

# **2020 KIDS RACING SCHOOL RULES & REGULATIONS**

## **PROGRAM OBJECTIVE**

The Kids Racing School Program is intended to allow children the opportunity to compete in a safe and controlled environment with the objective of (1.) teaching basic car construction & adjustments (2.) basic racing skills, flags, and racing protocol, (3.) fair and respectful racing practices. The speeds will be at the discretion of Wiscasset Speedway management and class instructors. Wiscasset Speedway reserves the right to remove any student and/or parent from the program at anytime if it is determined that they are not following the safe speed, practices, and conduct expected by all participants.

## **DRIVER ELIGIBILITY**

The Kids Racing School Program is for children age 8 – 14 years old that have no prior racing experience. Children with minimal karting experience may be accepted on a case by case basis.

## **PROGRAM SEASON SCHEDULE**

The Kids Racing School Program will be a 12-week program from (week of) June 8 thru (week of) August 24. The program will include weekly classroom & on-track instruction (Thurs or Fri afternoon/evening tba), also 4 exhibition races on Saturday race dates tba.

## **REGISTRATION AND NUMBER ASSIGNMENT**

A driver registration & parental consent form will be provided and must be completed prior to starting the program. Car numbers will be approved on a first come – first serve basis.

(registration form not yet available)

## **WEEKLY CURRICULUM & RACE SCHEDULE – tba**

## **WEEKLY COST – tba**

## **SAFETY EQUIPMENT**

Each child is required to have approved safety equipment: full fire suit, gloves, shoes, helmet, and head & neck restraint devise. A foam collar may not be used. Most used are Simpson Hybrid, Necksgen, and Hans devise. See track management for specifics & questions.

## CAR RULES

EVERYTHING ABOUT THE VEHICLE MUST REMAIN STOCK FOR THE YEAR, MAKE AND MODEL OF THE VEHICLE BEING USED. Except as permitted or required in the guidelines below, vehicles must remain completely stock in appearance (when possible), configuration, setup, and running gear including motors, transmissions, and rear ends. Any variances from these rules will result in the disallowance of competition until the variance is corrected, solely at the discretion of track management.

1. Cars must be American manufactured only, limited to General Motors, Ford and Chrysler makes. (Foreign auto companies manufacturing cars in the United States are not considered American manufactured)
2. Cars can be two door or four door sedans, rear or front wheel drive, with a maximum 104" wheelbase.
3. Cars must run a 4-cylinder carbureted or single-throttle body fuel injected motor. All cars are required to run restrictors or throttle stops that will govern/control speeds.
4. Turbo and/or supercharged engines are not allowed
5. Only automatic transmissions are allowed
6. Cars must be of strut front end suspension
7. Only two-wheel drive vehicles are allowed
8. All window glass except the stock windshield must be removed. Glass must be completely removed from the vehicle before arriving at the track and all fragments of glass must be completely cleaned from the vehicle.
9. Lexan or Plexiglass windshield replacements are allowed. All installations must fit into the original recessed area of the windshield frame and be attached with pop rivets to provide a stock appearance. All installations are subject to approval
10. All accessory glass (including reflectors, headlights, taillights, side mirrors, etc) must be removed
11. Third brake light – tbd
12. One exterior driver side mirror (limited to 5" diameter) is allowed. This mirror is not to extend beyond the exterior of the car body
13. A rearview mirror is NOT permitted
14. All unnecessary screws, body chrome, and side moldings must be removed
15. Stock muffler must remain in place in order to maintain minimum noise levels. Dual exhausts are allowed using original headers and stock mufflers. Tail pipes must exit at the rear of the vehicle and turned downward
16. All doors must be welded shut
17. Stock front and rear bumpers must remain in place and must be fastened to the vehicle in a manner that will prevent their loss during competition. Bumpers may not be reinforced to add strength and rigidity to them. Aftermarket bumper covers are permitted when replacing damaged parts.
18. Vehicles with T-top roofs or convertible tops are not permitted. Vehicles with sunroofs must have the glass removed and the remaining hole must be securely covered with sheet metal on both topside and underside.
19. Trailer hitches are not permitted
20. Antifreeze / engine coolants or other glycol-based liquids are strictly prohibited
21. Cars must not have excessive leakage of any fluids, including brake fluid, transmission fluid, fuel, and motor oil.
22. Passenger-side inner door upholstery only may be removed to allow installation of the required roll cage
23. Driver-side inner door panel may be removed to allow installation of bowed horizontal cage bars that may be used between the front and rear upright bars.
24. Except as permitted on the driver's door, all stock inner and under panels must remain in place including but not limited to passenger door, roof, hood, trunk, and fender wells
25. Approved racing seats are required. Allowable seats must be one of these options

- A fully self-contained racing seat
- A racing seat that has a neck and shoulder halo mounted
- A racing seat with a custom-made head and shoulder support that is connected along with approved triangular nets mounted on the right and left side of the drivers' head

All racing seats must meet safety installation approval of the technical staff. Seats must remain at stock height for the driver. Many local race equipment fabricators offer a "seat box" that will allow the seat to be safely mounted at the original height. Additional padding may be installed on the bottom of the racing seat or around the ribcage area. All padding is required to be SFI45.1 or 45.2 approved. In order to accommodate the racing seat installation, modifications can be made to the driver compartment. With the addition of the head and shoulder halo on the racing seat, a seat setback will be required to allow room for safe entry and exit of the driver, and therefore the steering column, foot pedals shifter and starter will need to be brought within the driver's reach. All allowances are subject to safety installation approval by the tech staff.

