



Karts, Requirements, Procedures, Classes and Point System

1.0 Damage Rule

Due to the specialized nature of Racing Karts, they are not subject to the same damage provisions that other groups are. All competitors are expected to present themselves in a safe and mature manner.

2.0 Kart Preparation Requirements

Each racer is responsible for the preparation and safety of their machine. To this end, each racer is expected to perform their own "Self Tech". If you are not comfortable doing this an official can check over your kart with you if you would like. Karts meeting standard preparation requirements are acceptable. Karts observed with dangerous or defective equipment will not be permitted to run.

3.0 Driver Protection

Each racer is responsible for their own personal safety. At a minimum a full face helmet, abrasion resistant driving suit, neck/collar bone protection, gloves, and shoes that cover the ankle (no open toes) are required.

4.0 Daily Format

A typical race day format will consist of three practice/qualifying sessions and a race session. The typical race will consist of the number of laps that will fit into the session time available.

Junior and or slower drivers will be permitted to run based on lap times and/or observed performance. Too large of a speed/lap time difference and they will not run. We will attempt to have a lower cost Junior/Rookie school and driving sessions, advance notice required. It may be necessary to have the slower karts run practice only.

5.0 Racing Format

All race-day practice sessions are timed using transponders. It is up to the racer to make sure there is a working transponder on their kart. Practicing or racing with a non-working transponder will result in no qualifying time or not being scored in the race.

For special events there may be a different number of practice/qualifying sessions. Race session formats may also be changed. Special events will have their own specific additional regulations. Competitors will be notified of changes as required.

6.0 Classes

All classes run at the same time. Karts will line up based on qualifying time regardless of class. Each class will be scored separately.

SUPER

250 cc twins and singles, 450 cc four strokes and other "exotic" karts.

SHIFTER

125 cc adult modified gearbox karts.

SPEC 180

This class is intended for "Stock Moto" gearbox engines and average weight drivers.

1) Engines

125cc Honda Moto-Cross engines that meet other approved karting organizations (SKUSA, IKF, WKA) will be permitted. (If you have a legal engine with them you will be okay with us).

Special attention will be made of the carb size, ignition, reeds and reed cage, and exhaust type.

This means;

Stock reed cage any year with aftermarket reeds, no V-force or Swedetech style straight reed cages.

Stock unmodified cylinder and head assemblies.

Stock ignition box, no adjustable or after market ignition boxes.

Ignition wire and boot non tech item, stock coil only.

Other engine combinations may be allowed on case by case bases.

Contact the Karting Director before proceeding.

2) Spec 180 Weight

The driver shall be weighed in his/her driving suit and driving shoes, but without helmet, rib vest, neck collar, gloves, or other driving equipment. Driver weight shall be 180 pounds minimum.

If the driver is less than 180 pounds, he/she must have ballast mounted on their kart that will bring the combined weight of driver and ballast to 180 pounds.

The mounting of ballast shall comply with existing safety practices.

Drivers may not carry ballast on their person.

The ballast used should be easily removable for total weight verification.

The weight of the ballast shall include mounting hardware only if that is the only function of that hardware.

Officials may mark the ballast weight after verification.

Driver weight may be checked before or after an event.
The scale for each event will be a bathroom scale.

We care about how much YOU weigh, not your kart.

TAG

All adult electric start, one speed karts.
Other adult karts may be included depending on performance.

CHALLENGE

Slower performance karts.

7.0 Points

How Points are determined:

All four groups will have their own season championship.

Points for each group will be based on the number of karts in the largest group. That amount is the number of points the first place kart in each class gets. Each finishing position back receives one less point. Points for all events will count for each class's championships.

8.0 Special Event- Enduro Race Rules

- Endurance Race Requirements.
- No mandatory stops.
- 9 liter maximum fuel capacity (2.37 gallons) for TAG and Shifter groups. (This is equal to the largest normally available plastic tanks)
- No unusual fuel line or filter set ups.
- No auxiliary fuel tanks.
- Chain oiler must be of suitable volume and construction.

