

Whiz Kidz

4-cylinder compact car
Kids Racing Series
for ages 8 – 15



Rules & Regulations

Driver Eligibility

Persons ages 8 years to 15 years may compete in the Whiz Kidz division. Kids who have completed a driver education course and received their state learner's permit are not eligible. Variances between divisions are based upon skill level subject to the judgment of track officials. No driver who competes in a formal race at another track is eligible to participate in this division.

Concept and Intent

The Whiz Kidz division is intended to restrict cars to a safe speed, solely in the discretion and opinion of Speedway management and administrators. Events may be shortened or ceased at anytime, and/or drivers may be removed from events at any time, if the Speedway determines that safe speed margins are exceeded. By participating, teams, parents, crews and drivers agree to any methods or speed controls and agree to peaceably and agreeable adhere to those regulations in the overall interest of driver safety, education and a positive experience.

The Whiz Kidz division allows kids the opportunity to learn driving and racing skills in an organized environment. The division is created simply for fun, without the structure of points and/or purse to generate pressure upon the young drivers. The track course may be altered in any such design that will assist in keeping speeds at a reasonable and safe level. In the Whiz Kidz division, everyone wins and all drivers will be recognized and celebrated.

Schedule

Any rain-outs will attempt to be rescheduled, but not necessitated. The Whiz Kid will be allowed complimentary pit area admission at each of the scheduled Whiz Kidz events as long as their car is competing in the event. One accompanying parent is eligible to purchase a discounted admission ticket for the pit area for the night of the scheduled event

Minors in the Pit Area

Any Whiz Kidz driver under the age of 14 are required to be accompanied by an adult at all times while in the pit area.

Other than a Whiz Kidz driver any siblings, friends or minor-aged crewmembers are required to be at least 14 years old to enter the pit area. Whiz Kidz drivers must have a Minor's Consent form completed by their parent each year. All persons age 14 through 17 also need to have a Minor's Consent form completed by their parent annually. The consent forms can be completed in person at the pit ticket window, or in our General Office (885-0111) during office hours. Consent forms not completed in person at the Speedway will need to be certified by a Notary Public before being submitted to the General Office. Typical forms of identification for the parent are required as is an original birth certificate and/or other photo identification for the minor.

Whiz Kidz drivers that are under the age of 14 are permitted into the pit area only on dates when the Whiz Kidz division is racing, as long as they have appropriately completed the Minor's Consent form. *Regardless* of having completed the Consent form, drivers under the age of 14 are not allowed in the pit area other than when they are *driving* in the Whiz Kidz division at an event.

Registration and Number Assignments

There is no registration fee. All numbers are assigned through the Speedway's General Office. Numbers are assigned on a first-request, first-assigned basis. Number requests may be mailed, phoned, faxed or made in person in the General Office.

BEECH RIDGE MOTOR SPEEDWAY

70 Holmes Road, Scarborough, ME 04074

GENERAL OFFICE: 207-885-0111 * FAX: 207-885-0110

24-HOUR RACE LINE: 207-885-5800

www.beechridge.com

For clarification of any rule or construction procedure, please contact 207-671-5334.

Whiz Kidz Car Specifications

**** No racing parts of any kind are allowed, unless specified here. ****

Everything about the vehicle must remain stock for the year, make and model of vehicle being used. Except as permitted or required in these guidelines, vehicles must remain completely stock in appearance when possible, configuration, set-up, and running gear including motors, transmissions, and rear ends. Any variances from this guideline will result in the disallowance of competition until the variance is corrected, solely at the discretion of speedway management.

- 1) Cars must be American manufactured only, which is limited to General Motors, Ford and Chrysler. Foreign auto companies manufacturing cars in the United States are not considered American manufactured.
- 2) Cars can be two- 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 that will govern/control speeds. All restrictors are issued by the speedway and all speeds are subject to speedway approval.
- 4) Twin cams, dual overhead cams, 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 2-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 Plexiglas 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 the tech inspectors' approval.
- 10) All accessory glass including reflectors, headlights, taillights, side mirrors, etc. must be removed.
- 11) A third brake light mounted at the top of the rear window opening and facing rearward must be in place and in working condition.

