

2021 SUNSET SPEEDWAY ASSOCIATION

Rule Book

Sunset Speedway 1/5 mile clay oval Spokane County Motorsports Complex
Airway Heights, WA.

Sunset Speedway Mission Statement

Sunset Speedway Association is dedicated to providing a safe, healthy, and rewarding racetrack for all of the drivers, their families, and spectators. Sunset Speedway Association is also dedicated to providing the highest quality-racing program with the cornerstones for value learning, and self-worth among young drivers, sportsmanship among young and older drivers, and transition for drivers to be productive and responsible participants in society.

Sunset Speedway is an alcohol and drug free facility and this is strictly enforced.

Sunset Speedway Officers and Board of Directors

President Kasara Storer

Vice President Mike Storer

Treasurer/Secretary Diane Perry

Board of Directors

Kevin Heer

Kily Fleming

Larry Wheeler

Michelle Fleming

Pat Banks

Trish McNanee

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No driver votes on any rules at track.

Once rules have been voted in for season, NO changes.

Sunset Speedway 2021 Race Schedule

Practice Days will be Fridays 7pm-10pm, before race day if track is ready. Must have 5 drivers minimum.

April 24th Race #1 (day race)

May 8th Race #2 (night race) 1/4 point UAS Race

May 22nd Race #3 (night race)

June 12th Race #4 (night race)

June 19th (rain date if needed-night race)

July 17th Race #5 (night race) Double points

July 31st (rain date if needed-night race)

August 21st Race # 6 (night race)

September 11th Race #7 (night race) Double points

September 17th-19th UAS Nationals (Non Sunset Points race)

September 25th (rain date if needed-day race)

No late registration allowed, if you are late you must start in the back for both heats.

Day Races:	Starts At:
Gates Open:	9:00 a.m.
Registration & Tech:	9:00 a.m. to 11:30 a.m. Registration ends at 11:30 a.m.
Pit meeting	11:30 a.m.
Practice:	12:00 p.m. to 12:45 p.m.
Racing:	1:00 p.m.

Night Races

Starts At:

Gates Open:	3:00 p.m.
Registration & Tech:	3:00 p.m. to 5:30 p.m. Registration ends at 4:30 p.m.
Pit meeting	4:30 p.m.
Practice:	5:00 p.m. to 5:45 p.m.
Racing:	6:00 p.m.

2021 Sunset Speedway Fees

Sunset Membership Fee fees:

Single Member \$100

Family Membership \$150 (same family ¹)

Team Membership \$125 first member (**\$25 for each additional member** ²)

Non-Driver membership \$50

¹ **Immediate family and children under the age of 21**

² **Limit to 3 driving members**

Each membership will have one vote. Family and team memberships must designate the representative for voting purposes (the representative must be at least 18 years of age)

One parent/legal guardian of any driver 18 years of age and under must be a member of Sunset Speedway.

Sunset Driver Entry Fees:

Driver:

Member: \$45.00 for first class(includes pit pass), \$35.00 for second class.

Non-member: \$60.00 for first class (includes pit pass), \$45.00 for second class.

Pit/Spectator: \$10.00

Practice day fees

\$10 pit pass (non driver)

\$25 Driver fee (includes pit pass)

Spectator area outside pit area is always free.

Everyone is welcome in the pit area with a paid admission

Pit Pass Violations:

Anyone caught in the pits without a wristband must pay the following penalties:

First violation – Must buy pit pass and pay a \$5.00 fine.

Second violation – Must buy pit pass and pay a \$10.00 fine.

Third violation — Driver responsible for person with no pit pass will lose points for the day.

It is the responsibility of the driver or parent/guardian to make sure everyone in his or her pits has a pit pass. If the person without a pit pass is not associated with any driver, that person will be ejected from the pits for the day.

All three violations may happen in one race day.

All people under 18 years old must have a parent/legal guardian sign a waiver before entering the pits.

SCORING

Only members of Sunset Speedway will be awarded points for end of season. They get the points they earn, no moving up in end of day points because of non members.

Drivers must be club members to get the weekly plates, yearly plaques and year end awards and must race half plus one of the scheduled races to earn the plaques and end of season awards.

Trophy dash trophies will be given to all Beginner & JR I racers, members and non members

Points will be doubled for Mid-Season Championship and Season Championship races. The end of the season points leader will have engine taken off and teched at the end of the season. These engines need to be to the tech person no later then 1/2 hour after the races are over.

Qualifying: Fast time will be awarded 5 points. If a non-member sets fast time, no points will be awarded for fast time. Qualifying points will not be doubled for mid-season championship and season championship races.

In the event that qualifying is not held, no qualifying points will be awarded and drivers will draw for their starting positions.

Mechanical black flag: If a driver receives a mechanical black flag, the driver will receive points for that race based on their position they finish (based on the number of laps completed) for that race.

Points/Scoring: A driver must be scored as completing at least one lap in a race to receive points for that race.

End of the year points: In the event of tie in points at the end of the season, the driver with the most main event wins will receive the higher finishing position in the final point standings, in the event that the 2 drivers have tied on main event wins, then the final positions will be determined by who has the most second place finishes, etc. until the tie is broken.

SCORING

Finish	A Main Points	B Main Points	Heat Races Points
1.	100	60	5
2	96	58	5
3	92	56	5
4.	88	54	5
5	84	52	5
6	82	50	5
7	80	48	5
8	78	46	5
9	75	44	
10	74	42	
11	72	40	
12	70	38	
13	68	36	
14	66	34	
15	64	32	
16	62	30	

Race Line Ups

Heat 1 will be a straight up start as set by qualifying, or the by the draw for positions. The - fastest qualifier, or lowest draw number will start on the pole.

Heat 2 will be inverted with the slowest qualifier, or highest draw number starting on the pole.

Main event will be based on the total points earned from the two heat races. The highest point earner from the heat races will start on the pole.

All rookie drivers in a class will start in the back in all races for their first three events.

All drivers missing a heat will start at the back of the pack for the main event.

All drivers who do not qualify within 2.00 seconds of the fastest qualifier will start in the back in all races for that day. A driver can also elect to start at the back of the pack for any reason, if he/she chooses to.

Race Distances:

Qualifying – 1 lap (driver will enter the track in turn 4 and get one warm-up lap before given the green flag to start his/her timed lap.

Trophy dashes – 4 laps (Beginners and JR I Classes only run Trophy dashes)

JR II and Adult Heat races – 10 laps each, Beginner & JR I Heat races- 7 laps each

B Main – 15 laps

JR II and Adult A Main – 20 laps, Beginner & JR I Main- 15 laps

Yellow flag laps will not count and all main events will have a 30-minute time limit, with the clock starting at the drop of the first green flag.

General Rules

1. Sunset Speedway is implied whenever the words Board, event, or a location is referred to in this document.
2. Sunset Speedway is a private, not-for-profit organization and the track reserves the right to deny the issuance of membership, or revoke any membership previously issued, for any reason. The track will not deny, or revoke a membership based on the basis of race, creed, color, sex, or national origin.
3. Social media: Differences of opinion may arise regarding Sunset rules and regulations, decisions by race officials, or race policies. However, communication and discussion of these differences must be handled directly between Sunset and their officials and the parties involved. Publishing and discussing these differences on social media sites (such as Facebook, Twitter and forums) may result in disciplinary action decided on by the Sunset board.
4. Threat of legal action: Any competitor, parent, legal guardian or general participant of any event that threatens to or takes legal action via an attorney against Sunset or any of its members, board members, officers or participants, will be ejected from the event and suspended from Sunset events.
5. The Board, as necessary for safety, may update these rules throughout the season
6. Drivers must register and have their kart pass a safety inspection before being allowed on the track. Only registered drivers, or qualified safety personnel are allowed on the track. All drivers under the age of 18 must have a waiver signed by a parent or guardian and such signature must be notarized, if not signed at registration. All paperwork must be filled out correctly or the driver will not receive points for the night. It is highly recommended that when you sign in you double check the paperwork and ask questions if you are not sure.
7. The Board members who are present at the time will make any decisions that must be made at the track. Any decisions that are made will be for safety only. Any other situations will be viewed by the Board via a grievance form. Do not approach flag person or scorekeeper if there is an issue. In the event of an urgent matter, such as a wrong line up during a race event, you may approach the pit boss and/or the person in charge of the grid. If you have a problem or complaint, please complete a grievance form available from any Board member. A grievance form must be completed within 30 minutes of the completion of the race. No decision will be rendered at the track and a decision will be made within 72 hours after receipt of the grievance form.
8. No refunds if the kart has been on the track for practice or race.
9. All areas that require you to sign into and wear a wristband will be implied to as the "pit area." All persons entering the pit area must have a pit pass. After practice begins, if a person is found in a particular pit without a pit pass, the driver(s) of that pit may be disqualified.

