

Whiteland Raceway Park – Remaining 2018 Basic Rules

- Engine Tech and chassis tech (except those noted below) for all classes will be consistent with our friends at NCMP for the remainder of the 2018 season and therefore will utilize the 2012 WKA Technical Manual. We will have multiple manuals on hand and will be more than happy to clarify rules on race day should anyone have any questions.
- Mr. John Stultz will help us conduct the Post Session Tech Process on all classes with the exception of the Collegiate GP class which will be looked after by Mr. John Copeland.
- All Classes Must Run 450x5 Fronts and 710x5 Rear Tires w/ the exception of Kid Karts, 2&4 Cycle Novice and Yamaha Jr. Sportsman – These (3) classes must run 450x5 Front and Rear.
- Tire Compounds are open for all classes for the remainder of 2018 w/ the exception of the 2 paying classes (Yamaha Sr. Can and L0206 Sr.) – these 2 classes must run Bridgestone YLC's 450x5 Fronts, 710x5 Rears. If you choose to run another compound in these classes you will still be eligible for WRP Points (as this was the case in prior 2018 races) but you will not be eligible for the payout or contingency awards for the evening.
- Wheel widths are open for the remainder of 2018.
- Fuel and Oil is open, providing it can safely pass the post session tests by our technical staff. Testing details are below (Pages 2 & 3).
- Bodywork is open for all classes for the remainder of the 2018 season.
- Seats are open for the remainder of the 2018 Season.
- All Engines must be mounted on the Right-Hand side of the driver.
- Airboxes MANDATORY in all Two Cycle and Shifter Classes
- All Briggs L0206 Classes Must run RLV Mufflers
- All karts must have numbers on all four corners
- In the event of rain, we will race. All classes must run a wet / Rain Tire. Manufacturers & Compounds are open.
- All Lead Weights must be cotter keyed or double-nutted and all brakes and steering bolts/nuts must be cotter keyed or safety wired.

- Add 20 lbs. to the minimum weight if you are running front brakes in any single speed class
- Snell 2010 or Better Helmet, Jacket or Suit/Neckcollar/Gloves are Mandatory at all Times
- All MINORS must have MINOR RELEASE on file and signed by Parent/Legal Guardian before they can be allowed to practice or race. NO EXCEPTIONS. (Available at Track)

FUEL / OIL -

Fuel must meet/pass all guidelines/testing procedures. All fuel (or anything else entering the engine other than atmospheric air) must pass through the inlet needle and seat of the carburetor(s).

Testing will follow guidelines: Hydrazine, dioxins or carcinogens of *ANY KIND* are illegal in *ALL* classes. Banned substances for all two-cycle classes include, but are not limited to alcohol, aldehydes, aminodiphenyl, benzene (in excess of EPA limits), benzidine, beryllium compounds, bromine compounds, butadiene, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, nitropropane, etc.), styrenes, toluidine and zylidine. Additional substances deemed to exceed the Threshold Limit Value for human exposure as listed by the American Conference of Governmental Industrial Hygienists are also illegal. Banned substances for all four-cycle classes include, but are not limited to, any crankcase lubricant(s) containing an oxygen-bearing, vapor-producing and/or combustible substance. Officials will check for banned fuel substances at *ALL* race events.

An entrant may be tested at *ANY* time before, during and/or after an event. Any entrant found to have fuel containing any banned substance will be *IMMEDIATELY* disqualified for that session and subject to suspension for the remainder of the night. Refusal to submit to testing will result in the same penalty. Should an entrant take it upon themselves to have fuel tested prior to a given session (and that sample fail) that entrant will be able to take corrective action with no additional penalty, provided there is time available to do so.

Some commercially-available oils and fuels contain oxygenators, dioxins and carcinogens which are illegal at Whiteland Raceway Park. It is the entrant's responsibility to test or have tested these oils/fuels prior to competition in at Whiteland Raceway Park. 2-cycle gasoline(s) *MAY NOT* contain alcohol. An entrant must exercise care when purchasing their fuel from any Gasoline Outlet, regardless of brand, due to the fact many outlets add a

percentage of alcohol to their gasoline. *ALL* additives to 4-cycle fuel are prohibited. If fuel testing is done prior to the start of a race and an entrant is found to have illegal fuel, that entrant is disqualified for that race. The entrant will not be awarded any points, prize money or other awards nor allowed to use that race as a throw-out for points accumulation if disqualified for a fuel infraction. If disqualified for a fuel infraction, an entrant's entry fee will *NOT* be refunded.

Testing procedures: 2-Cycle – A Digitron meter will be used to test 2-cycle and 4 cycle gas classes fuels. The meter will be set to -75 with the probe fully immersed in a plastic container of clean, ambient- temperature cyclohexane (Zoning Fluid). The probe is then fully immersed in the competitor's fuel and allowed to settle. The probe must not touch any part of the fuel tank while the meter is settling.

The final meter reading *MUST* be a zero (0) or negative number; any plus number will result in disqualification. Fuel to be tested may be removed from the kart's fuel tank and placed into a suitable, clean plastic container. This may help eliminate any effects of an aluminum fuel tank and facilitate cooling to ambient temperature. Artificial cooling of the sample (ice baths, etc.) is not allowed. Final testing shall occur no later than 10 minutes after the sample's removal from the kart's fuel tank.

4-Cycle Gas Classes – The tech inspector will draw one gallon of fuel from the source of race spec fuel. The sample will be kept in a shaded, cool location, under the control of the tech inspector. A Digitron meter must be set to 000 using the controlled sample. Zeroing the meter with spec fuel as opposed to using the cyclohexane method due to the potential for error due to reagent contamination and other environmental factors. Competitors are allowed plus or minus 10 on the meter. Competitors are eligible for one re-check following a failed test.