- 12) One exterior driver's side mirror limited to 5" in diameter is allowed. This mirror is not to extend beyond the exterior of the car body.
- 13) A rear view mirror mounted in the original center location either on the windshield or the roll cage overhead bar is permitted.
- 14) All unnecessary screws, body chrome, and side moldings must be removed.
- 15) Stock muffler must remain in place in order to attain minimum noise levels. Dual exhausts are allowed using original headers and the stock mufflers. Tail pipes must exit at the rear of the vehicle. Glass pack style mufflers need to be approved by tech inspectors.
- 16) All doors must be welded or chained & bolted securely 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. After market bumpers covers are allowed 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 roof hole must be securely covered with sheet metal on both the topside and the 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 accommodate the installation of the required roll cage. Complete stock inner door structure and dash must remain in place.
- 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 the passenger door, roof, hood, trunk and fender wells.
- 25) Approved racing seats are required in all divisions. Allowable seats have to be one of three options:
 1. A fully self-contained racing seat.
 2. A racing seat that has a neck and shoulder halo mounted.
 3. 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 driver's head.All racing seats must meet safety installation approval by 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 rib cage area. All padding is required to be SFI 45.1 or 45.2 approved.

In order to accommodate the racing seat installation, modifications can be made to the driver compartment.

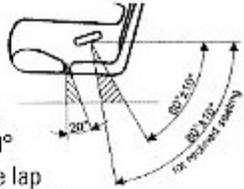
With the addition of the head and shoulder halo on the racing seat, a seat set-back will be required to allow room for entry and exit of the driver and therefore the steering column, foot pedals, shifter and starter will need to be brought within the driver's reach. All allowances are subject to safety installation approval by the technical 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

set-back of the driver. All changes made to the steering column are subject to safety installation approval by the technical 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 driver's 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 their 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-way racing safety harness is required. A six-way harness is optional and allowed. All seat belt installations must meet safety approval by the technical staff.

An illustration of proper seat belt mounting follows.

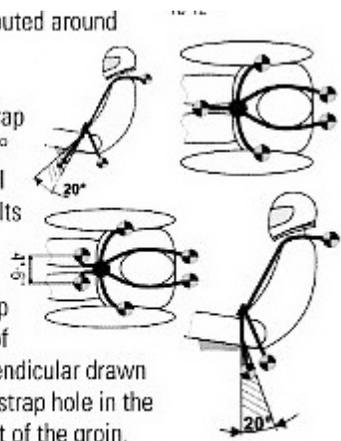
□ The angle of the lap belt is between 60° (touring cars) and 80° (formula cars) measured from the horizontal allowing the lap belt to ride properly over the pelvis. An angle less than 50° may allow submarining and cause the lap belt to ride up into the abdomen causing injury to the soft tissue region.



] Sub-strap must not be routed around the front of the seat.

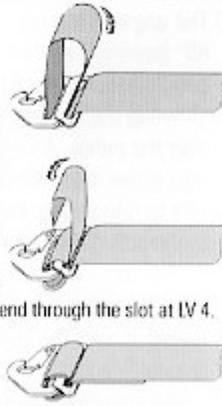
] A 5-point (single) sub-strap is center mounted 10-20° forward of the tangential plane of the shoulder belts thru the sub-strap hole.

] A 6-point (dual) sub-strap is mounted a minimum of 20° rearward from perpendicular drawn to the floor through sub-strap hole in the seat immediately in front of the groin. Two points of attachment should be approx 4" to 6" between [2" to 3" left and right of the centerline).