10. Drip pans are mandatory. Every kart shall have a drip pan located under the kart any time the use of any fluids is taking place. This includes, but is not limited to oil changes, cleaning and oiling of the chains, and treating of tires. Anyone caught dumping petroleum products on the ground will be subject to a fine or disqualification for the day.
11. On race day, classes with three or fewer entries may be combined with another class at the Board's option. The slower class will line up in their regular order behind the faster class. To constitute a class, a minimum of three members must be present to race in said class and it must be Sunset class. In JR I & JR II classes, one kart will constitute a class. Once a class has been recognized for the race season, it shall remain a valid class for the remainder of the year, as long as there remains a reasonably consistent turnout of karts at every race. Drivers must run a minimum of 5 of the race dates in a single class during the year to get any banquet awards. All karts are welcome to race as long as they meet safety rules, only classes voted in each year are eligible for awards.
12. All member and Non-members will be required to conform to the rules of the class they are racing in. Any driver refusing tech or weigh-in will not receive any awards. All karts shall conform to the rules of the class they are racing in, whether you are a member or non-member. Non-members will not be scored or receive any awards at the end of the season banquet.
13. Pregnant women are not allowed to compete. This restriction applies to any event at the track, including practice, family days, testing, qualifying, or races.
14. All Sunset member drivers will be allowed 1 throw out race per season. This will be the lowest point race of the year, and can be used for a missed race. Disqualifications that result in the loss of all points for the day may not be used as a throw away race.
15. To prevent any damage to the track's equipment, children are not allowed to operate the scales or be at the scales or in the scale house without a parent or adult present. Children are encouraged to play in the fenced area for safety.
16. Spectators and crew at the grid must remain behind the line or jersey barrier in the grid area. Only officials allowed behind the wall in turn four or front stretch. You will get one warning and then driver will be DQ.
17. No one is allowed to drive a kart or be on the track while any track maintenance is happening. You must have permission from pit boss/grid person to be on the track at any time. No foot traffic during track maintenance.
18. Garbage is to be "pack it in, pack it out." This included oil and tires. If you leave it behind, you will be given one warning. The first occurrence where garbage is left behind after the warning will result in a \$10.00 fine, and the next occurrence will result in a \$20.00 fine. Any time after the third warning/fine, will result in the driver being disqualified for the day, as well as a \$20.00 fine. Fines will be paid prior to your next entrance into the pits.
19. Only kart tow vehicles may enter the pit area. Any other vehicles in the pit area must be approved by the Board. The pit gate will be shut at the start of qualifying. At that point, a walkthrough gate will be available for entry into the pits
20. Everyone in the pits must attend the pit meeting and wristbands will be checked at the conclusion of the pit meeting. All people shall stand in the fenced area during the pit meeting. Everyone in the pits must have signed in at the pit gate and wear a wristband at all times during the day. Any driver refusing tech will not be allowed to race until the kart has been teched and passes the tech inspection.
21. No refunds of pit passes will be given for a disqualification. This applies to everyone associated with the driver or kart that is disqualified.
22. Sunset Speedway is a gasoline fuel only track. Methanol fuel is not allowed in any Sunset class. Only gasoline that is dispensed from a pump from a gas station that sells gas for use on the street may be used. **Non Ethanol Gas is recommend to past fuel tech.** Anyone caught using illegal fuel will be disqualified for the day. **Digatron fuel test** - Set meter to -45 using Cyclohexane (C6H12). Competitors' fuel that reads more than zero is illegal and the competitor shall be disqualified.
23. If any rule in the Sunset Speedway rulebook, or any rule addendums, does not specifically say you can do something, then you cannot and the kart will be deemed illegal. Absolutely no exceptions will be made.
24. Sunset Speedway is a Burris Tire only track. No other brand of tires is allowed. Any size, any compound of Burris Tire is allowed. Treating of tires is allowed.

Driver Age and Classes

All classes at Sunset Speedway are divided by age group.

1. Driver Ages; Attained Age: Is the age of the driver on the day of the competition.
Competition Age: Is the highest age of the driver during the calendar year(Jan 1 through Dec 31)
Beginners Class- 5 - 8. (Attained Age 5). All Beginner class karts must conform to the Jr. 1 Clone rules,
Junior 1 – Competition Age 8- 12.
Junior 2 — Competition Age 12- 15
Adult classes – Competition Age 15 and up
Competition age 12(option year) Driver has the option to stay in Jr I or move to Jr II.
Competition age 15(option year) Driver has the option to stay in Jr II or move to Sr.
As per Insurance, no exceptions on ages.
2. Optional Year: In the optional year when a driver's age changes from one age group to another during the race season, the driver may race in either age group. The optional year is designed to give the junior drivers flexibility of class due to variances in driver weight and driving ability. Once a driver moves up to the higher age group, he/she can no longer race in the lower age group. If a driver moves up an age group during the season, any points earned in the lower class will not be transferred to the higher class. Once a driver moves up, they will lose all points earned in the lower age group class and will not receive any awards for that class at the banquet. The driver will earn awards at the banquet for the higher age group class if they participate in 50% of that class's races.
3. Any driver who falsifies his or her age to compete illegally is subject to suspension.
4. Due to insurance requirements, any new member and non member racers under the age of 16 will need to provide a birth certificate.
5. When signing in at the pit gate, a driver can only run in the class that he or she is registered in. If there is not enough karts to run a class, then at the Board's discretion, that class may be combined with another class for the day.
6. The race season is considered to be from the date of the first scheduled points race of the year to the completion of the season championship race.

Sunset Speedway Class Weights

Beginner Clone — 225 lb.

Jr. I Clone — 250 lb.

Jr. I LO 206 — 250 lb. (Blue Slide .520) With carb lock

Jr. II Clone – 300 lb.

Jr. II LO 206 – 325 lb. (Yellow/Gold Slide .570) With carb lock

Sr. LO 206 Heavy – 380 lb.

Sr. Sealed Predator - 375 lb.

Sr. Clone (Stage 1) (196cc engines) 375 lb. (212cc engines)

Sr. Modified- 400 lb

Sr. Limited Mod. Predator Stage 2/3 - 375 lb.

SR KT100 Yamaha - 375 lb.

SR. UAS- as per UAS rules and engines

All karts must weigh with driver after qualifying, after all heats and mains, and at any other time per the Board's discretion.

All Sunset classes must run gasoline. Must meet the fuel tech rule. It is recommended to use non ethanol gasoline. No alcohol of any type will be allowed for Sunset Classes.

Fire Safety

Entrant Fire Extinguisher: It is mandatory that every entrant in the pits shall have a minimum of one Operable 1-1/2 lb, dry powder fire extinguisher rated for use on A, B, and C type fires. Carbon Dioxide type fire extinguishers are not an acceptable substitute for the dry powder type. Each pit must have a functional fire

extinguisher readily available and in plain view. Expiration dates on all fire extinguishers may/will be checked as part of the pre-race safety inspection. There will be a \$10.00 fine for not having a fire extinguisher in your pit. Each entrant must have adequate first aid kit. The first aid kit and fire extinguisher will be required to be presented at pre-tech.

Track fuel handling areas: Whenever fuel is handled, i.e. pump around, fuel test area, etc.; it is the responsibility of the Board to comply with local ordinances regarding fire safety.

