

2023 Winged Outlaw Kart Rules

Disclaimer:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

.

Safety

1. The officials of the track (race director, flagman, etc.), have the final say in all matters pertaining to the track spectators & drivers. No threatening talk or actions towards officials will be tolerated. Failure to comply with this rule will result in immediate removal from property.
2. No alcohol or drugs will be tolerated. Anyone on the property suspected of being under the influence by the officials will be removed from the property.
3. Reckless driving will not be tolerated. If you intentionally cause a wreck or wreck someone else while racing under caution you will be parked. Multiple offenses will result in indefinite suspension from property.
4. The staging area between the pit area and the track is for karts, with driver and on crew member per kart only. This is the area for pre-race lineup and practice entry to the track. Never enter the track without the direction from a race official.

5. To exit the track during a race or practice proceed to the infield of the track, stop, and wait at the designated area until the track officials direct you to exit the track during caution.
6. All drivers must obey flagman's commands. Failure to do so will result in suspension from event. This is for your safety as well as other drivers.
7. You must know these flag rules:
 - a. Green Flag. When green flag is displayed the track is open for racing. The green flag signifies the start or restart of any race, qualifying, or practice. No passing before the green flag. Initial starts will double file. Restarts will be single file.
 - b. Yellow flag and/or caution lights mean caution. When yellow flag is displayed, slow down. Unless there is an immediate wreck or kart in the way, do not over apply brakes, let off the throttle and coast to a caution speed. We will not race back to the flag.
 - c. Red flag. Stop on the track as soon and safely as possible. Do not drive through an accident. When the red flag is lifted, we will be under caution and do not start until directed by officials.
 - d. Black flag. Proceed to the pit area via infield exit procedures. See rule 5. You have been disqualified from the current race
 - e. Blue flag with yellow stripes means to move over, the leaders are overtaking you and you are about to get lapped.
 - f. White flag means one lap to go.
 - g. Checkered flag means the race is finished.
8.
 - a. Spectator's must stay behind and off the fence at all times. No one will be allowed to enter the track except for drivers and their karts. If there is a caution, race officials will tend to the karts. If a crew member is needed for assistance with the kart, do not proceed on to the track unless directed by a race official during a red flag condition.
 - b. One crew member per kart in kid classes only allowed in scale area after race. No one allowed past the gate in adult classes. There will be a \$50 fine on first offense. Any team that has a second offense will have a DQ.
9. All children must be always under constant supervision by a parent or guardian. We are not a babysitting service. Failure to comply with this may result in expulsion from property.

10. Event time and schedule are not set in stone. Rely on our social media page for information regarding practice times and races.
11. In event of a rainout, no refunds will be given but keep armbands as a rain check for a future event. Armband rain check will be good only for the next event.
12. Safety is our number one priority. Long hair must be tied up appropriately. Glove, DOT full face approved helmet, and approved karting neck braces are mandatory. All drivers must have jackets, long pants, and full coverage shoes. A race-suit is recommended, but not required.
13. Winged karts drivers MUST have proper 5-point harness and approved neck restraint.
14. All karts must be in good working order and must be approved by officials before entering track and have appropriate numbers. All weights must be painted white and double-nutted. Anyone knowingly operating a kart without brakes will be disqualified from the event. Engines must be equipped with approved mufflers as well as chain guards.
15. No oil will be dumped on the ground. Please bring appropriate containers to keep used oil and take to the appropriate disposal facility.
16. Receivers will be mandatory for all Kart Classes. This will be for Track to Driver only communication. Any team caught with radio communication from crew to driver will be disqualified.

Class Rules:

Fuel Tech for All Briggs LO206 Classes Only

Fuel: Only store bought pump petroleum based gasoline as defined by American Society of Testing and Materials (ASTM) is permitted. Premium gasoline no greater than 94 octane sold at a normal roadside fuel station open to the public.

