

2018 VLR Spec 206 Class Regulations

1. OVERVIEW

These class regulations have been established by the VLR Spec 206 program administrators to outline the technical specifications for the VLR Spec 206 class(es). These regulations are the only regulations for the VLR Spec 206 class(es). Only the program administrators can make changes to these regulations. Any changes, updates, clarifications or other modification to these regulations will be issued in writing and published by Tri-C Karters.

2. SPIRIT AND INTENT

The Spirit and Intent of the VLR Spec 206 program and ruleset is to provide an entry-level, cost-contained, and tightly controlled set of guidelines to ensure a level playing field among all equipment. As such, the success and integrity of the program is directly connected to the parity and equality of all equipment and parts. To ensure technical equality, all items (i.e. chassis, engine, parts, components, etc.) are subject to technical inspection and comparison with factory stock parts. The program administrator or tech official, at their sole discretion, may at any time inspect and replace any specified item, as outlined in these regulations, on a competitor's kart with a stock item. Failure to comply, or provide a part for inspection, is grounds for disqualification of the competitor.

Any modification to any equipment or part(s) with the intent to enhance performance shall be grounds for disqualification and expulsion from the program, class, club and/or facility. Any equipment or part(s) found to be out of compliance due to intentional modification shall be seized and destroyed without any compensation, reimbursement or replacement item provided to the owner. Further, any shop, dealer, team, engine builder or other associated party directly connected to any intentional modification, as outlined above, may be subject to expulsion from the program, class, club and/or facility.

3. GENERAL RULES

Overall participant, safety and competition rules and technical requirements shall be in accordance with Tri-C Karters sanctioning body, the World Karting Association's (WKA) technical rulebook. Specific engine regulations shall be in accordance with Briggs & Stratton's "2018 206 Engine Class Regulations." Specific class regulations, as well as any exceptions to the WKA rulebook or Briggs & Stratton engine regulations, are outlined in this document and shall supersede and take precedence over any other regulations.

4. TERMINOLOGY

The terms stock, unaltered, original equipment, OEM (original equipment manufacturer), factory, etc., refer to the condition, configuration and technical specifications of all equipment, parts and items as originally supplied from the manufacturer. For purposes of this document, the manufacturers are understood to be Emme Racing for all chassis and kart components, Briggs & Stratton for the complete engine assembly, and any other parts manufacturers as named herein. No aftermarket, clone, or homemade equipment, parts or items shall be used or substituted for any items specified in this document.

5. CLASS STRUCTURE

Name: VLR Spec 206 Senior
Age: competition age 15 and older (per WKA)
Weight: 370 lbs. minimum kart and driver combined
Chassis: VLR Emerald (in spec configuration as detailed below)
Engine: Briggs & Stratton LO206 (per Briggs & Stratton "2017 206 Engine Class Regulations")
Gear: Spec - 16-tooth drive (clutch) gear. Sprocket (axle) gear posted by Wednesday prior to Tri-C races
Fuel: Spec - 87 octane unleaded purchased from Arco at corner of Cherry Ave. & Valley Blvd. in Fontana
Oil: Any high-quality synthetic oil within a 10W-20 range recommended. No oil additives are permitted
Tires: Bridgestone YLC 4.5/10.5 front; 6.0/11.0-5 rear
Kart #s: Kart numbers 1, 2, and 3 are reserved for the top three finishers in season championship standings. Kart numbers 4 through 19 are reserved for CSK Racing's arrive and drive/rental karts.

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6. KART SPECIFICATIONS

The VLR Emerald chassis is the only kart chassis permitted in all VLR Spec 206 classes. The chassis must be stock and unaltered with a visible identification plate clearly showing the Emerald name and production serial number. All chassis, as designated by serial number, must originate from RLV. All karts must display RLV and VLR logo stickers or run the complete Emerald sticker kit, as supplied by RLV.

