



2024 Rule Book

Safety

Pit Area Safety:

Everyone entering the Pit Area must sign a liability release form and must wear a pit pass wristband. Violation of this rule will result in the team they represent being disqualified.

Your pit area must be equipped with a serviceable fire extinguisher.

You and your team are solely responsible for the safety of both you and your kart.

Driver Safety:

Arm and/or wrist restraints are strongly recommended and must keep the driver's arms inside the cage during a rollover. Drivers are solely responsible for the safety of restraints.

SNELL or DOT approved helmets are required.

Neck braces or Hans Device are mandatory.

Racing Fire Suits are strongly recommended. No shorts, short sleeves or open toe shoes.

Kart Safety:

Kart type chassis only. No active suspension. Cage, as approved. Body, standard sprint configuration. No side pod body.

At least one brake caliper acting on a 6" diameter disc, acting on the rear axle, is required. Only hydraulic systems are acceptable. Braking systems must always be in working order. Front brakes are allowed.

All karts must be equipped with properly attached lap belts, shoulder harnesses and sub-belts. Minimum 2" belt width is required.

Wing, Hood and Tail Piece are mandatory in all classes.

Cages are mandatory. Bodies can be any material except wood. No sharp edges or protruding parts. The only carbon fiber parts allowed are hood, tail, floor pan and chain guard. No titanium or carbon fiber rotating parts.

The end of the exhaust pipe may not extend further than 3" past the outermost edges of the nerf bars, bumpers and wheels.

All engines must have a 6", or longer, nylon tie attached to the spark plug wire. This allows for emergency shut down by track staff if necessary.

Silencers must meet noise level limit of 95 dba.

Track Rules

Right rear tire must be stamped & durometer at or above 50 before and after track time. This includes Caged Clones. Treaded Tires (Burriss – QRC50/Hoosier – D50) / Slick Tires (Burriss – SS33/Hoosier – D30) **Right Rear Tire MUST be Burriss or Hoosier Tire.**

Track fuel must be used at **ALL** races and in **ALL** classes.

A RACEceiver is **ALWAYS** required when on the track. Drivers not responding to directions over the RACEceiver will be penalized.

Transponders are always required when on the track. They must be mounted behind the rear most edge of the front tires. It should be 10" or more off the track surface and pointed straight down on the inside of the cowl portion of the hood or the right front cage tube above the receiver.

Right side wing panel may not exceed 48-3/4" long or 20" tall at any point. Left side wing panel may not exceed 48-3/4" long or 28" tall at any point. Center section of the wing may not exceed 40" wide at any point. Overall height from ground to highest point of the wing not to exceed 78" at any point. Any innovations to improve aerodynamic efficiency beyond these guidelines must be approved by officials.

Right Side Sail Panel Dimensions: Top - 24-1/4"; Back Edge - 24-1/4"; Bottom - 7-1/4". **NO FULL CAGE PANELS (Except Caged Clones).** Sail panel may not attach to Hood on either side of kart **(Except Caged Clones).**

Minimum Weight Rules apply to **ALL** races. Weights must be safely fastened to the kart.

Restricted Box Stock (Kart & Driver)	250 LBS.
Box Stock (Kart & Driver)	270 LBS.
Intermediate (Kart & Driver)	390 LBS.
Open Intermediate (Kart & Driver)	420 LBS.
Open (Kart & Driver)	450 LBS.
Sportsman (Kart & Driver)	475 LBS.
Caged Clone (Kart & Driver)	400 LBS.

In Time Trials, karts will be called to the scales at random. Officials have the right to scale any kart at any time. After A-Main Events, Top 3 must report to the scales, **if**

instructed. If officials lose sight of your kart before you scale, you will be disqualified from that event.

Drivers missing their Time Trial group will lose their opportunity to start in the Trophy Dash. They will start no further than behind the Trophy Dash karts in the A-Main.

Drivers must run their qualified kart number in all their races in that class for the evening. There is no driver substitution during the race event.

Driver substitution for a Regular Season Points Night is allowed but points for the race night cannot be more than the registered driver's four race point average.