Protective Safety Apparel

All driver safety apparel shall meet the requirements of the following:

1. Helmets: **Effective January 1, 2021**, all helmets used at Sunset Speedway must meet one of the following standards:

Snell Foundation	Expires
SA, K or M 2010	12/31/2021
SA, K or M 2015	12/31/2025
CMS 2016	12/31/2026
CMR 2017	12/31/2026
SA, K, or M 2020	12/31/2030

SFI

SFI 24.1/2010 (Youth)	12/31/2021
SFI 31.1/2010	12/31/2021
SFI 41.1/2010	12/31/2021
SFI 24.1/2015 (Youth)	12/31/2025
SFI 31.1/2015	12/31/2025
SFI 41.1/2015	12/31/2025
SFI 24.1/2020 (Youth)	12/31/2030
SFI 31.1/2020	12/31/2030
SFI 41.1/2020	12/31/2030

Eye protection: All helmets must provide full-face coverage with integral face shield/visor. Helmet must be in good condition and is subject to pre race technical inspection. It may also be inspected if it is damaged in an accident. Helmet must be secured with strap. The driver is responsible for making sure that his or her helmet fits properly and is securely fastened before entering the racing surface. In the case of a minor, this is the parent or guardian's responsibility. Any addition of devices, whether aerodynamic or other, to helmets is prohibited unless such devices have been certified (BY SNELL or SFI) with the helmets.

All drivers shall wear jackets of heavyweight leather, heavyweight vinyl material or approved heavyweight abrasion resistant nylon material or equivalent and full-length pants to prevent or minimize abrasions, sweatshirts are not allowed. One or two-piece driving suits made of the same materials as listed above and CIK homologated karting suits are also acceptable. Nomex, Proban, or other fire resistant suits are not acceptable, as they do not provide adequate abrasion resistance.

2. Footwear: All drivers must wear a high-top shoe or boot that covers the ankle. Shoes must be laced or secured as designed by the shoe manufacturer.
3. Gloves: Racing gloves made of leather or heavyweight vinyl are required at all times while on the track.
4. Neck collars: All drivers must wear a neck collar with foam inserts or a 360-degree device while on the track at all times.
5. Chest protectors: All drivers in the Beginner, Jr. 1 Clone are required to a chest protection device with SFI Section 20.1 certification, and Jr. 2 Clone classes and all drivers under the age of 16 are required

to a chest protection device with SFI Section 20.2 certification. Chest protectors shall be submitted for inspection during the pre-race tech inspection. It is also recommended that adults wear a chest protector too.

6. Rib braces are recommended for all classes.
7. Long hair: Competitors with long hair shall demonstrate a satisfactory method for containing their hair. Simply tucking hair into driving suits is not acceptable. This is a safety tech item.
8. The pit boss or any Board member is empowered to prevent a driver from entering the track at any time without a proper helmet, neck collar, jacket, chest protector (junior classes only), shoes or gloves.

Pre-Race Technical Inspection

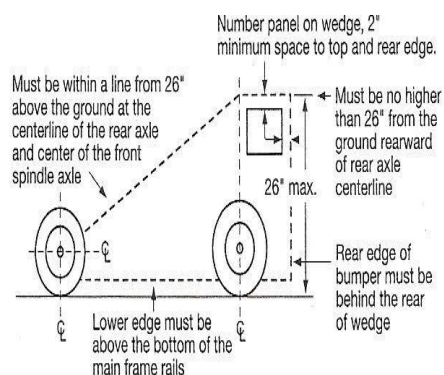
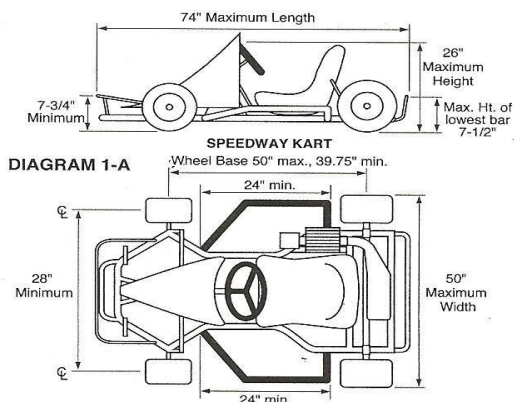
1. Pre-race inspection is primarily for checking the safety of all karts before they enter the track for the first time on race day. All karts must have passed the pre-race inspection before they are allowed on the track. All pre-race tech items must also pass the same inspection after the race. Passing the pre-race inspection does not guarantee the legality of the kart in post-race inspection. Cut off time for pre-race tech is 11:30 a.m. for day races and 5:30 p.m. for night races.
2. All entrants shall present their kart race ready to pre-race inspection. Drivers shall also bring their helmet, jacket/suit, neck collar, chest protector (if required), and gloves for inspection during the pre-race inspection. Drivers will also be required to show first aid kit and fire extinguisher in their pit area.
3. The basic design of the kart will be inspected at the pre-race inspection. Kart shall be suitable for high performance with an emphasis on safety with all required items on the kart safety wired, pinned, or otherwise secured per the rules. No projections from the vehicle that constitute a hazard to other karts or drivers will be allowed. Axles, axle nuts, and all safety-fastening pins must not protrude past the outside of the kart's wheels. Steering, throttle, and brake systems will be checked for proper operation, Hand throttles, or hand brakes will not be allowed for competition.
4. No entrants shall enter the track until his equipment has been approved by the pre-race inspectors and the appropriate markings have been made on the kart and is visible to the pit boss.

Chassis Specifications

General Kart Specifications:

1. **Tires: Sunset Speedway is a Burris Tire only track. No other brand of tires is allowed. Any size, any compound of Burris Tire is allowed.** Treating of tires is allowed.
2. **Wheels:** Wheels shall be void of cracks or any other defects and shall not have any burrs or sharp edges on the outer edge of the rim.
3. **Wheel Bearings:** Round ball or roller type only. Ceramic bearings are not allowed.
4. **Hubs:** Nuts securing front or rear hubs shall be secured by safety wire, cotter key, circlip, or Snap ring.
5. **Brakes:** All parts of the brake system must be of racing quality. All components of the brake system shall be safety wired, cotter pinned or secured by circlips or snap rings. Brakes can be hydraulic. Cable actuated brake systems shall have cables of a minimum of 0.071" and must have two separate cables. Brake rotor guard must be used between the seat and the rotor. Brake lines between the master cylinder and the brake rotor must be run and secured so that they cannot be pulled out by a foreign object while on the track.
6. **Wheel weights:** Tape-on Wheel balancing weights shall be securely fastened to wheel. Clip-on type weights are not allowed. Minimum weight of any single wheel weight shall be 1/4 ounce.
7. **Throttle:** All karts shall have a minimum of a throttle return spring.
8. **Fuel tanks:** All tanks shall be securely fastened to the kart. Plastic, aluminum, or steel tanks are allowed and shall be made specifically for the purpose of carrying fuel. No tanks on top of engines.
9. **Fuel lines:** Fuel lines shall be secured at all connections with wire ties, clips, or hose clamps. Fuel lines shall be free of abrasions or cracks.

10. Exhaust: Exhaust pipe to motor bolts shall be safety wired. Supporting of exhaust pipe is recommended.
11. Chain guard: Karts shall have a chain guard sufficient to deflect a broken chain towards the ground and away from the driver. The distance between the seat and the guard cannot exceed a maximum distance of 1".
12. Steering: Only race quality rod ends may be used. No stamped rod ends are allowed. All steering components shall be safety wired or cotter pinned.
13. Frame shall be of safe design, void of any defects or cracks that may impair the safety of the kart. Particular attention should be given to all welds.
14. Bumpers: All karts shall have a front and rear bumper, as well as rub rails on each side of the kart. Bumpers shall not constitute a safety hazard to the driver or any other competitor. Rear bumper shall extend to a minimum of the centerline of both rear tires, but not beyond the maximum width of the bodywork. Side rub rails shall extend out to at least a line drawn between the centerline of the front and rear tire.
15. Bodywork: no bodies shall present a safety hazard to the driver or other competitors. Body must be constructed of composite fiberglass, or plastic, and are subject to approval by the tech inspectors and Board. A nose and two side panels are required on each kart. In the event of a crash, a kart may be allowed to finish the day's events without a body part at the Tech inspector and Board's discretion.
16. Steering wheel fairings. Steering wheel fairings are optional. Driver must be able to see over the fairing while sitting in the seat, or through the fairing if it is made of clear plastic. If made of clear plastic, fairings shall not have any numbers, decals, or other graphics located in the driver's line of sight through the fairing. There shall be a minimum of 3" clearance between the fairing and the steering wheel.
17. **Ballast: All ballast shall be securely bolted to the kart. Bolts must be safety wired or double nutted to the kart. Any weight bolted directly to the seat or any floor pan shall have large fender washers on the backside of the bolts. All ballast must be painted white and have the kart's number painted on it.**
18. No mirrors of any kind can be mounted on the kart or worn by the driver.
19. Numbers: All karts shall have its number in four different locations, one number on each side, on a number plate located on the back bumper or back of the seat, and on the right front corner of the kart. All numbers shall be a minimum of 6" tall and shall be of a contrasting color to the body and surrounding graphics. All number locations and colors are subject to approval by the scorekeeper, and must be changed if needed. Drivers refusing to change the color or location of the kart's numbers before the next race, will not be scored or earn points until the numbers are changed. Remember - if the scorekeeper cannot see the number, they cannot score you.
20. Electronic Scoring System Requirements: All karts are required to have an RFID card, if the RFID system is used. The card must be installed on the kart's body over the centerline of the front tires. RFID cards are available from the track for a nominal fee. If the Board deems that the card has been damaged, or cannot be read by the scoring system for whatever reason, a new card will need to be purchased.
21. Chassis dimensions: All chassis shall meet the dimensions of the drawings shown below.