The following table lists the specific part numbers and descriptions for the major kart components and parts permitted in all VLR Spec 206 classes. While *all* kart components and parts/items must remain stock and unaltered as delivered from RLV, this table serves as a reference for items that are commonly replaced due to damage or wear and tear. All replacement parts must originate from RLV and can be purchased from any authorized RLV dealer. Parts with identification marks must remain visible and legible.

| ITEM | ITEM DESCRIPTION | RLV PART # | |
|---|--|------------|--|
| Axle Assembly | 0039 AXLE 40MM X 1040MM X 3MM GREEN "MEDIUM" | V00001 | |
| | 0039 AXLE BEARING HOUSING, 40MM | V00008 | |
| | AXLE BEARING 40MM X 80MM | V00009 | |
| | <i>NOTE: AXLE KEYS AND COLLARS ARE NON-TECH ITEMS</i> | | |
| Brake System | 0039 BRAKE HUB, 40MM | V00050 | |
| | 0039 BRAKE CALIPER (ENTIRE ASSEMBLY INCLUDING ALL INTERNAL PARTS) | V10003 | |
| | BRAKE DISC 210MM X 12MM, SELF VENTED | V10015 | |
| | BRAKE DISC PAD | V10017 | |
| | 0039 MASTER CYLINDER (ENTIRE ASSEMBLY INCLUDING ALL INTERNAL PARTS) | V10050 | |
| Seat | 0039 SEAT, ROUND OR FLAT BOTTOM, MEDIUM RIGIDITY, CLEAR, NO COVER, SIZES SMALL TO XL | V9100X | |
| | TILLET T11 SEAT (<i>OPTIONAL REPLACEMENT FOR V9100X – effective 3/1/17</i>) | V91018 | |
| | SEAT STRUT, OVAL, 300MM (<i>OPTIONAL</i>) | V91018 | |
| | SEAT STRUT, OVAL, 360MM (<i>OPTIONAL</i>) | V91019 | |
| Spindles & Wheels | 0039 SPINDLE LEFT, 17MM AXLE WITH 10MM KING PIN AND BEARING | V20001 | |
| | 0039 SPINDLE RIGHT, 17MM AXLE WITH 10MM KING PIN AND BEARING | V20003 | |
| | SPINDLE 2 POSITION CASTER PILL WITH BALL BEARING | V20018 | |
| | <i>NOTE: THE 16-POSITION CASTER PILL IS NOT ALLOWED</i> | | |
| | WHEEL, FRONT 5 X 130MM - POLISHED CAST ALUMINUM / VENTED / HUB MOUNTED | V16001 | |
| | WHEEL, REAR 5 X 180MM - POLISHED CAST ALUMINUM / VENTED / HUB MOUNTED | V16002 | |
| | 0039 WHEEL HUB FRONT 75MM, FOR 17MM SPINDLE, 3/58 BOLT PATTERN, BLACK | V00031 | |
| 0039 WHEEL HUB REAR 75MM, FOR 40MM AXLE, 3/58 BOLT PATTERN, BLACK | V00040 | | |
| Steering System | 0039 STEERING SHAFT, MULTI POSITION | V20040 | |
| | STEERING WHEEL, KG, STOCK | V20055 | |
| | <i>STEERING WHEEL, KG, FLAT TOP (OPTIONAL REPLACEMENT FOR V20055)</i> | 2416 | |
| | 0039 STEERING WHEEL HUB, STRAIGHT, BLACK | V20050 | |
| | <i>0039 STEERING WHEEL HUB, INCLINED, BLACK (OPTIONAL REPLACEMENT FOR V20050)</i> | V20052/O | |
| | <i>STEERING WHEEL HUB WEDGE (OPTIONAL ADDITION TO V20050)</i> | V20054/O | |
| | TIE ROD 8MM X 270MM, ROUND, LEFT SIDE | V20060 | |
| TIE ROD 8MM X 275MM, ROUND, RIGHT SIDE | V20061 | | |
| Bodywork | KG FUEL TANK, 8.5 LTR REMOVABLE FUEL TANK (OPAQUE IN COLOR) | 2475 | |
| | KG REAR SPOILER, ADJUSTABLE BLACK ADULT | 2510 | |
| | <i>KG REAR SPOILER, ADJ. BLACK CADET/KID (OPTIONAL REPLACEMENT FOR 2510)</i> | 2518 | |
| | KG SIDE POD DUO/EVO BLACK FOR FULL SIZE KARTS | 2624 | |
| | KG NOSE FP7 BLACK CIK17 APPROVED FOR FULL SIZE KARTS | 2724 | |
| | KG DRIVER PANEL FP7 BLACK CIK17 APPROVED FOR FULL SIZE KARTS | 2824 | |
| | KG NERF BAR DUO/EVO LEFT FOR FULL SIZE KARTS | 2988L | |
| | KG NERF BAR DUO/EVO RIGHT FOR FULL SIZE KARTS | 2988R | |
| | KG FRONT BUMPER LOWER BAR FOR CIK08 BODYWORK FOR FULL SIZE KART | 2995L | |
| | KG FRONT BUMPER UPPER BAR FOR CIK08 BODYWORK FOR FULL SIZE KART | 2995U | |