Drivers may switch to a backup kart in the middle of a race evening, but not in the middle of a race (heat, dash, semi or main event). In the event of a kart switch, the driver must start at the rear of the next event they have qualified for.

If a kart leaves the track and goes to the pits, it is not allowed back on the track and is out for that race.

From the time each car enters the track there will be a spin rule in place. The number of spins allowed will be determined each race at the Driver's Meeting. When a kart stops on the track it is considered a spin, at the officials' discretion. Each time a driver spins, even on warm up laps, the driver will restart at the rear of the race.

Any driver who stops on the track to argue with an official will be placed at the back of the pack. If the driver continues to argue and holds up the race for one lap, the driver will be black flagged and must leave the track, ending the driver's race.

Pit crews are restricted from the racetrack and the infield while a race is in progress. The only exception is during the A-Main. One crew member may be in the "Hot Pit" work area. Violation of this rule will result in the kart they represent being disqualified.

Fighting and unsportsmanlike conduct, approaching the flagman or attempting to enter the scoring booth by drivers or any member of their crew will not be tolerated. Any violation of this rule will result in immediate loss of points and removal from the race and/or suspension from competition.

The flagman is in control of the racetrack when karts are on the track. All drivers must understand the flags and respond accordingly.

Time limit for heats and semi-main events is eight minutes from the time of the first green flag. Line up quickly and do not delay the race.

Race officials have the right to remove any kart from the track due to conditions deemed to be unsafe. Such conditions may include mechanical hazards, as well as unsportsmanlike or unsafe driving practices. The decisions of the race officials are final. All rules are subject to the official's discretion and has the right to adjust the rules in unusual situations.

NEVER EXIT TO THE OUTSIDE OF THE TRACK UNDER THE GREEN FLAG!

Green Flag

Initial Starts

As soon as the field is in two-by-two formation, the starter will indicate that a start will occur on the next lap. As the cars reach the back straight, the yellow light will be turned off. The Pole car is responsible for setting the pace. The start will occur at the cone/line placed in turn four once the starter waves the green flag and turns on the green light.

Any kart out of alignment, lagging back or jumping, will be charged with a jump start. This includes the front row. Drivers jumping the start will be charged a two-position penalty for each car encroached at the next stoppage of the event, whether that is a caution period or the finish of the race.

Restarts

All restarts are single file, nose to tail on the bottom of the track. When entering Turn 3 the leader must lead the field around the bottom of the racetrack (No "Diamonding Off" the corner.) You cannot pass or move out of line until you pass the cone in turn four. The lead kart decides when to restart the race once it has entered turn four. If the leader does not start before the cone, the flagman will wave the green when the lead kart reaches the cone/line in turn four.

Any driver out of line, or encroaching another kart, will be charged a two-position penalty for each car encroached at the next stoppage of the event. Any driver charged with two jump starts in a single event will be disqualified from the race.

Yellow Flag

All classes will **RACE TO THE YELLOW FLAG**. Drivers must use **EXTREME CAUTION** when racing to the yellow. Any kart deemed to have advanced their position racing through the yellow flag scene will be moved behind the karts advanced upon.

Each time a driver stops on the track for **ANY REASON**, that driver is charged with a yellow. Drivers involved in their first yellow will be allowed to continue the race, starting in the back of the field. After a second yellow, you are disqualified from the race. Disqualified drivers will need to park in the infield for the remainder of that race. They will **NOT** exit to the outside of the racetrack.

Once drivers pass the Start/Finish line taking the yellow flag, all drivers must hold their position. Drivers will be given directions over the RACEceiver to correct the lineup. Infield officials are not required to give instructions. Drivers not following the direction given over the RACEceiver will lose their position and the race will restart with that driver in the incorrect position. Drivers refusing to take directions may be disqualified and parked in the infield for the remainder of that race.

Red Flag

All drivers must stop as soon as safely possible. Do not stop in, or drive through the accident scene. You may be charged with a yellow against you if you do.

Crew members are only allowed on the track during an Open Red. An Open Red will only happen during A-Main Events. Once the karts have stopped and the drivers involved have been identified, there will be a horn to notify crew members that they can come onto the track. Open Red conditions will only last for two minutes. With 30 seconds remaining, the horn will blow twice. This means that you need to finish up service and leave the track.

