

OPEN & CAGED CLONES

Engine Rules

1.1_Rules & Intent: The intent of this engine package is to provide a low cost power source to attract new or budget minded karter's.

1.2_ Approved engines – OHV engines generally referred to as Clones with a maximum displacement of 212 cc's. Current legal engines include, but not limited to: the Lifan, Grey Hound, Harbor Freight Blue, Yellow, Jaing Dong, Yamakoyo, Blue Max, Ducar, Dupor & Predator.

1.3_Engine Components: Must be original OEM clone components unless otherwise specified. Removal of unnecessary OEM items such as exhaust system, air cleaner, fuel tank, governor, low oil sensor, etc is permitted. Welding or epoxy repair permitted to the block, head and side cover provided they don't enhance performance.

1.4_Exhaust System: Non tech except header must be round and the end may be expanded to accommodate a muffler/silencer. If no muffler is used a safety ring must be present on the exhaust tip to prevent injury in case of accident.

1.5_Carburetor: Huayi/Ruxing type carb only. Choke assembly must be in place and functional. Venturi .615" max diameter, must be round, checked with go/nogo gauge. Jetting is open. Filter adapter and filter are open Any pulse type fuel pump permitted and can be pulsed from the crankcase, side cover or valve cover. Carburetor dimensions to be checked with go/no go gauge. Plastic carburetor isolator must be unmodified and installed in it's original location. Restrictor plates are optional depending on post race kart and driver weight, if a restrictor plate is used it must be installed on kart in it's intended manner between the carburetor and isolator, restricting the air flow into the cylinder head in such a way that all intake air/fuel must pass through the restrictor plate. Restrictor plate must remain unmodified from the manufacturer (i.e. a blue plate must have a .550" restrictor opening). No other spacers, manifolds, or pulse adapters may be used.

1.6_Fuel Tank: Non Tech. (It is recommended that for safety reasons a remote/floor mounted tank may be used.) Tank must be securely fastened

1.7_Fuel: Gasoline purchased at the race Track only. No methanol, No E-85, No fuel enhancers or additives of any type.

Fuels available: 91 Octane or 110 Octane Race Fuel. No blending or mixing of Fuels.

1.8_Clutch: Any engine mounted shoe/drum clutch. No axle clutches, No disc Clutches.

1.9_Connecting Rods: OEM cast rod or billet stock rod replacement ok. No modifications allowed.

1.10_Pistons: OEM Std bore only. Three ring design and all rings to be intact and functional.

1.11_Crankshaft: Standard OEM item with stock stroke length (plus or minus .005"). No alterations permitted.

1.12_Flywheel and Ignition Coil: Must use stock clone ignition coil, plug wire, and resistor spark plug boot. Spark plug is open. Flywheel must be from approved list, 3.3 pound minimum weight, no flywheel modifications allowed.

2018-2019 LAKEPORT INDOOR OPEN & CAGED CLONE RULES

Approved flywheel list:

OEM Cast Iron

ARC: 6619, 6625, 6626

RaceSeng: RSP13075, RSP13077

King: Billet Steel, Billet Aluminum Slipstream

Dyno: PVL aluminum flywheel

1.13_Cylinder Head: OEM heads only with no port modifications allowed. Head gasket required, but type and thickness are open. Traditional style heads only, No Hemi type heads.

1.14_Valve Train: OEM push rods, push rod guide plates, retainers, springs, keepers, rocker arms and adjusters only. OEM valves with 45 seat angle only and no lightening or polishing. Stock 1:1 ratio OEM rocker arms only. OEM valve springs only with a maximum spring diameter of .798" (wire diameter .073" max) and a maximum tension of 10.8 lbs at .850" compressed height. Installed height of spring is .815" minimum with any spacers or seals.

1.15_Camshaft: Stock appearing camshaft cores only with the ez-spin assembly un-altered and in stock condition. Max intake lift is .240". Max exhaust lift is .245". Readings are taken with a dial indicator on the valve spring retainer with zero lash.

1.16_Fasteners & Gaskets: Non-tech, but must retain their original factory size. Heli-coils, studs, etc allowed for repair purposes.

1.17_Crankcase breathers are to be routed internally through the valve cover as originally intended in OEM configuration. No additional breathers allowed.

1.18_Stock pull starter must be in place and functional

1.19_Claiming: In order to be eligible to claim an engine you must be on the lead lap. Only the top 3 in the A main can be claimed. Only drivers that have entered in an event at the speedway previous to the claim date, and are point earning members at Speedway during that calendar year are eligible to claim an engine. Claim is \$200.00 or swap engines with the driver making the claim. Racer being claimed can take money OR swap engines. Long block only, does not include the following: clutch, motor mount, top plate, chain guard, air filter, air filter adapter & hardware, throttle linkage, fuel pump or header. Engine condition and legality are the responsibility of the driver/drivers receiving engines during a claim. Once the claim is initiated with payment and announcement of intention, it may not be reversed.

