



ATOKA RACEWAY PARK

**2010
RULE
BOOK**

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Revised March 30, 2010
(Changes are highlighted in yellow)



ATOKA RACEWAY PARK

2010 Guidelines and Track Rules

(Revised March 3, 2010)

The following is a list of rules and guidelines, which will be in effect immediately at Atoka Raceway Park. It may be revised at any time and will be posted on the ARP web site (www.atoka-raceway-park.com) when changes are made. It is the responsibility of the drivers and teams to be knowledgeable of all published and known rules pertaining to track operation and class they are competing in. It is recommended that the rules be printed and in possession of teams at all times when competing at ARP.

As with any rules, or guidelines, the management reserves the right to amend any rule at anytime due to any special circumstance or race related situation. This will be done primarily for the sole purpose of maintaining safety on the track and throughout the race facility.

The goal at ARP is to provide the racer with a family environment in which to race and use the facilities. ARP will

conduct the race as safe as possible. The main concern is safety for all participants and spectators.

The omission of any rule or guideline does not authorize any crewmember or participant to assume legality or responsibility. It is advised to get clarification of a rule or a decision rather than to be disqualified by assumption on your part. As with the enforcement of any rule, the management's decision will be considered final without further discussion if the decision of management has been clarified if need be. Continued discussion with management over the interpretation of any rule is ended if management deems it so. Failure to observe this rule will increase your probability of further awards loss.

Any questions regarding rules must be directed to the track staff.

General Safety and Basic Facility Rules

Facility Rules

BF-A: Three Strike Rule: Basic penalty structure is as follows:

First Strike Violation: Lose awards and disqualified from the event the violation occurred.

Second Strike Violation: One race suspension. This does NOT include first violation penalty.

Third Strike Violation: Suspension for one year from date of violation.

Note: Penalties handed out in response to violations concerning our rules are decided upon by track officials. In theory, three strikes can occur in less than ten seconds at the same event. Violation count does not reset after each event. A record of violations is kept for a period of one calendar year. Any race teams returning from a Third Strike suspension are automatically placed on a six (6) event probation status meaning any violation during this period will result in an immediate one-year suspension.

BF-1: NO ALCOHOLIC BEVERAGES OR CONTROLLED SUBSTANCES OR ANYONE UNDER THE INFLUENCE THEREOF ALLOWED IN THE RACING FACILITY.

BF-2: ARP is a "family" facility maintaining a family atmosphere and a safe environment for all family members

and race fans. ARP spotlights its young racers and race fans. ARP will not tolerate any foul or abusive language around the young fans and/or racers. If anyone is discovered using profane or abusive language to a level where others may be offended by it or can hear it, that person will be asked to leave the facility immediately. See Rule BF-A.

BF-3: AT NO TIME WILL FOUL, PROFANE, OR OFFENSIVE LANGUAGE TOWARD ANYONE BE TOLERATED. The management staff supports the track officials and will stand behind the official's decision and calls concerning events on or off the track. If anyone is abusive in any way to a track official, that person will be immediately evicted from the facility. See Rule BF-A.

BF-4: There will be no fighting allowed. If you engage in a fight at the facility, management will decide on the course of action to be taken. Penalties include, but are not limited to, loss of awards for the season, suspension from the facility, and possible legal actions. If you refuse to abide by ARP rules or guidelines, ARP may press charges.

BF-5: Drivers will, at all times, be responsible for the conduct of their crew, and/or relatives. Any unsportsmanlike conduct by the driver or his or her guardian or guests will be charged directly back to the driver's awards or points for

that event. See rule BF-A.

BF-6: Definition of unsportsmanlike conduct:

- Any driver, crewmember, family member, or friends that uses foul language or aggression towards another person or towards a track official.
- Anyone consuming or under the influence of alcohol.
- Anyone who displays rough or reckless driving as determined by track officials to be classified as unsafe to other participants.

BF-7: Do not approach the scoring tower or flag stand during a timed session. Failure to observe this rule will result in your kart's disqualification. Entering the scoring tower during a timed session without prior approval may result in your entry being disqualified for the entire event.

BF-8: Do not dump oil on the ground. A violation of this is an immediate disqualification of the event. Containers are available for used oil. Please check with a track official for locations.

BF-9: Do not dump fuel on the ground or asphalt at any time. A violation of this is an immediate disqualification of the event.

BF-10: Please use trash barrels for your trash - let's work together to keep ARP clean. Any excessive violation of this request can result in awards being removed during a post-race inspection of the facility.

BF-11: No kart buggies are allowed beyond the entrance to the grid lanes.

BF-12: After registration is closed, anyone registering late will be placed at the back of the line-up in the heat or feature race, whichever comes immediately following the late entry. From September 1st until the end of the race season, no one is permitted to register for any point awarding event after the announced closing of registration.

BF-13: Radio communication between the driver of

any kart and anyone who is not a track official is strictly prohibited. Any team member abusing this communication link will cause the driver to be banned from the next two point sessions and forfeit the previous and current point session totals.

BF-14: ARP uses WKA engine and chassis rules as guidelines. IKF engine rules are not allowed. AKRA rules are used for the Box Stock Project engines only. Any track specific rules are addressed in "Basic Rules" and "Safety Tech Inspection" section.

BF-15: After passing the entrance to the grid lanes, no further adjustments or modifications can be made to your kart. Air may be let out of tires but no air may be added. An air measuring device may be used for this adjustment. No heating or chemical prepping of tires is allowed after entering the grid lanes. If an engine fails to start, contact a track official immediately to initiate the three-lap rule (see rule RR-6) while trying to start the engine if needed.

BF-16: Track fees.

- Pit gate entry: \$10 (all day for all events unless otherwise noted)
- Class entry (regular point race): \$10 per class (trophies only)
- Mid-South Maxxis National Qualifier Series events: \$20 per class (80% payback)
- Survivor Series class: \$25 per class (100% payback)
- Spectators: \$5; 10 and under are free

BF-17: Trophies. Trophies will be awarded as follows:

Junior Classes:

- 1-6 entries: First through third place.
- 7-9 entries: First through fourth place only.
- 10-16 entries: First through fifth place only.