On The Track

1. **Good Sportsmanship:** It is the spirit and intent of these rules that all competitors drive exhibiting good sportsmanship: every driver is expected to behave according to the principles of fairness, observe all rules, show respect for others, proceed on track without touching or endangering the vehicles of fellow competitors, and accept victory or defeat graciously. However, inadvertent, occasional contact between karts on the track is a reality of racing. Because Sunset Speedway has a no contact rule, the flagman has the discretion whether or not a driver may continue in any race. Any penalties assessed by the flagman while karts are on the track are not subject to protest.
2. **Track entry:** No kart will be allowed to enter the track after the green flag is waved to start a race. No motor may be restarted after the green flag to start the race is waved, except for a red flag condition. Under special conditions, the Board may decide to call a specific circumstance, a red flag. In order for a kart to be restarted under a red flag Condition, it must have completed the last green flag lap. Every attempt will be made by the pit boss to ensure that everyone is lined up before sending the field out for the start of a race. After the green flag to start the race, any kart that enters the pits cannot re enter the track for that race. Under special circumstances, the pit boss may change the order of events.
3. **Qualifying:** Qualifying shall be one lap. Anyone that spins out after taking the green flag to start their qualifying attempt, will receive the checkered flag the next time they cross the start-finish line, and that lap will count as your qualifying lap. Anyone that spins out before taking the green flag to start their qualifying attempt, will be able to continue around the track, and will receive the green flag when they get to the start-finish line. If the driver pulls off the track without any damage, he/she will not get a qualifying time and will have to start at the back of the pack for both heat races. If there is a problem with the clock, the driver will go to the pits and fail in line at the back of their class to qualify. In the event of a tie, the first kart that qualifies will get the faster position.
4. **Heat races:** At the Board's discretion, anytime that there are more than 10 karts in a class, the heat races may be divided into 2 heat races, with the odd qualifiers in one heat, and the even qualifiers in the other heat.
5. **A Main event:** The A main event will start 16 karts, with the top 6 in points from each of the combined heat races locked in (12 drivers total). If there are three heats, then the top four from each of the combined heat races are locked in (12 drivers total). The top 4 finishers from the B main can move up and start behind the first 12 drivers, in the order of where they finished in the B main. The main event line up will be set by the points combined from the two heats with the least amount of points starting on the pole. In event of a tie, the kart with the slower qualifying time or lower pea pick will start ahead of the other kart. All main events will have a 30-minute time limit, with time starting at the drop of the first green flag.
6. **Rookies:** Any driver that has not raced at Sunset Speedway before will be considered a rookie. All rookies and any driver that moves up from the beginner class will start events for the first three race days at the back of the field. A yellow stripe must be on the rear of their kart for their entire first season.
7. **Driving Standards:** Driving standards are the benchmark for assessing on track infractions. The event marshals and the Race Director have sole decision making for assessing infractions related to driving standards.
8. **Right of Line:** The 'right of line' is the ability of a driver to have the right to utilize their preferred line entering, through the apex, and exiting a corner.
9. There are numerous types of corners, and this serves as a guide.
10. **Establishing Position:** For the overtaking driver to 'establish position', they must have the centerline of their front axle midway between the lead kart's front and rear axle as they enter the corner without the use of contact or leaving the established course prior to the application of brakes, or corner turn in.
11. **Maintaining Position:** For the lead driver to 'maintain position', the centerline of their front axle may not fall behind the midway point between the overtaking karts front and rear axle centerlines without blocking or leaving the established course. Once the overtaking driver has 'established position', and while the lead driver 'maintains position', they are considered to have equal right to the entire corner (entry, middle, and exit) and are obligated to give the other driver racing room, but are not obligated to concede the corner. A corner is won when either the overtaking driver fails to maintain their 'established position' and execute the pass, or the lead driver fails to 'maintain position' and allows the overtaking driver to execute the pass. A

driver that finds himself defending on the outside of a corner at exit has the responsibility of using the correct judgment to concede the corner at the moment the inside kart is making forward progress.

12. **Defending:** Drivers are allowed to make moves to defend off the preferred line in straight coming to a corner. However, that driver is only allowed to return back $\frac{1}{4}$ kart width to set for the corner. Lines may not be adjusted while in a braking zone. Once an overtaking driver has broken the rear plane of the lead kart with their front nose, the lead driver is not allowed to move any further. Should contact occur after the rear plane of the lead kart has been broken, but not to a point where the lead kart may be unaware, the lead kart must immediately abandon any further movement. If so, no infraction will be issued. If the lead driver continues the defensive move after contact, or had looked to his/her rear prior to contact, an infraction will be assessed.
13. **Avoidable Contact:** While it is expected and common for contact to occur during an official session, it is to be avoided with care at all times. Avoidable contact that results in directly affecting the other driver(s) to their detriment, regardless of intent, is prohibited and subject to infractions.
14. **Impeding:** Impeding is the intentional or unintentional act of placing your kart and adjusting speed so that it inhibits the trailing driver(s). Impeding is also to be defined in a more general sense of creating a situation that affects another driver, or drivers, negatively. Typical impeding is being off pace and in the racing line, or generally holding up other drivers from managing their session.
15. **Changing karts:** After qualifying, a driver may change to another kart that is legal for his/her class. At the Board's discretion, a kart from a lower class may run in a higher level class, provided it makes the legal (for that class) weight and maintains a safe, reasonable speed for the class that is being raced in. Any driver that changes karts must have his/her number on the new kart they are driving. If a kart change is made, the driver will start in the back of the field for the remaining races of the day. It is the responsibility of the driver to notify the scorekeeper and a board member of this change. Once your kart has been on the track for practice or race, you will not be allowed a refund. If your kart has not been on the track, you will only be allowed a refund on the race entry, not the pit pass.
16. **No driver changes.** Only registered driver in that class may race.
17. **Practice:** Rules, regulations, and procedures for competition shall apply to all practice sessions. Drivers shall use extreme caution on practice days if mixing of classes occurs. Junior drivers and adult drivers are not allowed on the track at the same time.
18. **Starts:** Utmost caution shall be used during all starts. Drivers need to remain calm and alert, as the karts will be closely grouped. If the start of the race is waved off two times because of one or both of the karts on the front row jumping the start, it will be at the discretion of the flagman to move one or both of the front row starters to the back of the field. A commitment line will be drawn on the track just out of turn four. Drivers cannot pull out of line and pass until they reach that line. As the leader gets to that line, and if the lineup is good, the flagman will wave the green flag. Three people will be watching and judging the start. If someone is out of line, or passing before he/she gets to the commitment line, either the green flag will not be thrown, or the yellow flag will be thrown and the race will have a complete restart. At this point, the person(s) that went too soon will be moved to the back of the field. If the same driver jumps the green flag two times, he/she will be black-flagged from that race.
19. **Complete restarts:** If a race is waved off before all drivers complete one scored lap, then the class will line up in its original order and the race will be restarted.
20. **Race Restarts:** In the event of a yellow flag during the race, the beginner and Junior 1 classes will have single file restarts, line up from the last green flag lap. The Junior 2 and Adult classes will have double file restarts, line up from the last green flag lap.
21. **Engine restarts:** Engines may be restarted without any help or getting out of the kart.
22. **Re-entering the track:** A driver that has gone off the racing surface may re-enter the racetrack only if the kart is operating under its own power. A driver re-entering the track shall re-enter as far off the racing line as possible to allow competing karts sufficient room to avoid any possibility of contact with coming back on the track. A driver must re-enter the track only at a point that will provide no advantage in time, distance, or position relative to competing karts. Any driver re-entering the track directly in front of other drivers, or gains an advantage by leaving the racing surface, will be black flagged at the discretion of the flagman.
23. **Disabled karts:** Any driver unable to continue in a race because of mechanical failure, or lack of fuel after the green flag must move their kart well off the racetrack to a safe location as soon as safe conditions

permit. Drivers cannot leave a kart on or near the track at any time. After the race is finished, and the karts have slowed down, drivers may then move their karts back to the pits.