White Flag

One lap remaining in the race.

Checkered Flag

The race is over. Please exit the track when safe to do so.

Black Flag

Your kart has been disqualified. Please exit to the infield. **DO NOT** exit to the outside of the track.

Restricted Box Stock Class

Recommended age is five to eight years old, or as approved by race officials.

All General and Safety rules previously listed will apply.

Weight minimum for Kart and Driver is **250 LBS.**, at all races. Weights added to bring the kart up to minimum weight must be safely fastened to the kart. All weights must be painted white, with the kart number written on them. If a weight is lost on track, the driver is subject to a fine.

Tire Rule is for **ALL** races. Right rear tire must be slick (no tread), and must be stamped (Burriss – SS33/Hoosier – D30) and durometer at or above 50 before and after track time, **ACROSS THE WHOLE TIRE. NO GROOVING, SIPING, OR “DOPING” TIRES.**

Engine rules will be equivalent to the Red Bluff Outlaws. (LO206 Engine, Green Slide, Lock on Carb., etc.)

Box Stock Class

Recommended age is seven to twelve years old, or as approved by race officials.

All General and Safety rules previously listed will apply.

Weight minimum for Kart and Driver is **270 LBS.**, at all races. Weights added to bring the kart up to minimum weight must be safely fastened to the kart. All weights must be painted white, with the kart number written on them. If a weight is lost on track, the driver is subject to a fine.

Tire Rule is for **ALL** races. Right rear tire must be slick (no tread), and must be stamped (Burriss – SS33/Hoosier – D30) and durometer at or above 50 before and after track time, **ACROSS THE WHOLE TIRE. NO GROOVING, SIPING, OR “DOPING” TIRES.**

Engine rule is the Briggs and Stratton LO206.

250 Intermediate Class

Recommended age is twelve to eighteen years old, or as approved by race officials, based on the drivers' previous experience and abilities.

The 250 Intermediate Class is a 4-Stroke **ONLY** class. 2-Stroke 250's are no longer allowed to compete at Cycleland Speedway. Must remain standard for the year and model.

All General and Safety rules previously listed will apply.

Weight minimum for Kart and Driver is **390 LBS.**, at all races. Weights added to bring the kart up to minimum weight must be safely fastened to the kart. All weights must be painted white, with the kart number written on them. If a weight is lost on track, the driver is subject to a fine.

Tire Rule is for **ALL** races. Right rear tire must be stamped (Burriss – QRC50/Hoosier – D50) & durometer at or above 50 before and after track time.

Open Intermediate Class

Recommended age is twelve to eighteen years old, or as approved by race officials, based on the drivers' previous experience and abilities.

Engine may be any single cylinder two cycle motorcycle engine, or single cylinder four cycle motorcycle engine may be used. CC is unlimited. Possible CC restrictions will be applied if needed.

All General and Safety rules previously listed will apply.

Weight minimum for Kart and Driver is **420 LBS.**, at all races.

Weights added to bring the kart up to minimum weight must be safely fastened to the kart. All weights must be painted white, with the kart number written on them. If a weight is lost on track, the driver is subject to a fine.

Tire Rule is for **ALL** races. Right rear tire must be stamped (Burriss – QRC50/Hoosier – D50) & durometer at or above 50 before and after track time.

Open Class

Recommended minimum age is fifteen years old, or two **FULL** years of Open Intermediate Experience. Or as approved by race officials, based on the drivers' previous experience and abilities.

Engine may be any single cylinder two cycle motorcycle engine, or single cylinder four cycle motorcycle engine may be used. CC is unlimited. Possible CC restrictions will be applied if needed.

All General and Safety rules previously listed will apply.

Weight minimum for Kart and Driver is **450 LBS.**, at all races. Weights added to bring the kart up to minimum weight must be safely fastened to the kart. All weights must be painted white, with the kart number written on them. If a weight is lost on track, the driver is subject to a fine.

Tire Rule is for **ALL** races. Right rear tire must be stamped (Burriss – QRC50/Hoosier – D50) & durometer at or above 50 before and after track time.