Senior classes:

- 1-3 entries: First place only.
- 4-6 entries: First and second place only.
- 7-9 entries: First through third place only.
- 10-12 entries: First through fourth place only.
- 13-16 entries: First through fifth place only.

Basic Operating Rules

RB-1: Practice. All Practice announcements will be made over the PA system and broadcasts on FM 88.3. Practice will begin promptly at the advertised time unless track conditions or any safety issues do not allow. There will be six laps of practice per class that begin when the first kart completes a lap at the flag stand. It is intended to complete three rounds of practice at each event. Practicing in a class for which a driver is not already entered will result in forfeiture of practice for that driver for the remainder of the event. No special accommodations will be made for drivers who miss practice with the exception of Novice classes and late arrivals (late arrivals are defined as drivers who arrive after registration has closed).

RB-2: Unless qualifying, there will be one heat and one feature per class. Starting order of non-qualifying class heats will be determined by a random drawing during registration. If there are more than 10 entries, the class will be split up into two heat races. Note: In all purple restrictor plate classes, a maximum of six entries will be in one heat race. If there are more than six entries, the field will be split into two heats as discussed above.

In the case of two heat races for a class, the results of heat "A" and heat "B" will be compared and the entry with the fastest lap time recorded in each finishing position will be placed in the inside row in the feature line up. Example: The best lap time of each third place finisher in heat "A" and heat "B" will be compared. The driver with the fastest

lap time of the two third-place finishers will be awarded the inside third-row starting position. This will be done for each position including the front row to determine the pole position. This is only done when we have two heat races in one class to set the feature starting grid.

If you are unable to make your assigned heat, you cannot enter the track in the other heat race (unless instructed by a track official). You will be placed to the rear of the feature race line-up.

RB-3: Class size is limited to 16 entries in the feature. Any class not running a special event race and having over 16 entries will be qualified, transferring the top-16 fastest times to the feature. There will be no consolation race for this regular class session. Positions 17 and further back will be determined by lap time for point purposes.

Special event: The class will qualify to determine feature race starting order. If there are more than 16 entries, there will be a consolation race. Generally, 10 entries from the qualifying session will lock in the first 10 positions. Consolation races will determine the remaining six positions to transfer to the feature.

Definition of a special event race is "Survivor Series Race" and any other event session deemed "special" by event director. Track management has the right to include additional qualifying and/or heat race sessions as deemed necessary by track officials.

RB-4: Qualifying will be four laps at full speed. Timing will not be started until the race director determines that karts on the track are properly spaced apart and up to speed. Usually, there will be no more than four karts at a time on the track during qualifying.

RB-5: Length of races.

- Senior classes: Eight lap heat races, 15-lap feature races. Survivor Series Race: 40-laps.
- Junior classes: Eight-lap heat races and 12-lap feature races. Survivor Series Race: 30-laps.
- Novice classes: Six-lap heat races and 10-lap feature races (this could vary for larger, special events).

The track officials reserve the right to decrease the total number of laps in any given race, due to time constraints or safety on the track. If a race is called prior to the final lap, for some unsolvable reason, the final results will be determined by the last completed lap under a green condition. This normally happens if there is a major safety issue.

RB-6: The race is official after one completed lap. The race event date is official after completion of heats and/or qualifying.

RB-7: No refueling of any kart is allowed during an event unless monitored by track officials.

RB-8: Race time limits (unless otherwise decided by track officials).

- 15-lap events: 12 minutes.
- 12-lap events: 10 minutes.
- Eight-lap events: Six minutes.
- Survivor Races will be allowed 20 minutes.

If the allotted time for a race is reached:

...during a caution period: The race will resume with a green, white, checkered finish.

...during a green flag period. The race will be allowed to run until completion unless a caution disrupts the race at which time a yellow and checkered flag will be simultaneously displayed thus concluding the race.

Timing stops during a red flag condition. A track official time-out can be given at certain times to address safety concerns, or non on-track events that require officials to stop the session.

RB-9: Drivers will NOT exit the kart while on the track unless directed to do so by a track official or for safety reasons. When in doubt, drivers must stay in the kart.

RB-10: Only one timing beacon is allowed in the infield (near the guardrail at the exit of turn four). One may be directed from the outside of the track in a location approved by race officials. Multiple beacons from the same manufacturer are not allowed because they will cause conflicting signals. Teams are solely responsible for beacon and/or receiver placement on the kart and must understand the track is not responsible in any way for its operation or survivability in the operation of the event, i.e., if your beacon/receiver is damaged by location or improper placement.

RB-11: No hot pits. The approach to the scales is the cut-off point for engines at all times including practice. Do not drive karts on the scales for any reason – the engine must be off prior to entering the scales. Driving on scales may damage the scales. Violation of this will place the driver on the rear of the feature (if prior to the feature) and erase all points for the event if it occurs after the feature has been completed.

RB-12: Spectators are not allowed past the midway point between turn three and turn four as defined by the boundaries of the fence. Do not climb over fences. If someone is caught outside the fence, the team driver will be penalized to the rear of the feature (if prior to the feature race). If the offense occurs during the feature event, the team driver will be disqualified and forfeit all points/awards. Unless instructed by track officials, only the driver will be allowed on the return road if a weight must be made at that time.

RB-13: No pit crew member is allowed in the scale area prior to their kart being weighed except for classes using purple or aqua restrictor plates. Only one crew member per kart may assist these classes.

NOTE 1: At no time is it allowable for any crew member to verbally abuse any driver during the post-race scaling of karts. If witnessed by track officials, the Strike Three Rule (see rule BF-A) will immediately be placed into effect. All drivers must exit the kart, turn off the engine, and push the kart onto the scales.

NOTE 2: During driver egress and scaling of karts, any actions witnessed by track officials to be determined unsportsmanlike (see definition in rule BF-6) will be addressed with appropriate penalties. The exit road is a place of high emotions, but ARP insists on non-aggressive behavior. This area will be monitored at all times.