The following are non-tech items and allowed in the VLR Spec 206 class:

- Steering wheel and hub (effective March 1, 2017)
- Engine hour meter
- MyChron gauge (any model or comparable brand)
- Custom sticker kits (so long as RLV stickers are displayed)
- Heel stops or foot rest bar
- Seat padding (can be affixed by tape to the spec seat)

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ENGINE AND DRIVETRAIN SPECIFICATIONS

All VLR Spec 206 classes adhere to the Briggs & Stratton “2018 206 Engine Class Regulations,” except as noted herein. The only engine permitted in the VLR Spec 206 Senior class is the Briggs & Stratton 206 (part number 124332-8201). The engine and all its’ parts must be unaltered Briggs & Stratton 206 parts specifically made for this engine by Briggs & Stratton. No aftermarket parts to be used unless specified in these regulations.

All engines must have an engraved, serialized block. Engine block must be unaltered “as cast” Briggs & Stratton factory machined condition. Both Briggs & Stratton engine seals must be present with both the fastener and seal in “as shipped” from the factory location and condition. Any defined tampering with the fasteners or damage to the wire/seal itself (example: delaminated hologram) are grounds for disqualification. Standard organizational protest procedures can allow for short block inspection (seal removal) if a new, replacement short block (part number 555715) is offered in replacement. Competitor’s short block to be forfeited to the series or club as terms of this procedure. See below for information on engine claiming.

The following table lists the specific part numbers and descriptions for the engine and drivetrain components permitted in all VLR Spec 206 classes. While *all* engine and drivetrain components and parts/items must remain stock and unaltered as delivered from the OEM, this table serves as a reference for items that are commonly replaced due to damage or wear and tear. Parts with identification marks must remain visible and legible.

| ITEM | ITEM DESCRIPTION (OEM PART #) | RLV PART # |
|------------|--|-----------------|
| Engine | BRIGGS & STRATTON LO206 SEALED ENGINE (124332-8201) | BS-10001 |
| Air Filter | BRIGGS & STRATTON GREEN AIR FILTER (555729) | BS-42047 |
| Chain | XTREME GOLD ON BLACK 106 LINK - YELLOW BOX | 0850-106 |
| | XTREME GOLD ON GOLD 106 LINK - BLUE BOX (<i>OPTIONAL REPL. FOR 0850-106</i>) | <i>0845-106</i> |
| Clutch | MAX-TORQUE BOX STOCK CLUTCH (MTSS1634IK) | BS-C0001 |
| | HILLIARD INFERNO FIRE CLUTCH (LD4S-FIRE-HILL) (<i>OPTIONAL REPL. FOR BS-C0001</i>) | <i>BS-C0050</i> |
| | <i>NOTE: CLUTCH SPRINGS AND KEY ARE NON-TECH ITEMS</i> | |
| Ignition | BRIGGS & STRATTON STOCK "GREEN" IGNITION (555718) | BS-53007 |
| | BRIGGS & STRATTON CHAMPION SPARK PLUG RC12YC (555737) | BS-31041 |
| | BRIGGS & STRATTON SPARK PLUG CONNECTOR (555714) | |
| Fuel Pump | BRIGGS & STRATTON WALBORO/MIKUNI FUEL PUMP (808656) | BS-42053 |
| Starter | BRIGGS & STRATTON RECOIL STARTER - MUST BE INSTALLED (695287) | BS-54007 |
| Exhaust | RLV EXHAUST HEADER/PIPE - MUST BE COMPLETELY WRAPPED PER RULES | 5507 |
| | RLV EXHAUST SILENCER, B91XL 1 5/16" | 4104 |

7. ENGINE CLAIMING RULE

Engines in any VLR Spec 206 class may be claimed per the following regulations and procedures.

