two holes with a vertical measurement no greater than .110 and a horizontal measurement no greater than .475. No filing holes square to dimensions. No manufactured air leaks. Only one gasket in place. No cut gaskets.

2000.9 SHROUD: Taping of fan shroud **will be** allowed.

FUEL/OIL:

Fuel will be 93 octane race gas. It must be purchased at the track from the fuel farm to eliminate fuel tampering and serve as a baseline for fuel tests. Fuel will be subject to a meter test after qualifying and in post race tech inspection. Oil brand and ratio is non tech.

Race Day Procedures:

ALL kid karters and their parents will be required along with their kart and safety gear to report to the designated tech area first thing in the morning. At this time a Safety and Performance tech will be accomplished and karts, tires and engines will be painted by the Kid Kart Director. If a need would arise that would require for a part or engine that has already been through tech to be changed, it **MUST** be done in the tech area, under tech supervision, so that it can be re-inspected and re-painted. That engine or part will then remain held in tech area until the feature Kid Kart race is concluded. Any kart coming through post race tech inspection without paint will be automatically DQ'd.

If you have a questions ask Kid Kart Director or 2-cycle Tech Official.

***Kid Kart rules will be strictly enforced! Any karts out of specifications will be disqualified. Any parents displaying unsportsmanlike conduct or foul language will be asked to leave and their entry forfeited.**

***The Kid Kart class is for the enjoyment of the children, we ask that all parents and Team Members please set a good example for all the children in the class.**

3000 BEAVERUN Pro 100cc RULES

3000.1: Any 100cc Reed/Rotary/Piston Port engine with a maximum displacement of 101cc.

3000.2: Bore and Stroke will be measured. The addition on the 1cc displacement allows for added engine life.

3000.3: Direct drive or clutched engines allowed.

3000.4: Water or air-cooled engines allowed.

3000.5: Fuel: Gas and Oil. Spec Fuel: Sunoco 110 from the track pumps.

3000.6: Carb: Any Billet style carb or Tillotson with a maximum venturi size of .950 inch. Must be butterfly style, no slide carbs.

3000.7: Engines and carbs need not be homologated.

3000.8: Class will be a qualifying/ pre-final/ final class at all three races in the standard clockwise configuration.

3000.9: Max. 18,000 RPM. A max gear will be set at each event. There will be no penalty if a competitor passes that RPM. (Example: Driver runs 18,200 in the draft.) The gear ratio maximum will be a part of the tech. Data will be reviewed by officials throughout event to determine if the gear specification needs to be changed. The idea is to take the engines down from 20,000 RPM to a lesser RPM where engine life will dramatically be increased.

Weight: 330 lbs. Drivers over 360 lbs. will be allowed the addition of 2 teeth on the rear sprocket from the maximum spec gear. Also drivers over 360 lbs. will be allowed a maximum venturi carb size of .965 in. This will be a preliminary starting point to be reviewed. Changes may be made on carb size to gain parity. The goal is to give some performance to the 360 lb. drivers to gain parity. Drivers will need to be over 175lbs to be eligible for the 360 lb. rules.

The mission of the class is to use high HP engines that are plentiful, and keep the maintenance relatively low. Rules may be reviewed/adjusted throughout the season in the interest of parity and reliability. A 3 race series is the plan for 2011 and if the class takes off, then the addition of more races is possible for 2012.