Fuel Cooling Devices: Fueling cooling devices of any kind are not permitted on the kart at any time. Relocation of fuel pump is legal as long as it is spaced to less than $\frac{3}{4}$ inch off the control plate.

Laboratory Testing: Mountain Creek has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of Mountain Creek Technical Inspector. Any competitor can protest another competitor during any stage (practice/qualifying, heat race, and race) of the race day. \$125 to protest and \$125 to accept protest. \$100 to winner of protest.

The specific elements that will be searched for includes: propylene oxide, alcohols (all types) aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds,

bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styenes, toluidine, and xylidine. Also added to the list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conferences of Governmental Industrial Hygienists.

Penalty for Fuel Tech violations: Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned may be subject to a suspension, fine, and cost of fuel test(s).

Penalties will be:

1st Offense \$500

2nd Offense \$1000 and 2 race suspensions

3rd Offense Suspended Indefinitely

- In all classes, engines must be equipped with approved mufflers as well as chain guards
- LO206 Engine Protest Rules: Any team can protest forward. Protests cannot be made for someone finishing behind the protester. \$200 Protest Fee and \$75 to accept. \$200 will go to the winner of the protest and \$75 will go to the tech official. No motor change can be made after practice/qualifying unless tech official is notified. Will have to start in rear of next stage of race day if changed.
- Beg. Box Stock and Box Stock Wings will be required to run Hoosier D20 slicks with at least three 6.00 width tires. No tires shall be greater than 8.00 width. TIRE PREPPING IS PROHIBITED. Tires may not be prepped, cut or sanded. Random sampling will be done periodically to ensure compliance. Race procedure: Washing is prohibited until the end of the night. Any team violating tire rule will be disqualified for the event and be subject to a \$500 first time penalty, \$1000 second time penalty and so on.

Tire Protest Rules: Any team can protest forward. \$125 Protest Fee and \$125 to accept.

Winner of the protest will receive back \$100. The Protester will designate which tire to tech.

The track reserves a right to Protest a tire at any time.

- Transponder must be mounted on the steering support bar in front of the seat closest to the floor pan
- 4 kart minimum to race in all classes

Stock Yamaha 450 Outlaw Kart:

1. Minimum Kart and Driver weight is 500lbs.
2. All rules refer to Stock Yamaha 450 Outlaw sanctioning series.

Box Stock Division:

1. Engine: LO206 Engine Rules Apply
2. Fuel: Must run pump gas from a normal roadside fuel station open to the public. This fuel can be ethanol free.
3. Weight: Driver and Kart must weigh 325lbs.
4. Ages 8-14 years old.
5. Wing must be box stock wings with a center 32 x 35 inches, left side 40 x 20 inches, and right side 40 x 14 inches. Left side panels are allowed but must not exceed the rear cage. NO right side sails or any other aerodynamic devices will be allowed.
6. Must run a sprint car style bumper. No flat kart style bumpers allowed. Must extend back a minimum of 7" from end of front rail.

Beginner Box Division:

1. Engine: LO206 Engine Rules Apply. MUST run Green Slide (.490 opening).
2. Fuel: Must run pump gas from a normal roadside fuel station open to the public. This fuel can be ethanol free.
3. Weight: Driver and Kart must weigh 285lbs.
4. Ages 5-9 years old.
5. Wing must be box stock wings with a center 32 x 35 inches, left side 40 x 20 inches, and right side 40 x 14 inches. Left side panels are allowed but must not exceed the rear cage. NO right side sails or any other aerodynamic devices will be allowed.
6. Must run a sprint car style bumper. No flat kart style bumpers allowed. Must extend back a minimum of 7" from end of front rail.

Cadet Box Stock Division:

1. Engine: LO206 Engine Rules Apply. MUST run Red Slide (.440 opening)
2. Fuel: Must run pump gas from a normal roadside fuel station open to the public. This fuel can be ethanol free.
3. Weight: Driver and Kart must weigh 285lbs
4. Ages 5-8 years old.