RB-14: Grid. Only one crewmember per kart is allowed on the final grid area to avoid congestion.

RB-15: Fuel. Random inspection of fuel may occur at each race. It is the final determination of tech officials as how the fuel will be monitored. The track officials may use one or more checks of any competitor's fuel at any time. It will be the determination of the tech official of the validity of the fuel checks.

RB-16: Mufflers are required in accordance with WKA rules (AKRA rules in the case of the Box Stock Project engines).

RB-17: Tires. Only Maxxis HT3 tires (blue or pink logo) are allowed in competition unless otherwise noted. This is a post-qualifying/heat/race tech item and tires will be inspected. Any brand tire may be used in practice (no treaded tires allowed).

RB-18: Kart Numbers. Karts must be legibly numbered on the nose, left side panel, right side panel, and on the rear of the kart. Numbers must be legible from across the

track. This is a pre-race inspection item. Numbers that do not conform to this rule must be corrected before heat/qualifying or the kart will be disqualified and placed at the rear of the feature. If not corrected for the feature event, the kart will be disqualified.

If a kart number has been registered to race and another driver attempts to register with a duplicate number, the driver with the duplicate number must change his/her kart number for the event. The resulting number change must be made on the kart's four numbered areas and must be legible. There may not be two entries on the track with the same number.

RB-19: No one is allowed beyond the swinging gate at the entrance to the track from the grid area. Crewmembers are only allowed there if there is an emergency with their team driver's entry and only when allowed by track officials. Track officials will provide one warning after which your entry will be disqualified when the violation occurs again.

RB-20: Bicycles, tricycles, scooters, (motorized and non-motorized), skateboards, skates, or three- or four-wheelers are not allowed to be operated during a facility race because they pose a safety hazard. These may be used during practice visits if proper operation and courtesy is shown to all present.

RB-21: Two or more entries comprise a class. One entry may not run for points at any point event even if allowed to race with another class. An agreement to allow a single entry to race with another class must be made prior to feature events and approved by track officials. No points will be awarded but cash prizes (if applicable) for a single entry may be allowed or combined with the total class purse.

Safety Basics

S-1: Each kart will have a pre-race safety tech inspection before the kart is allowed on the track. All karts will be visually inspected to ensure it conforms to the safety rules and race readiness. The responsibility of meeting safety requirements rests with the individual entry. If you have any concerns or questions, please ask a track official for any clarification of safety rules. Tech markings or engine painting will be done during this inspection.

S-2: All racers will wear all protective clothing at all times while on the track. This includes durable long pants (no holes in the knees and sweat pants are not allowed), socks, long sleeves, neck brace, full-face helmet, abrasion-resistant driving jacket or suit, gloves, and arm restraints (champ kart classes only). This includes any form of practice on the track on any given day. All champ kart drivers will wear arm restraints before leaving the grid area. Drivers in Champ classes are advised to have a full fire resistant driver's suit with an SFI rating of 3.2 A1 or better.

S-3: All bolted-on weight will be painted white and must include the kart's number. All weights must be double-nutted or safety wired/pin. Sheet lead in seats are not allowed unless bolted into the kart. The loss of a weight during a race session will immediately result in a disqualification from that session.

S-4: No added weight allowed on the driver at any time. This is for safety reasons and rewards for the completed run will be forfeit if a driver is found in violation of this rule.

S-5: The Wolf plate brake rotor protection device must be installed and used on all karts that have the seats in a configuration that would allow injury to the driver if the seat struts fail. The track officials will inspect and advise you to obtain a Wolf plate device before the next event. Failure of this device during a race will immediately result in a disqualification from that session.

S-6: Please observe all "No Smoking" signs.

S-7: It is a requirement that each pit have in possession, a fully operational fire extinguisher, 2.5 lbs minimum. It may be requested for inspection at any time. For enclosed trailers 20+ feet long, it is recommended that there is an extinguisher at both entrances to the trailer.

S-8: No open flame devices are allowed in the pits at any time. Heat guns may be used for tire preparation, but under

no circumstances will an open flame device be allowed. If an open flame device is observed by track officials you will be disqualified from the day's event immediately. Cooking is allowed and gas grills are not considered as open flame unless tires are involved in any way with the grill.

Safety Technical Inspection

Safety technical inspection is for driver and spectator safety and is not taken lightly. It must be completed by every kart that intends to enter the track. Failure to pass safety tech prior to entering the track will result in that entry being placed to the rear of the line-up in that class for the feature race regardless of performance in heat races or qualifying.

ST-1: Visual walk around.

ST-2: Front spindle or rear axle must not protrude outside of wheel/tire line.

ST-3: No rearview mirrors allowed.

ST-4: Check for loose/poorly mounted body work.

ST-5: All bolted on weights must be painted white with the kart's number on each piece of weight.

ST-6: All bolted on weights must be double-nutted/safety wired/pinned in place.

ST-7: No weights to be mounted on nerf bars or rear bumper.

ST-8: Floor pan must be intact and not allow driver extremities to contact the track's surface.

ST-9: Check for proper location of oil catch can – it cannot be mounted on rear bumper or either nerf bar.

ST-10: Header must extend beyond fuel tank, but not past rear bumper. Due to the configuration and possible contact with the driver, header insulation wrap is highly recommended on all Box Stock Project and Animal headers and must extend from within one inch of the header bolts to within one inch of the muffler.

ST-11: Inspect clear windshield if applicable. All Junior Sportsman Champ karts require a clear cutout with a windshield installed (min. 12"x12"). No open cut-outs allowed.

ST-12: Check engine and fuel tank for tightness.

ST-13: Check for proper chain guard and tightness. It must not allow the drivers arm access to the chain/clutch area.

ST-14: Check all wheel connections for proper safety pinning.

ST-15: Any steering or front-end geometry adjustable bolts must be safety wired/pinned.