Sportsman Class

Drivers **MUST** be at least 30 years old, **OR** driver must weigh over 200 LBS, or as approved by race officials, based on the drivers' previous experience and abilities.

Engine may be any single cylinder two cycle motorcycle engine, or single cylinder four cycle motorcycle engine may be used. CC is unlimited. Possible CC restrictions will be applied if needed.

All General and Safety rules previously listed will apply.

Weight minimum for Kart and Driver is **475 LBS.**, at all races.

Weights added to bring the kart up to minimum weight must be safely fastened to the kart. All weights must be painted white, with the kart number written on them. If a weight is lost on track, the driver is subject to a fine.

Tire Rule is for **ALL** races. Right rear tire must be stamped (Burriss – QRC50/Hoosier – D50) & durometer at or above 50 before and after track time.

Caged Clone Class

Recommended minimum age of fifteen years old, or as approved by race officials, based on the drivers' previous experience and abilities.

The Caged Clone Class has transitioned to the **Tillotson 225RS** engine package and it will be the **ONLY** engine approved for use in the Caged Clone Class at Cycleland Speedway. The Tillotson 225RS Engine Rules can be found on the Tillotson website, or via the link below if viewing this rulebook online.

<https://tillotson.ie/wp-content/uploads/2023/12/TPP-225RS-USA-Engine-Rules-Fiche-21122024-V2.pdf>

All General and Safety rules previously listed will apply.

Weight minimum for Kart and Driver is **400 LBS.**, at all races. Weights added to bring the kart up to minimum weight must be safely fastened to the kart. All weights must be painted white, with the kart number written on them. If a weight is lost on track, the driver is subject to a fine.

Tire Rule is for **ALL** races. Right rear tire must be stamped (Burriss – QRC50/Hoosier – D50) & durometer at or above 50 before and after track time.

The Leader of the race in all events (unless otherwise noted at Drivers Meeting) must run at least one lane off the bottom of the racing surface on all laps except the White Flag lap. On the White Flag lap, the leader may choose to run whichever lane they prefer.

It is **MANDATORY** to have at least a 10" number displayed on the right side of the kart. It can be on the side of the hood, or on the right-side panel. It must be legible from the scoring tower in a contrasting color from the rest of the kart. If the scorekeepers cannot read the number, you will be given one warning to get it fixed. If not fixed, it may result in disqualification.

Regular Season Points System

Qualifying Points

Position	Points
1	30
2	29
3	28
4	27
5	26
6	25
7	24
8	23
9	22
10	21
11	20
12	19
13	18
14	17
15	16
16	15
17	14
18	13
19	12
20	11
21	10
22	9
23	8
24	7
25	6
26	5
27	4
28	3
29	2
30	1
31+	0

Heat Race Points

Position	Points
1	18
2	16
3	14
4	12
5	10
6	8
7	6
8	4

Trophy Dash Points

Position	Points
1	30
2	28
3	26
4	24
5	22
6	20

Main Event Points

Position	Points
1	200
2	195
3	192
4	190
5	188
6	186
7	184
8	182
9	180
10	178
11	176
12	174
13	172
14	170
15	168
16	166
17	164
18	162
19	160
20	158
21	156
22	154

To Be Eligible to earn Cycleland Speedway Championship Points, you MUST purchase a Membership for \$30. The Membership is a one-time fee and must be paid to earn points.

Any competitor that is not a "Member" will be racing for payouts only and will not show up on the Championship Point Standings.

Drivers finishing in B-Main or C-Main will receive points at a 2-point drop per position. 1st Non-Transfer in B-Main will receive 2 points fewer than last place in A-Main and it will drop by two from there through the end of the field.

Drivers will be allowed **THREE** subs to be used at any time throughout the Points Season. Drivers using a sub will be given either their 4-race avg. or the point total earned by their sub; whichever is lowest. The 4-race avg. will be polled from the four most recent completed events that were not already used to calculate an average for a previous sub. A partial sub at any point during a race night, will count as one **FULL SUB** and will be scored according to the sub driver rule.