5. Wing must be box stock wings with a center 32 x 35 inches, left side 40 x 20 inches, and right side 40 x 14 inches. Left side panels are allowed but must not exceed the rear cage. NO right side sails or any other aerodynamic devices will be allowed.
6. Must run a sprint car style bumper. No flat kart style bumpers allowed. Must extend back a minimum of 7" from end of front rail.
7. After winning 3 features with more than 5 karts the racer has to move up to Beginner Box Stock Division.

600cc Micro:

Driver must be 14 years of age on the date of the first regular season race or be prior approved by Adam Stewart

2023 600cc U6SA Rules. All U6SA rules apply unless otherwise noted.

1) Terms and conditions

- a) If a change or modification to the stock engine or its parts is not included in these rules then the modification is considered legal.
- b) The word "stock" means un-modified factory original parts or components.
- c) No mixing engine parts from other motorcycle manufacturers. For example: Only Yamaha parts can be used in a Yamaha engine.

The case determines the model year and that is what determines the stock bore & stroke for that engine. **2) Overall Engine**

- a) No limited production race motors allowed. Must be a production motorcycle engine, 4 cylinders 4 stroke.
- b) No titanium anywhere in or on the engine, unless it comes stock form manufacturer of engine on the production bike or used as bolts in aftermarket rods.
- c) Must have engine, clutch, and transmission all in one unit.
- d) Must be Chain Drive.

3) Bore and stroke

- a) 600cc Maximum displacement for an engine model that was new in 2007 or newer. Older engines maximum displacement is 637cc. Engine model is defined as a manufacturer redesign of overall engine. See Specification list.
- b) No strokers or de-stroked engines.

4) Head and cams

- a) NO PORTING or deporting of intake or exhaust runners.
- i) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
- ii) Valve seat inserts may be reworked or replaced with any seat of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Valve seats can be

ground with multiple angles. Blending of the valve seat into the head is permitted but cannot extend more than 1/4" into the aluminum head measured from where the seat meets the head.

b) OEM Head only.

c) Valves cannot be larger in diameter than factory stock valves.

5) Bottom End

a) No machining to remove weight from the crank (balancing of crank is ok) (no aftermarket cranks) (no lightweight cranks) No polishing or coatings of any kind. b) No aluminum connecting rods.

c) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment. **6)**

Clutch/Transmission

a) No removal of clutch.

b) Clutch must remain operational.

c) No modification to the stock transmission gears, no close-ratio gears or nonstandard gear-ratios. All gears must remain in transmission, no removing any gears. No polishing or coatings of any kind.

7) Ignition

a) No aftermarket ECU's, stock appearing ECU only. ECU must be a production ECU that was originally supplied by the same manufacturer as the engine. Racing ECU's may be used, as

long as they were originally supplied by the same manufacturer as the engine. Ex: Honda motorcycle engines must run ECU's that were supplied by Honda on their motorcycle engines. Re-flashing of ECU and factory race ECU's are allowed. Rev limit for all 600cc (nothing larger than 600cc) engines is 16,100 rpms. Rev limit for all 636cc engines is 14, 800 rpms. U6SA specified Rev Limit must remain intact at all times (no switched or gear specific limiters). If a computer is hooked up to check the ECU it must be set to U6SA specified rpm's, no tolerance. See specifications list for RPM limits.

b) All cars must have the PA standard connector for the track to check engine rpm rev limit. These are available from the chassis manufactures and engine builders, and at the track.

All cars must leave intact the rpm wire coming from the ECU. c) No aftermarket coils.

d) No gear position sensor may be used. The sensor may be in place on the engine, but cannot have any wires connected to it. Gear position wire from ECU may not be switchable.

e) No traction control device.

f) No more than one ECU box present in or on car.

g) A 50 rpm over rev tolerance for the purpose of tech inspection is acceptable. (Note: this does not mean you can turn up the rpms in any ECU by any amount). h) Switchable wires for changing ignition maps, fuel maps, or rev limits must be contained and secured in the wiring harness. (the wires must be taped up, not visible, and unable to be switched in any way).