- 8.1 **Claimant.** The claimant of an engine, (i.e. the one looking to make a claim), must:
 - a. Be a driver entered and racing in the class on the day of the claim; and
 - b. Have raced in the class with Tri-C Karters at CalSpeed at least three (3) times in the current season, including the day of the claim.

As an exception to the above requirements, the VLR Spec 206 program administrators reserve the right to claim an engine at any time, pursuant to the procedures outlined below.
- 8.2 **Respondent.** The respondent of a claim, (i.e. the driver against whom the claim is being made), must:
 - a. Be a driver entered and racing in the class on the day of the claim; and,
 - b. Abide by the claiming rules of the class as a condition of participation; and,
 - c. Shall be subject to forfeiture of all accumulated season points and expulsion from the VLR Spec 206 program for failure to comply with these rules and surrender the claimed engine.
- 8.3 **Limitation.** A driver/claimant may only make one claim per Tri-C racing season. The VLR Spec 206 program administrators reserve the right to claim an unlimited number of engines, without exception. A claim by the VLR Spec 206 program administrators will hold preference over any other claims.
- 8.4 **General Regulation.** Engine claims must be made in writing and presented to the Chief Technical Official. If more than one claim is filed for the same engine, the first Claimant to submit a complete claim with payment shall be given priority, unless the subsequent Claimant is a VLR Spec 206 program administrator. Once a claim is submitted, it cannot be revoked, rescinded or withdrawn unless the claimed engine does not pass post-race technical inspection, at which time the Claimant may withdraw the claim without penalty. Engines are claimed “as is” following post-race technical inspection. Please be advised,

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just because a claimed engine passes post-race technical inspection it is not implied nor guaranteed that the claimed engine is completely legal or will pass future technical inspections.

8.5 Procedure. The following sequence of events and procedure must be followed for all claims:

8.5.1 The Claimant shall present the Chief Technical Official a written claim form (available from Tri-C Karters) along with \$850 in cash or a certified cashier's check (payable to Tri-C Karters) within thirty (30) minutes after the end of the final race (i.e. Main) for the class the engine is being claimed from.

8.5.1.1 If the claim is made by any VLR Spec 206 program administrator, they reserve the right to present the Chief Technical Official with a new, sealed engine along with \$250 in cash instead of \$850 in cash or certified cashier's check.

8.5.2 The Chief Technical Official shall notify the Respondent (against whom the claim has been made) of the claim after passing post-race technical inspection but prior to leaving the tech area.

8.5.3 The Respondent shall remove all unclaimed items (see below) and present the engine to the Chief Technical Official within thirty (30) minutes of notification.

8.5.4 Upon receipt and verification of the complete claimed engine, the Chief Technical Official shall instruct Tri-C Karters to make payment to the Respondent for \$850 in cash or club check (or \$250 and the new engine if the Claimant is a VLR Spec 206 program administrator).

8.5.5 The Chief Technical Official shall present the claimed engine to the Claimant and complete the exchange.

8.6 Engine Definition. As it pertains to the Engine Claiming Rule, the engine is defined as the complete sealed engine assembly as manufactured and packaged by Briggs & Stratton as part number 124332-8201. This includes the following:

- a. Sealed engine block
- b. Cylinder head
- c. Complete carburetor assembly and intake manifold
- d. Ignition system
- e. Fuel pump
- f. Flywheel and starter
- g. Cooling shrouds, covers and blower housing

The following items are excluded from an engine claim and shall be retained by the Respondent:

- a. Clutch
- b. Air filter
- c. Exhaust header
- d. Exhaust silencer
- e. Chain guard
- f. Oil catch container

8. AUTHORITY

The VLR Spec 206 program administrators reserve the right to alter these class regulations to suit any special or unforeseen situation. All decisions by the VLR Spec 206 program administrators, or its' designees, are final and are not subject to appeal or protest. These class regulations may be modified, in whole or in part, at any time, to best serve the needs of the program and support the 'Spirit and Intent' of the class.