ST-16: Check steering bolts for proper safety pinning. All bolts associated with steering column, shaft, tie rods, Heim joints, etc. must be safety wired or pinned. Particular attention must be paid to the bolt connecting the steering block to the steering upright bar to ensure the bolt is pinned and insulated to prevent injury to the driver's leg in case of an accident.

ST-17: Check proper brake pressure. Brake lines must be secured to the chassis to prevent brake lines from dragging on the track.

ST-18: Check the throttle spring return action. Any squeaking throttle mechanisms must be lubricated. Squeaking indicates a potential for resistance that may cause a throttle to stick open.

ST-19: Check brake bolts on caliper, rotor, and disc for proper pinning.

ST-20: Check for safety harness connection points. All safety harnesses bolts connecting the harness to the chassis must be safety wired/pinned to prevent the loss of the nut and bolt and separation of harness from the chassis.

ST-21: Champ kart arm restraints inspected (required).

ST-22: Both header bolts must be safety wired together to prevent the bolts from backing out. Header support brace is mandatory.

ST-23: Paint required bolts as per tech requirements. These bolts are any bolt that may require the removal of the carburetor or cylinder head.

ST-24: Mandatory helmet check for all classes. Helmets must be with the kart for inspection.

ST-25: Transponder holder must be installed on the left rear seat strut or the left side nerf bar on the rearmost vertical portion of the nerf bar.

On Track Rules and Procedures

RR-1: Driver's meeting. Drivers are responsible for information provided at the driver's meeting and all drivers will attend the mandatory driver's meeting.

RR-2: Transponders. Race teams are responsible for picking up their transponders located near the entrance to the grid lanes. Do not pick up your transponder prior to your class being called. The only exception to this is if transponders are distributed at the driver's meeting. If the entrant fails to obtain a transponder for qualifying/heat race, the kart will automatically be placed at the rear of the feature starting lineup. If the entrant does not obtain a transponder for a feature race, the entrant will be allowed to obtain and install the transponder but will relocate to the rear of the starting lineup.

If a transponder fails during the session, track officials will remove and replace the transponder at no penalty to the racer. A caution condition may be implemented depending upon the time of the failure.

Transponders are to be mounted in a vertical position on the left rear seat strut or the left side nerf bar on the rearmost vertical portion of the nerf bar. Racers must obtain a transponder holding device from registration at a cost of \$5.00.

Personal transponders are encouraged and allowed but you must register your transponder number with registration to be entered into our timing system. Information on how to purchase personal transponders is available at registration.

Unless otherwise instructed by track officials, you must ensure that the track's transponder be returned before leaving the scale area unless otherwise directed by track officials.

RR-3: Race start. The front row karts are responsible for keeping the pace of the field slow and safe and must be aligned in their proper position. When the yellow light is turned off the field will bunch up and prepare for a start/restart. The race is always started by the flagman (not the front row karts) with a synchronized green flag/green light at a point between turn four and the start-finish line - minimal acceleration only will be allowed until this point. Failure to observe this rule at the start will prompt another attempt to properly start the race. At any time, it will be the option of the flagman to decide on applying a penalty for unnecessary shoving or pushing during a starting attempt. Two failed starts will result in a single-file start. Drivers responsible for failed starts and jumping the start may result in penalty at the flagman's discretion.

RR-4: Race restart. All restarts will be single-file. The order of the restart will be determined by the last completed full lap according to the scoring system. Following a caution, lead lap karts will be placed at the front while lapped karts will be placed behind them in their respective running order as scored on the last completed lap. The penalty karts (if any) that caused the caution will be placed behind the other karts on the track. If the penalty kart is on the lead lap, that kart will be placed at the tail end of the lead lap karts but in front of the lapped karts. If the penalty kart is a lapped kart, that kart will be placed at the rear of the lapped karts. When the caution slows the race, the first kart not on the lead lap (one or more laps down) will be declared the "Lucky Dog" and be awarded one lap back and will restart behind the last lead lap kart even if that kart was the cause of the caution. If one of the penalty karts was the first kart a lap down, then there will be no "Lucky Dog" on that particular caution.

RR4: Race Restart.

Figure 1.

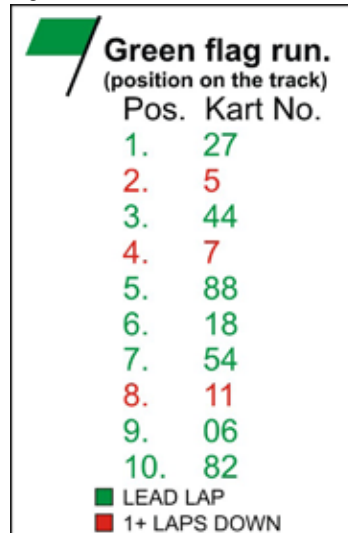
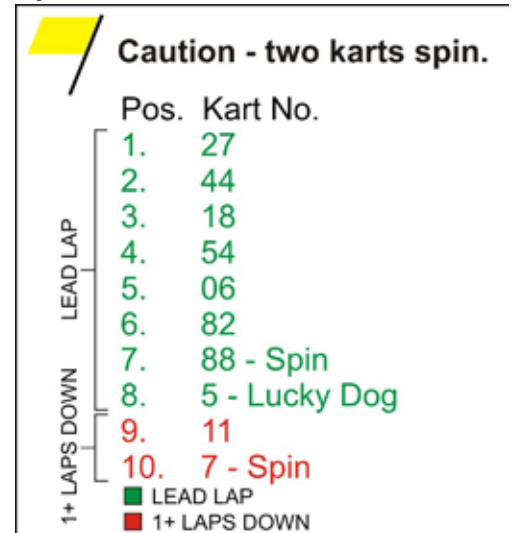


Figure 2.