8) Air Induction system

- a) No mechanically forced induction (turbo charging, supercharging).
- b) Any carburetors may be used on any engine, regardless of year of engine.
- i) Note: Switching to carburetors on engines that came with fuel injection usually increases the rev limiter due to the removal of the injectors as the ECU cuts fuel to limit rpm's before it cuts the ignition. A reflash of the ECU will be required if using carburetors in order to comply with the rev limit rule 7.
- c) If the engine did not come from the factory with fuel injection, fuel injection may not be used.

9) Exhaust

- a) A muffler must be used with the exhaust system that will keep noise levels within individual track limits.

10) Charging system

- a) No removing the charging system, it must remain in complete working order, no factory racing charging systems.

11) Self-Starting

- a) The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

12) Fuel

- a) No fuels other than alcohol, and/or top lube. Non-flammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.
- b) Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.

13) Minimum weight

- a) Minimum weight at all times is 800 pounds for winged classes and 775 pounds for wingless classes, car and driver. If weight is added it must be firmly bolted in place. All weight must be painted white with number on it. All weight must be double-nutted or pinned.

600cc Mandatory U6SA Wing Rule 1. Top Wing

- a) Center air foil cannot exceed 12 sq. ft. (1728 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- b) Top Wing must not extend beyond outside of rear tires or behind the rear bumper.

- c) Center foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.
- d) Center foil must be one piece. No split or bi-wings permitted.
- e) Maximum dimension of each side panel is 54-1/4" x 24-1/4". Only two side panels allowed. No kick-out allowed.

Panels must be parallel. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

2. Nose Wing

- a) A nose wing is optional.
- b) Center air foil cannot exceed 4 sq. ft. (576 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- c) Nose wing must not extend beyond the outside of the front tires., or beyond the front bumper.
- f) Center foil must be one piece. No split or bi-wings permitted.
- d) Maximum dimensions of each side panel is 10-1/4" x 24-1/4". Only two side panels allowed. Panels must be parallel. No kick-out allowed. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

Restricted 600cc Micro Driver must be 12 years old or older on the date of the first regular season race of the year or approved by Adam Stewart

If a driver is under 12 years of age, they must be approved by Adam, or have a full year of at least Box Stock experience or currently running in the Box Stock division.

2023 600cc U6SA Rules. All U6SA rules apply unless otherwise noted.

1) Terms and conditions

- a) If a change or modification to the stock engine or its parts is not included in these rules then the modification is considered legal.
- b) The word "stock" means un-modified factory original parts or components. c) No mixing engine parts from other motorcycle manufacturers. For example: Only Yamaha parts can be used in a Yamaha engine.

The case determines the model year and that is what determines the stock bore & stroke for that engine. **2) Overall Engine**

- a) No limited production race motors allowed. Must be a production motorcycle engine, 4 cylinders 4 stroke.

- b) No titanium anywhere in or on the engine, unless it comes stock from manufacturer of engine on the production bike or used as bolts in aftermarket rods.
- c) Must have engine, clutch, and transmission all in one unit. d) Must be Chain Drive.

3) Bore and stroke

- a) 600cc Maximum displacement for an engine model that was new in 2007 or newer. Older engines maximum displacement is 637cc. Engine model is defined as a manufacturer redesign of overall engine. See Specification list. b) No strokers or de-stroked engines.

4) Head and cams

- a) NO PORTING or deporting of intake or exhaust runners.
 - i) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
 - ii) Valve seat inserts may be reworked or replaced with any seat of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Valve seats can be ground with multiple angles. Blending of the valve seat into the head is permitted but cannot extend more than 1/4" into the aluminum head measured from where the seat meets the head.
- b) OEM Head only.
- c) Valves cannot be larger in diameter than factory stock valves.

