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Briggs & Stratton Racing unveils **Wanted**, an all-new 2011 206 and M-series track promotion

Briggs & Stratton Racing is proud to announce a new support program geared specifically for local tracks and clubs. **Wanted** allows sanctioned tracks running a new Junior/Local 206 or M-series engine for the first-time in 2011 the opportunity to claim a great year-end banquet prize. Sanctioned tracks that meet full eligibility and class requirements can submit original, domestic receipts from 206 or M-series engine purchases made after 10/1/10 for a pressure washer valued at \$450 or a whisper, quiet inverter generator valued around \$700.

**“Wanted** is about supporting our local tracks,” states David Klaus, Director-Briggs & Stratton Racing. “The 206 and M-series platforms are the result of listening and responding to the needs of our racers and the tracks. These engines are aimed at giving racers and tracks a cost-effective solution that is factory supported, hand-built with flexibility and ease in mind. If we can improve the health of our racing infrastructure by bringing more racers to the track through leveling the playing field and lowering the cost to compete, we ALL win.”

The local 206 sealed engine platform first came into the market in 2008 as a new approach to cost-effective, out-of-the-box racing. Hand-built for verified repeatability, the 206 crate engine platform uses technology, manufacturing, and a factory supported rule set to keep the playing field level and operating costs low. Building from the 206 pedigree, the Junior 206 was released in 2009 under the same premise, to lower the cost for families just getting into racing. Not only is the initial cost reduced, but an ignition module and carburetor slide change allows tracks and racers unlimited performance levels as they advance in racing.

The M-series shares many of the same attributes as the 206 platform such as a single RT-1 head casting, ground cam, digital ignition system with built-in rev limiter, controlled piston pop-up, along with additional changes in response to the need of our quarter midget racers. A splined crankshaft is factory installed to mate directly to the 555722 factory gearbox. The engine control cover is modified to better fit today’s cars. Lastly, the initial ignition module start-up programming has been customized for easy starting in the shortest of hot shoots.

Full details, rules, and entry form will be available shortly at [www.Briggsracing.com](http://www.Briggsracing.com).

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