During a green flag run, the karts were racing in the position as shown in Figure 1. A spin involving karts 88 and 7 brought out the caution flag. On the restart, (figure 2) the lead lap karts were placed ahead of the lapped karts regardless of their order on the track. The 88 kart was placed to the rear of the lead lap karts because he was running on the lead lap. The 7 kart was put to the rear of the lapped karts because he was a lap down. The 5 kart was awarded the Lucky Dog award because he was the first kart one (or more) lap down and, because the Lucky Dog is a bonus award and he would have normally been the first kart to be a lap or more down, he is placed behind the 88 kart (on the lead lap) that caused the caution.

Restart will take place in turn four where no passing may occur until after crossing the start-finish line. A cone will be placed on the start-finish line where karts must transit between the cone and the outside guardrail in single file. Drivers passing before the cone or getting out of line to begin a pass prior to passing the cone will not be scored from that point on and a two-position penalty, from the position of the violation, will be made at the end of the race or the next restart, whichever comes first. Example: A driver in 10th position jumps the restart. That driver will be placed in the 12th position upon the next caution, or the finish of the race, whichever occurs first, regardless of the position on the track at the time of the caution or the end of the race.

NOTE1: Karts intentionally lagging back on a restart for a performance advantage will be penalized if judged so by track officials.

NOTE 2: If a kart fails to keep up with competitors ahead of them during a restart and it is determined that he or she is causing an unfair or unsafe condition to exist, track officials may place the slower kart on the back of a restart. This will be judged by the race director and flagman.

RR-5: Erratic movement or cleaning of tires on the track: Erratic swerving back and forth on the track is not allowed and poses a safety risk. Violators of this rule will be penalized. The penalty will consist of a rear placement start or a black flag as determined by the race director.

RR-6: Spinout. Karts spinning out under a green flag condition will immediately go to the rear of the field upon restart unless their spin was initiated by another driver as determined by track officials. Spinning to avoid danger will not be penalized unless it is determined by track officials that you had ample time to reduce your speed to avoid the danger. This is a track officials' judgment call.

Spinouts that occur and do not pose a danger to other karts may not warrant a yellow flag.

Single kart spins that occur and the driver has the means to continue but does not in an effort to bring out a caution flag will be penalized. See rule RR-15. This is a track officials' judgment call.

Any spins when the green light is on (even those on the initial lap before it is scored) can be penalized if judged by track officials that a violation has occurred.

Mass spinouts. It is the track officials' decision as to who caused the mass spinout. If it cannot be determined by track officials which kart was responsible for the spin out on the initial start, (multiple entries involved with no one certain violator) the race will be restarted under the original line-up. If a mass spinout occurs and a driver causes a spinout with intent for a complete restart on the first lap of the race or a complete restart following a yellow condition will be penalized. The severity of the penalty is solely determined by the actions of the driver.

RR-7: White flag lap and spinouts. Unless there is an eminent danger, there will be no caution once the white flag is displayed. It will be up to the track officials to make any decisions concerning scoring spinouts on the final lap. Track officials will be unanimous in their decision; and if not, the finish order, as scored, at the finish line will stand. **NOTE:** Any arguments or non-acceptance in the enforcement of this rule is immediate grounds for disqualification.

RR-8: Safety cautions. Caution will be initiated for a kart or driver in violation of a safety rule that places any danger to drivers or officials. The safety violation will be remedied

or the kart will be removed from the track. If a caution was brought out for a specific kart, that kart will be penalized to the rear upon restart.

RR-9: Equipment failure caution. The loss of a muffler, air filter (filter adapter is still on the kart), kart weight, etc., the kart is immediately disqualified and must leave the racing surface. These items will not be allowed to be reinstalled during the race.

RR-10: Three-lap grace period. If a kart is placed in a situation that renders it unable to race and the field is under a yellow flag period, or prior to the initial start, the driver will have three laps to complete minor repairs and return to the line up in the original starting position. This usually happens if a kart fails to start, loses power during a yellow, a flat tire, chain becomes unattached, etc. The three lap rule becomes active only when the track officials instruct the flagman that we are in a race ready condition. Race ready conditions are indicated by the race director and the race scorers, and will also be indicated by the green and yellow lights being displayed at the same time. When the race ready condition is indicated, you will have three laps to get back in the line or forfeit your position, unless you brought out the caution. Additional time may be granted by track officials if time allows but the offending kart will start/restart at the rear of the field if able to continue.

NOTE: All work on a kart must be done in the infield or at the grid exit area near turn four. A track official must be present during these repairs. A driver may be given a three-lap grace period only once during a timed session for any reason that requires a delay. If the same kart has a second failure, it will be immediately sent to the infield where the kart can be repaired and may return to the race. No repairs are allowed during a red flag condition – a violation will result in disqualification. The three-lap grace period does not apply to a red flag condition. See rule RR-12.

RR-11: Any kart that exits the track at turn three will not be allowed back on the track.

RR-12: During a red flag condition no one is allowed near the karts except the driver unless otherwise instructed by track officials. No repairs are allowed during a red flag condition – a violation will result in disqualification.

RR-13: Three-spin rule. Anyone causing a caution three times in one timed session will immediately be disqualified for that session. This is generally a call that is made if a kart is mishandling badly or has a reoccurring problem. Novice drivers, due to their inexperience, are not subject to this rule.

RR-14: Flags.

- Green flag. Begin the race. The race is underway and the track is in a safe racing condition.

- Yellow flag. Cautious situation. This is the indication of a caution on the track or that the flagman determines it

necessary to slow the karts down to a reasonable speed for safe navigation for safety reasons. The yellow flag instructs each driver to greatly reduce their speed. Disobeying the yellow flag when it is presented may prompt a decision to eject that driver from the session. Tolerance will not be given to any unsafe driving during a caution. An official yellow flag condition exists when caution lights and the flagman's yellow flag is displayed – not the infield flags. Infield flags are to warn drivers of situations on the track and aid in the safe operation of the race.

- Red flag. A dangerous situation exists. All karts must stop immediately regardless of their location on the track. Failure to do so will be cause for immediate disqualification from the race. Drivers are to stay in their karts unless instructed by track or safety personnel.