24. Signaling: Drivers shall raise one arm over their head to signal they are slowing down when leaving the track, or having mechanical problems.
25. Scratched entries: Whenever a kart is scratched before the karts enter the track for a race, all remaining karts will crossover and lineup as if the scratched kart was never there. If a kart drops out after the karts enter the track, all karts in that row will move straight forward in that row.
26. Drivers are responsible to tell grid person if they scratch from race. A driver may be allowed to ask for 5 minutes to work on kart for mechanical issues when class is on the grid, tire prep is not considered for the 5 minutes. Driver must notify the grid person of this request.
27. Radios: No driver is allowed to carry, or have on his/her kart, any radios, or other electronic communication devices while on the track. A driver is also not allowed to have any music devices on any kind on the track. This includes, but is not limited to I-Pods, radios.
28. Cameras: Video or recording equipment of any kind including cameras are allowed, but will not be allowed to be worn or attached on any part of the kart driver including helmets. Sunset officials will not review any video taken by any driver, crew member or interested bystander of any practice or racing action at any Sunset event. Video will not be accepted as part of any protest or grievance.
29. Race weigh-in: All drivers shall be weighed with their karts as after qualifying and immediately after all trophy dashes, heats and mains. Drivers must make the minimum weight requirements of their class after qualifying. Drivers are not allowed to go to their pits until they weigh in. All karts in a class may also be weighed at any time during the day at the discretion of the Board. Any driver driving on the scales, going to their pit, or not making weight, is grounds for disqualification from that event, or the day's events.
30. A weight record sheet will be provided in the scale house to record all kart weights as they cross the scale. Only a Sunset Speedway designated person is allowed to weigh the karts before qualifying or after the main event. No other persons will be allowed in the scale house during those times. Any kart that does not have their weights recorded on these sheets at the end of the day's events, will receive a disqualification for the day's events. It is the responsibility of the driver or driver's representative to ensure that they have a weight recorded before leaving the scale area. In the event that a kart does not make weight when going across the scales after the main event, the driver may move his/her kart off the scales so the scales can be re-zeroed. Once the scales have been zeroed out, the driver will may rescale one more time to try to make weight. At that point, the driver will be disqualified if he/she does not make weight.
31. No one may go near karts until they have cleared the scales, only driver in scale area until weighed, exception Beginner and JR I can have 1 person help push the kart.
32. NOTE: If a driver crashes or breaks during the main event and is unable to finish the race, the driver is still responsible to have his/her kart weighed in at the scales after the kart has been removed from the track, and before going back to his/her pit stall.

Post Race Inspection

Only driver or mechanic allowed in post tech for each kart. Post race tech inspection is not optional. All karts that finish in the top three places in the main event are subject to tech. All karts will be impounded at the tech shed until the final checkered flag of the day/night. Refusal to subject your kart for post race tech inspection will result in forfeiting all points and trophies earned for the day and a 2 race suspension. Members, as well as non-members shall present their karts for inspection after the main event. Drivers making their first ever appearance at Sunset Speedway will be given one grace race to make their kart legal for the class they are racing in. Drivers who have raced at Sunset in the past, but are making their first race of the season at Sunset, must have their kart legal for the class they are racing in the first time they race.

1. The top 3 (three) main event finishing karts in each class will enter the tech area as soon as they weigh in following the main event. Tech will be done in 1 of 2 ways: Either the first place kart will draw a number from 1 to 3 (for the top 3 finishing positions) and whichever number he/she draws will be the kart that is subject to tech that day. Alternatively, all of the top 3 karts will be subject to tech. The tech officials will decide what is teched each race day, and a board member will be present for the inspection.

2. If the tech for the day involves removing the motor from the kart, the driver or driver's representative may elect to have the motor inspected at a mutually agreeable time later in the week. If this occurs, the driver or driver's representative will remove the motor and place it in a tech box that will be padlocked. The tech official will take the box and the owner of the motor will be given the key. The engine will be taken to a location designated by the board to be inspected at a time that is convenient for the engine owner as well as the tech person, and a board member. This procedure will also apply in the event an engine is protested and needs to be torn down. The board reserves the right, upon a quorum decision, to tear down or tech any engine for the purpose of fair competition.
3. Refusal of tech. In the event the kart owner refuses to remove the motor for the off site inspection, or simply refuses to tech, the kart will be disqualified for the day's events and will be subject to a 100 point penalty if a member, or a \$50.00 fine if a non-member. This race and penalty will not qualify for the driver's throwaway race at the end of the season.
 - a. In order for this kart/driver to return to the track, the motor MUST be inspected and will be subject to a non-refundable \$150 inspection fee. The motor must be taken to the track's designated tech person for teardown and inspection. Once the motor has been inspected, the tech person will reassemble the motor designating it legal with an approved seal. At the next race, the kart will be inspected to ensure the motor that was teched is the motor that is on the kart.
 - b. Drivers/kart owners who refuse to abide by these inspection rules will not be allowed to race at Sunset Speedway until his/her motor has gone through these inspection rules.
 - c. Additional tech rules: Should a driver blatantly throw a race finish to avoid tech, the driver's kart will be subject to tech at the Board's discretion, no matter where they finish in the race. During tech, if an obvious illegal part is found on the way to, or while checking the item to be teched, the tech will stop and the kart declared illegal. If a kart is found illegal, the driver will lose all points for the current event. If someone is found illegal for any reason, he/she will lose all his or her points for that day. If someone is found illegal a second time during the season, he/she will lose all their points for the day and must give up their motor to the track. If that person does not give up their motor, they will not be allowed to race at Sunset Speedway for the remainder of the year in any class, and will lose all points earned for the season.

Penalties

At Sunset Speedway events, a positive effort should be made to prevent rough driving, and to punish the Offender when it does occur

1. Protest: Any driver or owner desiring to protest another competitor's engine in their class may file a written protest to a Board member within 15 minutes of the completion of their class's last race of the day. All protests must have a \$100.00 cash fee included with the written protest. The person submitting the protest may remain anonymous. The driver named in the protest will have his/her engine checked to determine legality. The protested driver will be paid \$50.00 if the engine is found to be legal, and the other \$50.00 will be paid to the Tech person. If the protested driver is found to be illegal, then \$50.00 will be returned to the person that filed the protest, and the other \$50.00 will be paid to the Tech person. If the protested driver refuses to be teched, the protester will get his/her \$100.00 protest fee back, and the driver will be required to meet the requirements of the "Refusal to tech" section of these rules.
2. Participation Conduct: A participant shall be defined as any person, official, driver, crewmember, or interested/uninterested bystander who has signed a release and purchased an insurance pass to be in the pit area, or is attending the event as a spectator. All participants should, at all times, conduct themselves in a manner that is not careless, reckless, or dangerous. Drivers/Parents, or Guardians, are responsible for the conduct and control of the pit crewmembers and spectators. Verbal, and/or physical violence of any kind will not be tolerated. On the first offense, you and the kart, and/or family will be immediately ejected and the racer will receive a disqualification for that day's events, and cannot use this race as a throw out race. If a second occurrence happens, the driver and kart, and family, will be banned for the rest of the season. No participant shall enter the pit area under the influence of any substance that may impair his/her ability to be safe. Anyone found with alcohol in the pits will be escorted to the pit gate and the driver in that pit will be disqualified for the day. Anyone found with drugs in the pits will be escorted to the pit gate and the driver in that pit will be disqualified for the day. Any of these act of conduct may, at the Board's discretion, result in immediate ejection from the site and possible probation or suspension of membership.
3. Penalty powers of the Board: The Board may impose any of the following penalties for driver or

crewmember infractions at any event.