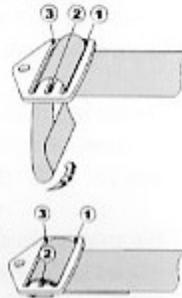
☐ LV4, LV17 Lightweight Wrap

- 1) Place LV 4 with its thicker bar onto the bracket/latch.
- 2) Run strap end through slot at LV 4 and then from underneath through webbing slot at bracket/latch. Pull through at least 200 mm (8") of webbing. Fold strap end over the wider bar of LV 4 and back through the gap between bracket/latch bar and LV 4 bar.
- 3) Slide strap end further through the webbing slot at bracket/latch and then fold the strap end through the slot at LV 4.
- 4) Pull at the load taking strap and the bracket/latch to make sure, the webbing is properly clamped by the wrap hardware.



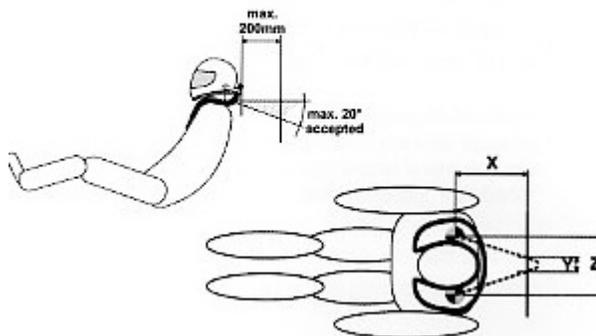
☐ B40, B63 Integrated 3-Bar Adjuster Bolt-in Brackets

- 1) Webbing should wrap from the body facing side of bracket up into slot 1.
- 2) Pull through approx. 270 mm (11") and fold down through slot 3 temporarily leaving 50 mm (2") of slack.
- 3) Fold back up from the body side through slot 1 and back down through slot 2.
- 4) Fold back through slot 3 and finally through slot 1.
- 5) Pull the lap belt firmly to ensure the wrap is properly tight.



- 36) A driver's side racing window net is required. One end must be securely fastened to the roll cage; the other must be quick-releasing using a seat belt type fastener. Window net installations are subject to safety approval by the technical staff.
- 37) Fireproof racing suits and fireproof gloves are required.
- 38) Neck restraints are required. Approved restraints are a Hans device, Hutchins device or fire proof cushioned neck braces.

☐ We recommend a distance of 8" or less from the back of the HANS to the harnessbar when possible.



- 39) A fire extinguisher must be securely mounted within easy reach of the driver.

- 40) A clearly marked shut off 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 min. 2" x 1/8" metal straps inside the trunk of the vehicle. No cutting of 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 a 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 and will save the competitor unnecessary and excessive fuel expense.
- 43) All air bags must be removed for the automobile.

WHEELS:

- 1) Wheels are limited to seven inches (7") wide, with an offset not to exceed 1/4". They must be stock, or heavy-duty replacement, and D.O.T. approved. All wheels must be of same make and style.
- 2) 1" lug nuts are required on the right side wheels of the vehicle and are suggested for the left side.
- 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 to disqualification and/or confiscation.
- 4) Tires must have a regular, commonly used street tire tread pattern, determined solely by the race officials.
- 5) Tire circumferences must be the same size for all four tires.
- 6) Low profile tires are not permitted.
- 7) Shaving of tire rubber is allowed.
- 8) Altered or buffed sidewalls are not allowed.
- 9) Goodyear RS-A tires are not allowed. All tires are subject to speedway tech approval and/or restriction.

ROLL CAGES

- 1) A roll cage is mandatory and must consist of four uprights joined together 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 the front and rear upright bracings are required on the driver's side, and may be bowed outward. Vertical bar pieces may be welded into place between the four 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 column 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 roll cage to be attached. This section may extend no longer than three inches beyond the location of each corner post of the cage. The sections must attach only to the stock rocker panels. Rocker panels must remain in original stock location and may not be removed and replaced with tubing or cut in any manner. Or vehicles can use the 'sandwich' 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 may be created using two forward bars and one rearward bowed cross bar to form the hoop. The hoop can be attached to the towers by applying a steel plate to the hoop and securing it through the mounting bolt on the 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 correction.