- Blue flag with diagonal yellow stripe. This flag is displayed to inform slower karts to exercise caution due to the faster traffic approaching from behind.

- Rolled black flag. The rolled black flag warning will be given to drivers demonstrating unsafe or unsportsmanlike conduct on the racetrack. If the behavior continues, the driver will receive a black flag and ejection from the race will be immediate. Depending on the situation, there may be no warning in the form of a rolled black flag - the flagman is not required to display a rolled black flag before showing a black flag to a competitor.

- Black flag. This is an ejection indication from the flagman that a driver has been involved in a serious race situation and must exit the track immediately. Failure to do so at this

time can result in further penalties (see rule BF-A). This will also be given due to a severe safety violation or any unsafe condition you may be a part of.

- Black and checkered. Extreme violations have occurred and the race is over. Penalties will follow. There will be no restarts after this indication is given.

- White flag. One lap to go.

- Checkered flag. The race is over. All drivers must exit the track at the turn three exit immediately with the exception of the feature race winner.

If a kart spins out alone and does not continue (and is capable of continuing) and the caution is brought out for the situation and it is determined the kart was capable of continuing, the driver will be immediately black flagged and disqualified. Where track officials cannot define intent, officials will rule on it. Clarification of intent: If a kart is under power and could have proceeded but did not. Tolerance may be given to novice racers only.

RR-16: No one is allowed onto the track surface during any flag condition unless instructed by a track official. If the attention of a driver is needed, notify the closest official and the official will take necessary action. If anyone enters the track during a race without prior permission the driver will be disqualified for the session. We understand concerns during a critical situation when there is an accident but in order to maintain safety please check with a track official before entering the racing area.

Post-Race Technical Procedures

TR-1: After a feature race is completed a selected number of finishers will go to the post-race impound area. The number is determined by the number of payout positions plus one, the top seven from the Survivor Series race, or any number of kart as appointed by the technical official. These entrants will remain in impound until released by track technical officials. At no time after the kart is placed in the impound area can it be handled in any way unless you have been instructed to remove it or begin tear down. When in doubt, stay away from the kart. If the kart leaves the impound area and has not been cleared to do so (by the tech official only), all rewards for that race are forfeit. If you are competing in an additional class, you may remove the kart from the impound area only when approved by the technical official but immediately following the race it must return to impound promptly. If in doubt of finishing position, do not exit the impound area.

TR-2: Any protest must be made within 10 minutes of the checkered flag in writing with cash. The cost to protest is \$75 of which, \$50 is paid to the protested entry if found legal. If the protested entry is not legal, \$50 is paid back

to the protestor. \$25 goes to the track regardless of the outcome.

NOTE: An entry may not be protested once the protested entry has been released from the scale/impound area. If a protest is planned, the scale official and or the tech official must be notified before the protested entry is released from the post-race inspection area. The protesters engine will also be inspected by the track at the protesters expense of \$25. The protester must finish in the top-five and within three positions of the driver being protested.

TR-3: The track has the option inspect for technical violations at the entrant's own expense. Failure to allow tech is automatic disqualification, loss of all rewards, and suspension for one race.

TR-4: During tech procedures, the inspected kart may have two representatives in the tech room. Two track officials may also be present. No one else is allowed in the tech barn during tech procedures. Violation of this rule will not be tolerated. Automatic disqualification may follow if unauthorized people are in the tech room.

TR-5: If you are being checked for a restrictor plate, you must remove the entire engine and bring it in the tech room if advised to do so by a tech official. At no time may the restrictor plate be removed without a technical official present.

TR-6: Any questions concerning tech items must be directed to the technical official. It is better to be safe than sorry.

TR-7: If you change engines at any time after safety tech, the changed engine must be taken to the tech room. Any engine change will also include a penalty to the entry if after qualifying or a heat race. If engines are changed, the kart will be required to start on the rear of the next timed session in the class(es).

TR-8: All karts are to be weighed after all heat races and feature races. Failure to weigh will forfeit the starting/finishing position unless the kart is damaged to a point where weighing becomes impossible. If the kart breaks down on the track and passes the scale, the most points

awarded are place points only. You will have only one attempt to weigh. Once the kart is removed from the scales, it cannot be reweighed. Jumping up and down on the scales is not permitted – it will damage the scales. If you suspect there is a problem with the scales, do not remove your kart from the scales until a track official has remedied the issue.

If black flagged for an unsportsmanlike violation, no points will be awarded and weighing is unnecessary. It is advised to weigh under any circumstance.

TR-9: The track and the technical official have the right to check oil, tires, fuel, and/or any part of the engine or chassis for violations at any time.

TR-10: Bolts will be painted on motors by track officials during pre-race safety inspection. Any bolt that will allow removal of the cylinder head or carburetor may be painted. Do not remove a painted bolt without first notifying a track official. A painted bolt that has been altered or removed is subject to immediate disqualification.

2010 Atoka Raceway Park Class Structure

(Revised March 23, 2010)

JUNIOR CLASSES

Junior 1

- Up to and including 10 years old
- 250 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: .425" purple restrictor plate
 - Animal: Two-hole purple restrictor plate

Junior 2

- 10-13 years old
- 290 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: .500" aqua restrictor plate
 - Animal: Two-hole aqua restrictor plate

Junior 3

- 13-15 years old
- 320 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: .575" gold restrictor plate
 - Animal: Two-hole gold restrictor plate

Junior Sportsman Champ Purple

- Up to and including nine years old
- 300 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: .425" purple restrictor plate
 - Animal: Two-hole purple restrictor plate

Junior Sportsman Champ Aqua

- 9-12 years old
- 315 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: .500" aqua restrictor plate
 - Animal: Two-hole aqua restrictor plate

Junior Champ

- 12-15 years old
- 345 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: Stock configuration, unrestricted
 - Animal: Three-hole .312" gold restrictor plate

Novice Junior Sportsman Champ*

- Up to and including nine years old
- 270 pounds (with driver)
- Engines allowed:
 - WKA-approved Raptor: .425" purple restrictor plate
 - WKA-approved Animal: Two-hole purple restrictor plate
 - AKRA-approved Box Stock Project engine with purple ARC restrictor plate

