



2022 Kid Kart Rules:

- **Kid Kart rules will be strictly enforced! Any karts out of WRP specs will be disqualified. Any parents or team associated personnel displaying unsportsmanlike conduct or foul language will be asked to leave and their entry forfeited.**
- **The Kid Kart class is for the enjoyment and education of the kids racing in it. We ask that all parents and team representatives set a good example for the entirety of the class.**

Kid Kart Novice (Non-Points Class): Ages 4 - 7 years old

Standard Kid Kart: Ages 5 - 8 years old

As of now, the following 3 motors will be allowed:

- **Comer C50 or C51** or any combination of the two (Weight 150lbs.)
- **Honda GXH50** (150lbs.)
- **Briggs & Stratton L0206** (200 lbs.)
- Comer and Honda will be scored together as a class. Briggs will be scored separately.
All three engines will run at the same time.

General Rules:

Tires: 4.6 all the way around. Compound is open. Max Rear Circumference is 33.75"

Wheel Width: Will remain open provided it doesn't exceed effect track width or tire circumference specifications.

Bodywork: Will remain open overall provided that it is utilized in a safe and intended manor.

Fuel: Spec 93 Octane (Ethanol Free Race Fuel) sold at track.

Chain / Gearing: Honda and Comer must run #219 chain, 10 tooth engine driver, 89 tooth rear sprocket. Briggs L0206 must run #35 chain, 17 tooth engine driver, 57 tooth rear sprocket. **Oil:** Open

Rib Vests or Rib Protectors: strongly recommended.

Chain Guards: MANDATORY for all.

Width: Front: No Min, Max of 40" / **Rear –** 39"Min, 42" Max

Rear Bumper (ALL) : Continuous loop shaped rear bumper or CIK Style rear bumper is MANDATORY in an effort to protect the rear tires.

Throttle Return Springs (ALL): Additional return springs on carburetor or foot pedal is STRONGLY RECOMMENDED

Comer: as stated below, and we are We will still allow the Comer C-50 and allow C-50 parts in a C-51 or C-52, we will no longer tech the jet settings choosing to continue to enforce the required gear ratio of 10/89.

Comer Carb: Dellorto SHA 14-12L, .475 No Go Venturi, Jet sizes allowed are #54 thru #58 (.019" Must Go, .026" No Go), No repairs to broken carburetor bodies. Stripped bolt holes may be repaired with threaded inserts, or the next size larger bolt may be installed.

Comer Atomizer Tube: Bottom hole (float bowl side) .035" No Go, Top hole (slide side) .049" No Go.

Comer Air Filter: Non-Tech

Comer Intake Manifold: May NOT be modified

Comer Intake Gasket: Must be properly installed, only one gasket is allowed, you are allowed to trim intake gasket to match intake port opening. Gasket material is Non-Tech

Comer Cylinder: Heads and ports must be stock, No porting, No polishing, or metal removal from dome or squish area. Spark plug hole repair is allowed using a full thread heli coil or thread insert, it must be full length as intended by the manufacturer.

Comer Spark Plugs: OEM Reach Plugs ONLY (.375")

Comer Spark Plug Wire: OEM

Comer Spark Plug Boot: Non-Tech

Comer CC Rule: PER WKA Rule Book

Comer Base Gasket: Must be in place. Thickness is Non-Tech.

Comer Bearings: All are Non-Tech

Comer Seals: All are Non-Tech, Must be installed as OEM

Comer Crank Pin: Must be OEM

Comer Piston: Skirt length 1.210 Minimum as measured from the bottom of the ring land to bottom of skirt on intake side of the piston, the top of the piston must remain stock. Piston itself must be OEM and stock appearing, both skirts must have the same length, + or - .015" on both sides.

Comer Piston Rings: Must run both rings. Max Gap .040"

Comer Port Heights: Exhaust 1.200" Min using 3mm Rod, Intake .370" Max using 3mm Rod.

Comer Exhaust: New or old style exhaust is allowed, must be unaltered, one exhaust gasket in place, no cut outs on the exhaust gasket, exhaust system must be tight.

Comer Clutch: Must run Comer Clutch Shoes but Non-Tech on size.

Comer Clutch Springs: Non-Tech

Comer Coil: Blue or Black Coil is allowed, must be unaltered and as supplied by manufacturer

Comer Coil Bolts: Must be unaltered and as supplied by manufacturer

Comer Flywheel: Must be unaltered and as supplied by manufacturer, flywheel key slot must remain in stock location, no cut or broken fins allowed.

Comer Flywheel Key: Must be OEM and installed as intended by manufacturer. No shaving or removal of material whatsoever.

Comer Ignition: Timing shall be checked with a dial indicator as per the published procedure.

- Remove Spark Plug
- Remove Starter Cover
- Install Dial Indicator in Spark Plug Hole
- Set Dial Indicator to 0.0 at TDC
- Rotate flywheel in counter clockwise direction until the left hand leading edge of the first magnet is exposed to the left side of the coil.
- Observe mounting lug of coil. Note that the bottom of the lug is machined to match the curve of the flywheel. The left hand edge of the lug (nearest to the center of the engine) is the edge which will be used to determine ignition timing.
- Continue to rotate the flywheel counter clockwise to align the right hand (trailing) edge of the magnet with the left hand side of the mounting lug and read dial indicator. Right hand (trailing) edge of the magnet must be between .040" and .060" before TDC. Any dial indicator reading outside of these dimensions will be deemed illegal.
- **Comer Fly Wheel / Recoil Shroud:** Taping of the shroud is allowed, replacement fasteners are allowed.

Briggs L0206:

Air Filter: Briggs and Stratton Green Only, Part # 555729, No ram-air effect allowed.

Fuel Pump: Briggs and Stratton Only, Part # 808656

Carb: Briggs and Stratton Only, Part # 555658 or 590890, all parts must be "as cast". No repairs to broken carburetor bodies. Stripped bolt holes may be repaired with thread inserts, or the next size larger bolt may be installed. All Go, No Go measurements will be respected with the stock L0206 rules.

Carb Slide: Unaltered Briggs and Stratton Black Kid Kart Slide Only

Cap Lock: Must be in place and tight. Part # 555726

Exhaust Header: Header must be RLV Model 5507 or 5506 for all classes. Header length 5507 will measure 18.75" +/- .250" along the short side using a .250" wide tape measure. Header 5506 will measure 17.50" +/- .250" Header must be tight.

Exhaust Silencer: Must be RLV B91XL, Part # 4104. Must be tight. All (3) baffles must remain unaltered.

Honda:

Additional rules will be forthcoming.