5) Bottom End

- a) No machining to remove weight from the crank (balancing of crank is ok) (no aftermarket cranks) (no lightweight cranks) No polishing or coatings of any kind. b) No aluminum connecting rods.
- c) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment. **6)**

Clutch/Transmission

- a) No removal of clutch.
- b) Clutch must remain operational.
- c) No modification to the stock transmission gears, no close-ratio gears or nonstandard gear-ratios. All gears must remain in transmission, no removing any gears. No polishing or coatings of any kind.

7) Ignition

- a) No aftermarket ECU's, stock appearing ECU only. ECU must be a production ECU that was originally supplied by the same manufacturer as the engine. Racing ECU's may be used, as long as they were originally supplied by the same manufacturer as the engine. Ex: Honda motorcycle engines must run ECU's that were supplied by Honda on their motorcycle

engines. Re-flashing of ECU and factory race ECU's are allowed. Rev limit for all 600cc (nothing larger than 600cc) engines is 16,100 rpms. Rev limit for all 636cc engines is 14, 800 rpms. U6SA specified Rev Limit must remain intact at all times (no switched or gear specific limiters). If a computer is hooked up to check the ECU it must be set to U6SA specified rpm's, no tolerance. See specifications list for RPM limits.

- b) All cars must have the PA standard connector for the track to check engine rpm rev limit. These are available from the chassis manufactures and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU. c) No aftermarket coils.
- d) No gear position sensor may be used. The sensor may be in place on the engine, but cannot have any wires connected to it. Gear position wire from ECU may not be switchable.
- e) No traction control device.
- f) No more than one ECU box present in or on car.
- g) A 50 rpm over rev tolerance for the purpose of tech inspection is acceptable. (Note: this does not mean you can turn up the rpms in any ECU by any amount).
- h) Switchable wires for changing ignition maps, fuel maps, or rev limits must be contained and secured in the wiring harness. (the wires must be taped up, not visible, and unable to be switched in any way).

8) Air Induction system

- a) No mechanically forced induction (turbo charging, supercharging).
- b) Any carburetors may be used on any engine, regardless of year of engine.
- i) Note: Switching to carburetors on engines that came with fuel injection usually increases the rev limiter due to the removal of the injectors as the ECU cuts fuel to limit rpm's before it cuts the ignition. A reflash of the ECU will be required if using carburetors in order to comply with the rev limit rule 7.
- c) If the engine did not come from the factory with fuel injection, fuel injection may not be used. **9) Exhaust**

- a) A muffler must be used with the exhaust system that will keep noise levels within individual track limits.

10) Charging system

- a) No removing the charging system, it must remain in complete working order, no factory racing charging systems.

11) Self-Starting

- a) The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

12) Fuel

- a) No fuels other than alcohol, and/or top lube. Non-flammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.
- b) Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.

13) Minimum weight

- a) Minimum weight at all times is 800 pounds for winged classes and 775 pounds for wingless classes, car and driver. If weight is added it must be firmly bolted in place. All lead must be painted white with number on it. All weight double-nutted or pinned.

600cc Mandatory U6SA Wing Rule 1. Top Wing

- a) Center air foil cannot exceed 12 sq. ft. (1728 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil. b) Top Wing must not extend beyond outside of rear tires or behind the rear bumper.
- c) Center foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.
- d) Center foil must be one piece. No split or bi-wings permitted.
- e) Maximum dimension of each side panel is 54-1/4" x 24-1/4". Only two side panels allowed. No kick-out allowed. Panels must be parallel. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

2. Nose Wing

- a) A nose wing is optional.
- b) Center air foil cannot exceed 4 sq. ft. (576 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- c) Nose wing must not extend beyond the outside of the front tires., or beyond the front bumper.
- f) Center foil must be one piece. No split or bi-wings permitted.
- d) Maximum dimensions of each side panel is 10-1/4" x 24-1/4". Only two side panels allowed. Panels must be parallel. No kick-out allowed. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

Restrictor Plate

- a) All Cars must run an unaltered Restrictor Plate made by King Racing Products. Measuring 0.75"