Novice Junior Speedway*

- Up to and including nine years old
- 250 pounds (with driver)
- Engines allowed:
 - WKA-approved Raptor: .425" purple restrictor plate
 - WKA-approved Animal: Two-hole purple restrictor plate
 - AKRA-approved Box Stock Project engine with purple ARC restrictor plate

SENIOR CLASSES

Stock Light

- 325 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: Stock configuration, unrestricted
 - Animal: Three-hole .312" gold restrictor plate

Stock Medium

- 350 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: Stock configuration, unrestricted
 - Animal: Three-hole .312" gold restrictor plate

Stock Heavy

- 375 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: Stock configuration, unrestricted
 - Animal: Three-hole .312" gold restrictor plate

Stock Super Heavy

- 400 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: Stock configuration, unrestricted
 - Animal: Three-hole .312" gold restrictor plate

Senior Champ

- 415 pounds (with driver)
- Either WKA-approved engines allowed:
 - Raptor: Stock configuration, unrestricted
 - Animal: Three-hole .312" gold restrictor plate

Senior Box Stock Project (BSP)*

- 370 pounds (with driver)
- AKRA-approved Box Stock Project engine only
- Centrifugal-type shoe/drum clutch only (no disc clutches allowed)
- 15-tooth clutch drivers only
- No engine-mounted fuel tanks. Fuel tank must be mounted on the chassis' floor pan within main frame rails.

IMPORTANT NOTES:

- Maxxis HT3 (any logo color) tires are the only tire allowed for competition at ARP in all classes. Tires will be inspected at the scales. Any tire used other than Maxxis HT3 is grounds for disqualification.
- Age and class determination:
 - Driver's age is based on their birth date as of January 1, 2010.
 - When a driver's age changes during the season and allows him/her to move to an older age class, he may choose to but is not required. If a driver moves from a younger age class to an older age class, the driver may not move back to the younger age class. This includes transferring from Junior classes to Senior classes.
 - If a driver's age allows them to compete in more than one class, they may do so but a driver may not compete in both Junior classes and Senior classes.
 - Points are non-transferrable from class to class.
 - All Junior drivers must have completed an Age Verification form (available on the ARP website at www.Atoka-Raceway-Park.com) to be eligible for points or rewards. Any competitor may be asked for proof of age at any time.

Novice classes:

- This class is for the entry level racer only. It will be determined by track officials and driver's parents when the driver is ready to be moved up into his/her applicable class.
- Novice classes are not awarded points. See rule BF-17.
- Novice classes are not required for new drivers but are a starting point for beginners to become accustomed to the track operation, safety, basic kart handling, and sportsmanship.
- Any special conditions concerning the age of the Novice driver must be coordinated with track officials.
- Novice drivers desiring to transfer to a respective class from the Novice classes must notify track officials. Any Novice driver who is dominating a Novice Class will be required to move up into their eligible class at that time. This will be a combined decision with track officials and the parents of the driver.
- When a Novice class driver wins three events in this class, he/she will be required to transfer to their respective class at that time.
- Advancing into the drivers proper class as soon as possible is mandatory if a driver is determined ready for advancement by track officials. This class will run heat races and feature races as defined in the rules.

AKRA Box Stock Project Engine Rules

(Revised February 13, 2010)

Engine Specific Tech Sheet For Box Stock Project 6.5 OVH

Description: Single cylinder, 2 valve, OHV 4 cycle.

Important Note: All parts must be Box Stock Project

factory production parts unless otherwise specified in this rules manual. No machining or alteration of parts is allowed unless specifically noted. All parts will be subject to a comparison to a known Box Stock part (when performing a comparison check it is recommended to use a + /- .005" tolerance). Engine will be teched as raced. There will also

be a \$150 claiming rule in place for this engine. Refusing to accept the claimer will result in immediate disqualification of competitor along with forfeiture of any points earned to date in class. Competitor will also not be allowed to compete any longer in that class.

Combustion chamber volume: 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure.

Cylinder Head Requirements: Must be OEM casting only. Porting and / or grinding are not permitted. Valve seats are two angles 45 degrees valve face and 30 degrees top relief. Stock head bolts only, must have four. Head gasket maybe after market, must be of stock configuration. No copper or aluminum gaskets allowed. Stock exhaust system only with no modifications. Any stock configuration gasket allowed no other sealer. Bore and Stroke: Stock cylinder bore is 2.685" max. Stroke is 2.123" + / - .005".

Carburetor requirements: Huayi OR RUI*ING model carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Choke bore .810" NO-GO. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .028" NO-GO. Stock air cleaner assembly only.

Valve Train: Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms and push rods only. Stock valves only 45 degree angle only both valves, no modifications allowed. Only Box Stock valve springs only. Max wire diameter on spring wire is .0698" with a maximum tension of 10.8 lbs. at a height of .850".

Ignition system: Stock Box Stock system only and must be unaltered. Kill switch and low oil sensor may be disabled and removed.

Flywheel: Box Stock flywheel only with plastic fins. No alterations of any type allowed. Must also run stock flywheel key.

Piston and Rings: Must be unaltered Box Stock only. No machining of piston and rings allowed.

Connecting Rod: Stock Box Stock rod only. No machining of any type allowed. Stock rod bolts only.

Crankshaft Requirements: Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180"- 1.175" min.

Camshaft Requirements: Stock as cast camshaft only. Cam lobe base circle diameter .865" -.005"/+.010"

Max Intake lift on cam .225" taken at the pushrod.
Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash.

Max Exhaust lift on cam .232" taken at the pushrod.
Max Exhaust Lift at the valve .242" taken on valve spring retainer with zero lash. (Additional cam checks will likely be added later). Special note. Valve guide wear can give false valve lift readings when checking off the front of the valve spring retainer. It is advised to take readings at several other points around the retainer (back, and both sides) if wear is suspected of giving a false, unfavorable reading.