a. Verbal warning: Participant will be told of infraction by a race official or board member and told how to rectify the problem. Note - verbal warnings given to junior class drivers shall be made in the presence of a parent or legal guardian.

b. Disqualification: Participant may be disqualified for the day or event in case of multi-day event. Event disqualification shall not be retroactive to the previous day's races.

c. Probation: A participant may be placed on probation for the remainder of the season and said probation will be recorded in the minutes of the next Sunset Speedway Board meeting.

d. Suspension: Participants may be suspended from Sunset Speedway, or have their driver's privileges suspended by the Sunset Speedway Board of Directors. A driver may be placed on suspension for the remainder of the season and said suspension will be recorded in the minutes of the next Sunset Speedway Board meeting. Suspension may occur during a board meeting, or by a meeting of the Board at the event itself. Participants suspended from Sunset Speedway will not be allowed to be present in the pit area, spectator area, or take part in any meetings, vote in any elections, hold committee or Coordinator appointments, or any other Sunset Speedway activities. At the end of the suspension period, the participant may be readmitted to active participation. Suspended participants holding Sunset Speedway appointments will not automatically resume their appointments.

4. Consequences of Disqualification: Any driver who is disqualified (black flagged) from qualifying, a heat race, or the main event, shall not be awarded points for that portion of the event and lose any awards for that event. The Board may also disqualify him/her for the entire day's events as well. Disqualification or reduction in points for the day and loss of awards will result if illegal fuel, equipment, engine, or any other violation is found during inspection at any point in the day. If at weigh in, the minimum weight of the kart is not met, you will be disqualified for that race only. Penalties are necessarily progressive, that is, any penalty may be assessed for a first offense if the action is considered serious enough by the Board.

Flags and Their Meanings

Green Flag: Start of the race, or restart of the race following a caution.

White Flag: One lap to go. In the event of a yellow flag after the white flag is waved, the race will revert to the last completed green flag lap.

Checkered Flag: End of the race. Drivers shall slow down on the backstretch and proceed to the pits and, if the race is the main event, proceed to the scales. Once every driver has received the checkered flag, they are to pull off the track and the race is over. Do not continue running laps.

Blue Flag with an orange Diagonal Stripe, or an all Blue Flag: You are about to be lapped by a faster kart. Driver being lapped you hold your groove and give the passing kart appropriate room to pass. Failure to hold your line while being lapped may result in receiving the black flag.

Black flag with a red ball (the meatball flag). This is the mechanical black flag and it means that there is something mechanically wrong with your kart, loss of safety apparel, or unsafe equipment, and you need to go to the pits immediately. Once the driver has left the track, they will not be allowed to reenter the race, but will receive finishing points. If the race is the main event, the driver needs to go to the scales as soon as they leave the track for weigh-in after the race.

Black Flag: This means you are disqualified from the race. The black flag will be displayed in one of two ways:

1. Rolled and pointed black flag. This is a warning about the driver's conduct. The rolled and pointed black flag shall be used as an option to waved black flag at the flagman's discretion. The flag is usually given for such things as intentional bumping or pushing, blocking, or failure to hold your line. A rolled black flag will only be given once, and a second incident will result in the waved black flag.

2. Waved (open) black flag: Driver must exit the track immediately because you have been disqualified for a driving infraction or unsportsmanlike conduct and you cannot return to the track for the remainder of the race and you are no longer being scored. Driver will lose all points for this race
3. Failure to heed either of the black flags will result in the driver being disqualified from all remaining races for the day and loss of all points earned during the day up to that point.

Yellow Flag: There is something on the track that is creating a danger to the drivers. This could be a stalled kart, a part from a kart laying on the track, an accident, or other obstacle. When the yellow light comes on and the flagman is waving the yellow flag, this signifies a full course yellow. Drivers shall slow down, hold their position (do not pass) and keep an eye out for the problem. The leader shall slow down and the rest of the field shall close up behind the leader, but no passing is allowed. Do not race back to the start/finish line. Positions for the race restart will be based on the last completed and scored green flag lap.

If there is a question about the lineup, drivers may pull out of line in turn four and raise your hand to signal the pit boss so he/she can get you in the correct position for the restart. No passing is allowed until the green flag is waved for the restart.

1. If the yellow flag is displayed in the corner, it means that the driver shall be aware of an incident on the track directly ahead and to use caution. This is not an official full course yellow, you are still racing and do not need to slow down until the yellow light comes on and/or the flagman waves the yellow flag at the start/finish line.
2. In the event of a spin or accident that causes a yellow flag, all drivers involved in causing the yellow shall restart the race at the back of the field.

Red Flag: There is a serious incident on the track and the race needs to be stopped temporarily. Drivers shall slow down and quickly find a safe place to stop on the track immediately wherever they are on the track. Once the track is safe, drivers shall drive slowly to turn four and stop. The pit boss will reset the lineup for the restart.

1. Positions for the race restart will be based on the last completed and scored green flag lap prior to the red flag. All karts involved in the red flag will be placed at the rear of the field for the restart. If you are involved in the incident, do not expect to "get your spot back." The pit boss will check all karts involved in the crash for safety before it will be allowed to restart the race.
2. When a race is red flagged and the Board decides the race cannot be restarted, the race will not be considered official unless at least half of the race laps have been completed at the last completed and scored green flag lap. If the race is not restarted, scoring will be based on the last completed and scored green flag lap, and all drivers involved in causing the red flag will be scored in the positions they were in at the last completed green flag lap.
3. If any work of any kind is done on a kart during the red flag, that kart will restart the race at the back of the field.
4. Any driver/kart that flips over will only be allowed to restart the race with the approval of the Pit Boss, Board, and/or EMT.

NOTE the rules regarding which drivers will restart at the back of the field, means, "all karts involved," it does not state who caused the yellow or red flag. Drivers, who spin or stop to avoid the incident, are excluded from having to start at the back on the restart.

Clone Motor Rules

Approved Engines: 6.5 HP OHV 196cc blue or yellow clone (Project, Dyno, Ducar, Moree, Tillotson 196r/rs (sealed version) are legal) and 212 cc Predator or Predator Hemi-head engines are the only engines allowed in any of the clone classes.

If it does not say you can do it, it is deemed illegal. If you are not totally clear on something, please check with the Board and tech officials.

All classes:

1. All parts must be Stock Box Stock factory production parts unless otherwise specified in this rulebook. No machining or alteration of parts is allowed unless specifically noted in this rulebook. All parts will be subject to a comparison to a known Box Stock part and must be within a ± 0.005 " tolerance to the known Box Stock part. Engine must be raced as teched.
2. **Ignition system:** Stock system only and must be unaltered, this includes coil mount and bolts. Low oil sensor may be disabled and removed. Ignition switch may be relocated.
3. **Carburetor:** Huayi or Ruixing model only. Carb to intake sealer shall be with a fiber gasket only, no other sealer allowed. Choke must be stock as supplied from the factory, but may be fixed in the open position. Stock, unaltered plastic insulator must be used in stock location. No sanding or machining of carburetor mounting surfaces.
 - a. Venturi 0.615" No-Go,
 - b. Rear carb bore 0.751" No-Go.
 - c. Main fuel jet 0.042" No-Go.
 - d. Low speed idle jet is a non-tech item.
 - e. Stock emulsion tube must be used and unaltered. Maximum I.D. of 0.066", maximum of 4 holes in bottom section, and 20 holes maximum in top section. Minimum E-tube length is 1.092"
 - f. Throttle shaft – 0.115" minimum diameter.
 - g. Butterfly -0.037" minimum thickness.
4. **Cylinder head:** Must be OEM casting only. Porting, grinding, or machining of any type is not permitted. Valve seats are two angles, 45-degree valve face, and 30-degree top relief. Stock head bolts only, and must have four. Head gasket may be aftermarket, but must be of stock configuration and thickness. No copper or aluminum head gaskets allowed. No 14 cc heads allowed. No sanding or machining of carburetor or exhaust mounting surface.
 - a. Combustion chamber volume for 196 cc engines shall be 26.50 cc minimum with the piston at TDC, and for 212 cc engines shall be 28.50 cc minimum with the piston at TDA, using prescribed procedure with head gasket in place. The liquid cc check is the official check. If the engine fails the cc liquid check at any time during the tech procedure, it will be called illegal.
5. **Valve train:** Stock valve cover only with any stock configuration valve cover gasket. Factory stock 1.1 rocker arms, valve spring retainers, valves, lifters and pushrods only. Valves shall be stock only with 45-degree angle on both valves, no modifications allowed. Exhaust valve diameter – 0.948" ± 0.005 ", intake valve diameter – 0.985" ± 0.005 ". Lash cap allowed on the exhaust valve only. Only box stock valve springs allowed with a maximum wire diameter of 0.071" and a maximum spring pressure of 10.8 lb. at a height of 0.850".
6. **Bore and Stroke:**
 - a. Blue and yellow clones: Stock cylinder bore shall be 2.685", (+ 0.010" for adults and Junior 2) max. Stroke shall be 2.123", $\pm 0.010/0.005$ ". Piston shall not pop up out of block.
 - b. Predator and Predator Hemi; Stock cylinder bore shall be 2.756", (+ 0.010" for adults and Junior 2) max. Stroke shall be 2.165", $\pm 0.010/0.005$ ". Piston shall not pop up out of block.
7. **Block:** Block must remain stock as produced. No decking or other machining of block is allowed, except for a 0.010" overbore. Stub for governor may be removed and hole plugged. Welding to the block shall only be allowed for rod damage repair only and may not constitute a functional modification.
8. **Piston and rings:** Piston and rings must be unaltered box stock only, but may be ± 0.010 ". No machining of piston and rings allowed. All rings must be present and used in the stock configuration.
9. **Connecting rod:** Connecting rod shall be box stock only. No machining of any type is allowed. Rod bolts shall be stock only.

10. **Crankshaft:** Stock box stock crankshaft required. Machining, polishing, removing or addition of material or other alterations is prohibited. Stock, factory timing gear mandatory and must be installed in the original location. Crankshaft journal diameter shall be 1.175" — 1.180" minimum.
11. **Flywheel:** Flywheel in all classes must be 3.3lbs minimum non-adjustable. No modification or removal of fins is allowed. King Billet Aluminum Slipstream, King Wheel Billet Steel DJ-168F-16200-A, ARC-6619,ARC-6625,ARC-6626, ARC-6689, ARC-6695, ARC-6696, DYNO PVL 211-900 flywheel, Ambush Flywheel #1116. **Stock steel flywheel is no longer allowed.**
12. **Pipe:** Header pipe wrap is required from the header flange to the silencer. Must be overlapping with no part of header showing. Header must be braced. Header and muffler must both be secure (tight) at end of the race- this is grounds for disqualification. Pipe must be safety wired.
13. **Clutch:** Any drum/shoe type clutch is allowed. Wet or Disc clutches are not allowed
14. **Fuel pump/Fuel tank:** Fuel tank shall be floor mounted; stock fuel tank mounted on engine must be removed. Fuel pump shall be any pulse type, mounted on top of the motor on a flat metal plate. Fuel pump can be pulsed from the crankcase, side cover, or valve cover.
15. The following changes from stock are allowed:
 - a. Aftermarket air filter adapter is allowed. Maximum length of adapter is 1.375" and must be unaltered.
 - b. Rope starter may be reused as manufactured and intact, but is not required. If rope starter is removed, a safety cover must be present. Any style nut and external electric starter is allowed. No on board starters are allowed.
 - c. Stock governor may be removed.
 - d. An ABS plastic elbow is allowed between the air filter adapter and air filter.

Beginner and Junior I Clone Rules:

1. All Junior I clone engines will be required to run a 0.425" green restrictor plate (ARC part no. DJ 1425), wiener pipe (ARC part no. DJ-1138B), and bullet style muffler (Briggs & Stratton part no. 89966, or equivalent or RLV – 4117 Mini 91 muffler. No Junior I clones will be allowed to race without these parts, no exceptions or grace period will be allowed. The restrictor plate must be located between the carburetor and plastic insulator, and the ear tab may be removed from the restrictor plate for clearance. Modification of the restrictor plate is prohibited. The anodizing shall not be removed around the holes. The plate must be flat, holes must be as produced with no rounding of the edges.
2. All Junior I clones must run a stock camshaft, no exceptions.
 - A. Ez-Spin assembly must remain as stock. Cam lobe base circle diameter shall be 0.865" with a -0.005/+0.010" tolerance allowed.
 - B. Duration check for intake and exhaust lobes (taken off pushrod) shall be:
 Intake – 218.5 degrees at 0.050" lift/85.5 degrees at 0.200" lift.
 Exhaust–221.5 degrees at 0.050" lift/96.5 degrees at 0.200" lift.
 A tolerance of +/-2 degrees will be allowed for wear and gauge variances.
 - C. Max intake lift on cam shall be 0.225", Min. 0.215" taken at the push rod. Maximum intake lift at the valve – 0.238", taken on the valve spring retainer with zero valve lash. Max exhaust lift on cam shall be 0.232" – Min, 0.222" lift, taken at the push rod. Max exhaust lift at the valve - 0.242" taken on the valve spring retainer with zero valve lash. To achieve zero valve lash for checking running lift, preload dial indicator by 0.001".

Junior II Clone Rules:

1. All Junior II clone engines will be required to run a 0.500" purple restrictor plate (ARC part no. DJ-1500), any single stage exhaust pipe, and any of the following mufflers: Briggs & Stratton part no. 89966 or 294599 or equivalent, RLV 4104 or RLV B91 muffler baffle holes .1285" Max. No Junior II clones will be allowed to race without these parts, no exceptions or grace period will be allowed. The restrictor plate must

be located between the carburetor and plastic insulator.

2. Exhaust pipe must be a single stage, one-piece header with a maximum O.D. of 1.070" steel tubing. Muffler may welded or threaded to end of exhaust pipe. A 2.00" maximum length sleeve may be used to attach the muffler to the pipe.
3. All Junior II clones must run a stock camshaft, no exceptions
 - A. Ez-Spin assembly must remain as stock. Cam lobe base circle diameter shall be 0.865" with a -0.005/+0.010" tolerance allowed.
 - B. Duration check for intake and exhaust lobes (taken off pushrod) shall be:
 - a) Intake - 218.5 degrees at 0.050" lift/85.5 degrees at 0.200" lift.
 - b) Exhaust-221.5 degrees at 0.050" lift/96.5 degrees at 0.200" lift.
 - c) A tolerance of +/-2 degrees will be allowed for wear and gauge variances. Max intake lift on cam shall be 0.225" – Min. 0.215" taken at the push rod. Maximum intake lift at the valve – 0.238", taken on the valve spring retainer with zero valve lash.
 - C Max exhaust lift on cam shall be 0.232" – Min. 0.222" lift, taken at the push rod. Max exhaust lift at the valve -0.242" taken on the valve spring retainer with zero valve lash. To achieve zero valve lash for checking running lift, preload dial indicator by 0.001".

Adult Clone Rules:

1. All Adult clone engines any single stage exhaust pipe, and any of the following mufflers: Briggs & Stratton part no. 89966 or 294599 or equivalent, RLV 4104 or RLV B91 muffler baffle holes .1285" Max. Muffler must be safety wired.
2. Exhaust pipe must be a single stage, one-piece header with a maximum O.D. of 1,070" steel tubing. Muffler may welded or threaded to end of exhaust pipe. A 2.00" maximum length sleeve may be used to attach the muffler to the pipe.
3. Adult clones may run a stock, CL1, CL1-Improved, CL1-M Improved, or CL2 camshaft. Ez-Spin assembly must remain as stock. Cam lobe base circle diameter shall be 0.865" with a-0.005/+0.010" tolerance allowed. Stock cam shall meet the rules listed under the Junior 2 Clone rules. CL1, CL1-Improved, CL1-M Improved, and CL2 cams shall meet the specifications shown on the next page of these rules.

Claimer Rule:

All Junior I, Junior II, and Adult clone engines are subject to a \$200.00 claiming rule.