26. The center of the steering wheel must be padded
27. Quick release steering couplings are required. The plastic steering column housing must remain in place. Only about 2" of the housing may be cut away in order to weld the quick release coupling onto the steering shaft. When complete, the plastic housing should abut up to the quick release unit itself. This is subject to the size and setback of the driver. All changes made to the steering column are subject to safety installation approval of the tech staff. The steering shaft must remain in the original stock location. Aftermarket steering wheels are permitted.
28. Rear seat bottom and back cushions must be removed. Any holes in the rear seat area must be covered with sheet metal. From the back-seat rearward, the automobile is required to be completely sealed off from the drivers' compartment. Aluminum patches are not permitted
29. Original stock floorboards must remain in place. Any holes existing in the floorboard must be covered with sheet metal.
30. Floor upholstery must be removed
31. All four springs on the vehicle must be the same height, wire size, and have the same number of coils
32. Adding or removing weight, other than stock OEM parts as specified here, is not permitted
33. Batteries must remain in original stock location. Batteries may be boxed, strapped, or otherwise additionally secured to prevent loss so long as the method does not reinforce any part of the vehicle.
34. Tops of batteries must be covered in a manner that will prevent fill caps from dislodging.
35. An approved five-point racing safety harness is required. A six-way harness is optional and allowed. All seatbelt installations must meet safety approval by tech staff
36. A driver's side racing window net is required. One end must be securely fastened to the roll cage, the other end must be quick releasing clip using a seatbelt type fastener. Window net installations are subject to safety approval by the tech staff
37. Fireproof racing suits and fireproof gloves are required.
38. Neck restraints are required. Approved restraints are a Hans Device, Hutchens Device
39. A fire extinguisher must be securely mounted (using a metal bracket) within easy reach of the driver
40. A clearly marked shutoff switch is required and must be mounted within the driver's reach and must be accessible to reach from outside either side of the vehicle
41. Racing fuel cells are permitted, but not mandatory. Fuel cells may not be more than 15 gallons in capacity. Any fuel cells must be securely fastened with a min 2" x 1/8" metal straps inside the trunk of the vehicle. No cutting of the floorboards or spare tire compartments is allowed when installing a fuel cell. If a racing fuel cell does not replace the original gas tank, then a skid plate made of minimum 1/8" steel or aluminum is required over the bottom of the gas tank using 3/8" bolts and washers.

42. High octane racing fuel is permitted, although not encouraged or recommended at this level of competition. Any standard quality street-pump fuel is fully satisfactory
43. All air bags must be removed from the automobile

## **WHEELS**

1. Wheels are limited to seven inches (7") wide, with an offset not to exceed ¼". They must be stock, or heavy-duty replacement and D.O.T. approved. All wheels must be of same make and style. Aftermarket race wheels are allowed but not to exceed 7" wide and no less than 3" offset.
2. 1" lug nuts are required on all wheels
3. A maximum 1" camber is permitted on the right front only. The camber must be obtained by stock adjustments only. Slotting the strut tower is permitted if necessary, to achieve the camber.

## **TIRES**

1. Only D.O.T. 70, 65, and 60 series radial tires are allowed
2. Tires must be stock, street type D.O.T. tires
3. Tires must have a wear-rating factor of not less than 360. The wear rating factor must be clearly identifiable on the sidewall of the tire. Tires not clearly identified by the wear-rating factor on the sidewall are subject disqualification and/or confiscation
4. Tires must have a regular, commonly used tire tread pattern, determined solely by the race officials
5. Tire circumference must be the same size for all four tires
6. Low profile tires are not permitted
7. Shaving of the rubber is allowed
8. Altered or buffed sidewalls are not allowed
9. Goodyear RS-A tires are not allowed. All tires are subject to track approval and/or restriction

## **ROLL CAGES**

1. A roll cage is mandatory and must consist of four uprights joined at all four corners of the top.
2. An "X" must be in place between the rear of the back uprights. Or, a horizontal bar may be put in place to join the two rear uprights at the bottom, and then a diagonal bar may be put in place to join the top and bottom horizontal bars.
3. Four horizontal bars running between to front and rear upright bracings are required on the driver's side and may be bowed outward. Vertical bars pieces may be welded into place between the horizontal bars
4. Bars on the driver's side must be padded with roll bar closed-cell foam padding
5. A minimum three horizontal bars, or an "X" is required on the passenger side of the vehicle
6. A horizontal bar between the two front uprights at, just above, or just below dashboard level is required. If necessary, the plastic housing around the steering shaft may be cut or removed to accommodate this horizontal crossbar.
7. Two sections of 2"x3" square tubing – one on each side of the car – is permitted to be welded upon the stock rocker panel to form a base for the four corner posts of the cage. The square tubing sections must attach only to the stock rocker panels. Rocker panels must remain in original stock location and they may not be removed or replaced with tubing or cut in any manner. Or vehicles can use the "sandwiched" method of attaching the cage to the car.

8. A hoop meeting roll cage specification is allowed to extend from the front cage uprights, through the firewall, and across the tops of the front strut towers. The hoop can be attached to the towers by applying a steel plate to the hoop and securing it through the mounting bolt on top of the tower. No other additional support or modifications to the hoop are allowed.
9. Rearward bars attached to the main/upright cage are subject to inspection approval
10. Two "front protection bars" may be installed from both front upright roll cage bars to the frame inset directly in front of the cowl. This bar may not exceed two feet in length
11. Roll cage tubing must be at least 1-3/4" O.D. and a minimum of .090 wall thickness
12. The roll cage may not reinforce the body or frame or alter the geometry of the vehicle
13. Roll bars may not dissect or bisect the front or rear firewalls
14. All pipes and bars must be professionally welded all the way around at every joint. Any vehicle with welds deemed to be unsafe will not be allowed onto the track until the situation is corrected and approved.