Block Requirements: Block must remain stock as produced. Stub for governor may be removed and the hole must be plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification.

Aftermarket air filter adapter allowed (max length of 1.375"). Main fuel jet may be drilled to a no-go of .042". Stock emulsion tube must be used and unaltered.

Header and Muffler Requirements: Any single stage, one piece header made from .750" O.D. steel tubing allowed with the BS tube style muffler part #89966 or it's aftermarket equivalent (ex: rotary power) installed at the end of pipe. The tube style muffler may either be welded or tread fitted to the pipe end. The entire exhaust pipe including the muffler is 14" max length and 10" min length.
Claimer Rule: You must finish the race in the top-five in the box stock class to purchase the winners engine for \$150 (minus the clutch/chain guard/throttle kit, header pipe/muffler, air filter adaptor/air filter, top plate & fuel pump). The claimant must surrender his engine to the winner.

The Following updates are mandatory changes as of January 1, 2009:

Carburetor/fuel tank Requirements: Floor pan mounted fuel tank mandatory (stock tank must be removed). Pulse type fuel pump allowed. Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

Atoka Raceway Park Rule:

Clutch. 15-tooth clutch only. Clutches must be shoe/drum type. No disk clutches allowed.

Novice classes. Novice classes must use the ARC purple .500" restrictor plate. No modifications are allowed. Removal of any anodizing from the .500" opening is grounds for disqualification regardless of opening measurement.

2010 Atoka Raceway Park Event Schedule

(Revised March 23, 2010)

NOTE: Please use the schedule located on the ARP website (www.atoka-raceway-park.com) for the latest information.

Day Events

March 6
March 13 (Rained Out)
March 20
March 27 – Mid-South Maxxis National Qualifier event*
April 3
April 10
April 17 – Mid-South Maxxis National Qualifier event*
April 24
May 1
May 8
May 15 – Mid-South Maxxis National Qualifier event*
May 22
May 29 – Kart show at Riverside International Speedway
(not a racing event)

Evening Events

June 5 – Mid-South Maxxis National Qualifier event*
June 19
July 17
July 31
August 14 – Mid-South Maxxis National Qualifier event*
August 28
September 11
September 18

Day Events

September 25
October 2
October 9
October 16

Notes:

• Event schedule. The event schedule will be followed as closely as. Every effort will be made to maintain the schedule.

Day races:

- Gates open at 10am.
- Registration and pre-race tech begins at 10:30am.
Registration closes at 1:00pm.
- Practice begins at 11:30am.
- Heats/qualifying begin at 2:00pm with races to follow.

Evening races:

- Gates open at 1pm.
- Registration and pre-race tech begins at 1:30pm.
Registration closes at 4:00pm.
- Practice begins at 2:30pm.
- Heats/qualifying begin at 5:00pm with races to follow.
- No rain dates are scheduled. In the event of a rain out, there will be no alternative dates with the exception of the MSMNQ series races and the last scheduled regular point race of the year. MSMNQ events will be rescheduled

to existing dates. The schedule is not fluid which allows improved planning for both race teams and track staff.
- An extended break has been implemented between the June 19th event and July 17th event to accommodate vacations, maintenance, etc.

- Drop races. 24 total race dates are scheduled. Drivers may drop their three worst point races based on the final number of races completed at the end of the year. Example: If 19 of the scheduled 24 races are completed due to weather, the best 16 will count toward the end of the year point championship. Disqualifications may not be dropped.

• Races are official after the completion of heat races/qualifying.

*Mid-South Maxxis National Qualifier (MSMNQ) events are 80% payback with \$20 entry into all classes (except for Novice classes). Normal points are awarded those dates and apply to both season track points and the MSMNQ event/series.

2010 Survivor Series Schedule

(Revised March 30, 2010)

April 3	Stock Super Heavy
April 10	Senior Box Stock Project
April 24	Stock Heavy
May 1	Junior Champs
May 8	Junior 1
May 22	Stock Lite
June 19	Purple Sportsman Champs
July 17	Stock Medium
July 31	Junior 3
August 28	Aqua Champs
September 11	Senior Champs
September 18	Junior 2

Notes:

Available make up dates are - Sept. 25, Oct. 2, Oct. 9 and Oct.16.

Survivor Series Races have a \$25 entry fee with 100% payback. Double Points are also awarded.

2010 Practice/Race Order

(Revised March 30, 2010)

Practice/Heat/Qualify/Race Order

Novice Junior Speedway
Novice Junior Sportsman Champ
Stock Light
Junior 1
Junior 2
Purple Sportsman Champ
Stock Medium
Aqua Sportsman Champ
Junior 3
Senior Champ
Stock Super Heavy
Senior Box Stock Project
Junior Champ
Stock Heavy

IMPORTANT NOTES:

• If competing in multiple classes and additional time is needed for a driver to transition from one class to another, inform the grid track official so accommodations may be made for you. If competing in additional classes with a different kart, ensure that the second kart is on the grid and ready for the next class to minimize the amount of expended time between classes.

2010 Point Structure

(Revised February 18, 2010)

1st	200 points + number of entries	16th	50 points + number of entries
2nd	175 points + number of entries	17th	45 points + number of entries
3rd	155 points + number of entries	18th	40 points + number of entries
4th	140 points + number of entries	19th	35 points + number of entries
5th	130 points + number of entries	20th	30 points + number of entries
6th	120 points + number of entries	21st	27 points + number of entries
7th	110 points + number of entries	22nd	24 points + number of entries
8th	100 points + number of entries	23rd	21 points + number of entries
9th	90 points + number of entries	24th	18 points + number of entries
10th	80 points + number of entries	25th	15 points + number of entries
11th	75 points + number of entries	26th	12 points + number of entries
12th	70 points + number of entries	27th	9 points + number of entries
13th	65 points + number of entries	28th	6 points + number of entries
14th	60 points + number of entries	29th	3 points + number of entries
15th	55 points + number of entries	30th	Number of entries