Drivers wishing to claim a motor must finish the main event and notify a Board member within 15 minutes of the end of that class's main event.

Refusal to accept the claim will result in immediate disqualification of the competitor and loss of points earned to that point in the season. The competitor will also no longer be allowed to compete in that class.

Claim shall not include the clutch, chain guard, throttle assembly, header pipe, muffler, air filter, air filter adapter, top plate, flywheel or fuel pump.

Adult Clone Class Cam Specifications

CL1

Intake			Exhaust		
020	19.0	BTDC	020	58.5	BBDC
050	0.9	BTDC	050	39.9	BBDC
100	17.7	ATDC	100	22.6	BBDC
150	37.8	ATDC	150	4.3	BBDC
200	65.0	ATDC	200	20.8	ABDC
MAX LIFT	.224	INCH	MAX LIFT	.231	INCH
200	28.8	BBDC	200	61.8	BTDC
150	0.8	BBDC	150	34.4	BTDC
100	19.4	ABDC	100	15.0	BTDC
050	37.7	ABDC	050	2.2	ATDC
020	54.8	ABDC	020	19.2	ATDC
IN OPEN	43	BTDC	EX OPEN	80.5	BBDC
IN CLOSE	76.5	ABDC	EX CLOSE	41	ATDC
IN C/L	108.5	ATDC	EX C/L	110	BTDC
DUR AT 50	219	DEG	DUR AT 50	222.5	DEG
DUR AT 200	85.5	DEG	DUR AT 200	98	DEG

CL1 Improved

Intake			Exhaust		
020	15.4	BTDC	020	54.7	BBDC
050	2.9	ATDC	050	36.0	BBDC
100	21.3	ATDC	100	18.7	BBDC
150	41.5	ATDC	150	.4	BBDC
200	69.3	ATDC	200	24.5	ABDC
MAX LIFT	.224	INCH	MAX LIFT	.231	INCH
200	24.2	BBDC	200	57.6	BTDC
150	3.5	ABDC	150	30.3	BTDC
100	23.6	ABDC	100	11.0	BTDC
050	42.0	ABDC	050	6.3	ATDC
020	59.5	ABDC	020	23.5	ATDC
IN OPEN	39	BTDC	EX OPEN	76.5	BBDC
IN CLOSE	82	ABDC	EX CLOSE	47	ATDC
IN C/L	112.5	ATDC	EX C/L	106	BTDC
DUR AT 50	219	DEG	DUR AT 50	222.5	DEG
DUR AT 200	86.5	DEG	DUR AT 200	98	DEG

CL1-M

Intake			Exhaust		
020	19.6	BTDC	020	58.1	BBDC
050	1.1	ATDC	050	39.7	BBDC
100	17.4	ATDC	100	22.5	BBDC
150	37.5	ATDC	150	4.0	BBDC
200	65.5	ATDC	200	21.3	ABDC
MAX LIFT	.223	INCH	MAX LIFT	.227	INCH
200	28.4	BBDC	200	62.0	BTDC
150	0.6	BBDC	150	34.4	BTDC
100	19.6	ABDC	100	14.9	BTDC
050	37.9	ABDC	050	2.3	ATDC
020	55.1	ABDC	020	19.6	ATDC
IN OPEN	44	BTDC	EX OPEN	80	BBDC
IN CLOSE	77	ABDC	EX CLOSE	43	ATDC
IN C/L	108.5	ATDC	EX C/L	110	BTDC
DUR AT 50	219	DEG	DUR AT 50	222	DEG
DUR AT 200	86	DEG	DUR AT 200	96.7	DEG

CL2

Intake			Exhaust		
020	12.4	BTDC	020	51.2	BBDC
050	2.1	ATDC	050	37.0	BBDC
100	20.9	ATDC	100	18.8	BBDC
150	40.4	ATDC	150	0.2	BBDC
200	68.8	ATDC	200	25.7	ABDC
MAX LIFT	.2245	INCH	MAX LIFT	.2305	INCH
200	24.9	BBDC	200	56.8	BTDC
150	3.4	ABDC	150	31.2	BTDC
100	22.9	ABDC	100	12.6	BTDC
050	41.7	ABDC	050	5.7	ATDC
020	56.2	ABDC	020	19.9	ATDC
IN OPEN	28.5	BTDC	EX OPEN	66.5	BBDC
IN CLOSE	72.5	ABDC	EX CLOSE	36.5	ATDC
IN C/L	112.0	ATDC	EX C/L	105.5	BTDC
DUR AT 50	219.5	DEG	DUR AT 50	222.5	DEG
DUR AT 200	86.5	DEG	DUR AT 200	97.5	DEG

Adult Sealed Clone Class Motor Rules

1. Harbor Freight 212 cc Predator engine with bottom end and head sealed by Jim Dodson.
2. 10.8 lb valve springs only. Carb must be Hyual or Ruying stock carb only. Main jets and low jet non tech items. Choke must be present. Venturi. 615 no go.
3. Must use stock recoil.
4. Must use billet Flywheel and must be 3.3lbs minimum non-adjustable. No modification or removal of fins is allowed. King Billet Aluminum Slipstream, King Wheel Billet Steel DJ-168F-16200-A, ARC-6619,ARC-6625,ARC-6626, ARC-6689, ARC-6695, ARC-6696, DYNO PVL 211-900 flywheel, Ambush Flywheel #1116. Stock steel flywheel is no longer allowed. Straight up flywheel key, no offset keys.
5. Header pipe and muffler required, no straight pipes. Header bolts must be drilled and safety wired. Muffler must be safety wired. Pipe must be wrapped with header wrap from the header flange to the silencer. Must be overlapping with no part of header showing. Muffler/header must remain on motor to pass post tech.

Adult Limited Modified Predator Stage 2/3 Motor Rules

1. Any Harbor Freight 212 CC predator engines. No Honda GX platform.
2. Must be stock bore, stock stroke will allow +.225 for over bore.
3. Must use stock crank shaft. After market long rod ok. +.010, .020, .030
4. Must use billet Flywheel and must be 3.3lbs minimum non-adjustable. No modification or removal of fins is allowed. King Billet Aluminum Slipstream, King Wheel Billet Steel DJ-168F-16200-A, ARC-6619,ARC-6625,ARC-6626, ARC-6689, ARC-6695, ARC-6696 , DYNO PVL 211-900 flywheel, Ambush Flywheel #1116. Stock steel flywheel is no longer allowed.
5. Stock/OEM head, no billet head. Head gasket is non tech. No deck extensions.
6. No roller rocker arms. Stamped steer ratio rockers ok.
7. Carb must be stock appearing Hyual and Ruying only. No Tillotson or Mikuni carbs allowed. Carb may have choke removed.
8. Header pipe and muffler required, no straight pipes. Header bolts must be drilled and safety wired. Muffler must be safety wired. Pipe must be wrapped with header wrap from the header flange to the silencer. Must be overlapping with no part of header showing. Muffler/header must remain on motor to pass post tech.
9. Must have blower housing. If recoil starter is removed must run cover.
10. Clutch is not tech. Chain guard is required.
11. Must have secondary throttle return spring, this is a safety item.

Adult Modified Class Motor Rules

In order for a kart to qualify for this class, it must meet the following guidelines:

Karts must run one of the motors listed below. No Dual engines. No other motors will be allowed to run in the Adult Modified Class.

- A. 196 cc clone.
- B. 212 CC Predator or Predator Hemi.
- C. Briggs and Stratton Animal.
- D. Briggs and Stratton 5 hp Flat Head
- E. 2 stroke, 100 cc maximum.

Stock appearing engines including carbs. Clones must run aluminum flywheel for safety, any type. No spec for clutch.

All karts must follow the spec guidelines as defined in the chassis specifications section of this rule book.

Spokane County Motorsports Park Rules

These rules are mandated by Spokane County and are for everyone's safety.

1. No open fires.
2. Sunset Speedway will allow pets on a leash at all times. Pets must use the pet area and the pet's owner is responsible for cleaning up after the pet.
3. Anyone riding/driving any kind of off-road vehicle must wear a helmet at all times.
4. No bicycles in the pit area after qualifying starts.
5. No alcohol of any kind, or at any time, will be allowed at the track or on the Motorsports Park grounds.