If you wish to claim the engine of another competitor you must pull into the infield after the main event and present your intention and \$200.00 to a speedway official (money must be present on driver). At this point both karts involved in the claim will be turned off and pushed to a neutral area determined by a speedway official. Drivers and pit crew will not be allowed to handle their karts until instructed to do so by a speedway official. Both teams will be allowed to have an observer present during engine removal. Any attempt to sabotage an engine during a claim will result in the driver of the offending team being suspended from competition until a \$200.00 fine is paid to the speedway and the race promoter has approved the driver for competition.

Any driver who refuses a claim will lose all points and money for the night as well as any accumulated points for the season. A driver that refuses a claim will be suspended from competition at the speedway until a \$200.00 fine is paid to the speedway and is approved for

2018-2019 LAKEPORT INDOOR OPEN & CAGED CLONE RULES

competition by the race promoter. Fines will be doubled for any driver refusing a claim more than once in a calendar year.

All claim transactions will be documented by the speedway and signed by the drivers and officials involved.

General Kart and Bodywork Specifications

2.1_ Wheels & Tires: Any 5" or 6" diameter Kart type Wheel. Tires must be Treaded design & Unaltered. Any Brand of Tire is allowed. Tire Softeners, Grinding or Siping/Grooving is not allowed. RR tire must read minimum 48 with Track Tire Durometer.

2.2_ Weight: Kart and driver 370 lbs (315 lbs with an unmodified blue ARC .550" restrictor plate, or 425 with open RR tire) after the A main event. Caged Clone weight is 425 kart and driver. Top 3 drivers must go to scales after A main event or will be DISQUALIFIED and will forfeit any money or points for that night. All weights added to the kart must be securely fastened to the kart with a minimum 5/16-inch diameter bolt, if weight is attached to the seat large area "fender" washers must be used. Kart Weight must be displayed on the engine shroud or top plate to aide track officials at the scales.

2.3_ Bodywork: All bodywork components must be constructed of high strength plastic, fiberglass, or advanced composites. No metallic materials to be used for side panels or nosecones. Body work must not obstruct the drivers forward or peripheral view. No panels or bodywork may cover the drivers head. All karts must have body work or bumpers that protects the leading edge of the front tires from contact with another kart.

2.4_ Bumpers and Nerf bars: All karts must have front bumpers that adequately protect the drivers feet. Karts must have nerf bars that adequately protect the kart from side impact, and will prevent karts from "hooking" wheels. "Speedway" style rear bumpers are required and must extend to at least the centerline of the rear tires.

Tech Procedures

3.1_ Procedure: After the main event the top 3 karts will proceed to the designated tech area, at this point the kart will be considered "impounded", karts will be inspected in their finishing order. Drivers/Crew will be required to assist with removal of parts, drain their oil, and to help facilitate the technical inspection on their kart.

3.2_ Tech Items: Items will include but are not limited too:

Caburetor/intake: This will include checking the maximum venture size via go/nogo gauge, checking the isolator, restrictor plate (if present), and for porting of the intake.

Tire Durometer: RR tire must read a minimum of "48" on the house durometer after given adequate time to cool.

Max Camshaft Lift: Will be measured at the valve spring retainer with the rocker arm set at "zero" lash

Clutch: Check for drum/shoe type clutch

Exhaust port: Check for porting of cylinder head on the exhaust side.

Valve springs: this will include wire diameter and coil spacing checks to ensure 10.8 BS springs are in place

Valve spring installed height: Check installed height with .815"

2018-2019 LAKEPORT INDOOR OPEN & CAGED CLONE RULES

Flywheel check from approved list
Internal scope check for stock cast rod

Race Procedure & Safe Driving:

4.1 An operational Raceciever is mandatory for all Drivers so they may receive instruction from Officials when on the track.

4.2 Competition is expected to proceed without you endangering yourself or others. If in the judgement of the race official, a driver bumps, crowds, or pushes another driver, the offending driver may be disqualified.

4.3 The winner from the previous race will invert to 10th place in the following races main event. This only applies to points races, and the sequential race, i.e. if a driver wins, but does not show up for the next points race, he is not required to invert in his next points race.

Although the rules are comprehensive, they may not address every situation. The Class Governing Body, and the Race Director of the event will consider the goals of the promoting organization. Common sense, the spirit and intent of these rules to make a decision. The Race Director's decision is final.