Refueling Rules

- Fire extinguisher required if you are going to refuel.
- Driver must be out of kart.
- Must stop by line one.
- Gas cap must remain on until the driver is out of the kart.
- Must push to the service area to refuel or work on kart.
- Kart must be pushed past line two to restart.
- Only two people may work on the kart, either the driver and a crew member or two crew members.
- No pressurized refueling systems.
- Recommended that no more than 1 gallon be added when refueling.
- Driving past line one, starting kart in the service area, too many people working on the kart and large fuel spills will be penalized.

Rule Explanations/Descriptions

No Mandatory Stops – If you can make it without stopping, go for it. Our two most popular groups probably will probably not make it without stopping. Of the other two, most Superkarts need more than 9 liters of fuel to make our short races and some Challenge karts can go all day on a single tank!

9 Liter Maximum Fuel Capacity – We don't want anybody to have to go out and buy a special set-up for one race a year. It'll save you money, Honest!

No Unusual Fuel Line Or Filter Setups – This is mainly a safety thing. A bunch of fuel line loops and a truck fuel filter zip tied on just isn't going to get it.

No Auxiliary Fuel Tanks – See the statement after the 9 liter max fuel capacity. If you insist on running one you'll be bumped up to the Superkart group.

Chain Oiler – Some people need a chain oiler. There are lots of ways to do it. Please do it the smart way so the back of your kart and the driver behind you is not covered with oil. We'll be looking for obviously unworkable setups. For example: A can of 30 wt. in the drivers lap so he can pour as he drives is not going to happen.

Fire Extinguisher Required – It's always a good idea to have one around and you can share with the other crews. Dry chemical seems to work best.

Driver Must Be Out Of The Kart – This is standard procedure for all of karting. We don't have fireproof suits on and our re-fuelers don't either. The car groups require their guys to have a full three layer suit on all because they drive to their pit area and don't get out of the car. If you need help getting out of the kart for your stop, there will be people around to give you a hand. I wouldn't be a bad idea to find some friends to help you though – you do have friends, right?

Must Stop By Line One – We'll show you where line one is at the meeting. Not sure if it will be marked with tape or cones but in either case, this is the line you must stop by. Not stop on or go skidding across. This is the area you have to get out of the kart at. That means there will be people there. If you make people jump when you pull in you can expect a penalty (more on that later). If you are going to help a driver out of a kart, don't be hanging around that area. Wait until they pull in and then step up to help.

Gas Cap To Remain On Until Driver Is Out Of The Kart – This is because I saw a guy come in for a fuel stop one time and he was reaching down to get the cap off while slowing down from around 60 mph. He was paying about as much attention to his driving as a driver of a minivan full of kids who's talking on a cell phone! It was a bad idea then, it's a bad idea now. You don't get to do it.

You Must Push The Kart To The Service Area – That's the area between Line One and Line Two. Please don't stop just inside the line and block the way for other racers. This goes for both ends of the service area. You can do any kind of service you would like in this area except run the kart. While your pushing the kart to be serviced, please don't run. A brisk jog is OK but you can still get into a crash in the pits.

Kart Must Be Pushed Past Line Two To Restart – We can't have any running karts in the service area, and don't get in the kart until the kart is past the line. This is all to avoid a big scramble of people and karts in a tight area. We don't want any toes run over.

Only Two People May Work On The Kart – Like it says. Only two people can work on the kart at any one time. The driver and a mechanic or two mechanics and the driver stays back to get a drink of water. Just trying to keep the pit lane from having a bunch of people milling around.

No Pressurized Refueling Systems – The intent here is to use your regular refueling stuff. No giant gravity fed towers, no F1 style pressurized quick disconnect setups. A fuel jug and a funnel, or a jug with a hose on it.

Recommended That No More Than 1 Gallon Be Added When Refueling – If your trying to hurry and hold the funnel and wrestle a full five gallon jug of fuel, your going to make a mess. If you only have the amount of fuel your going to need in the jug it'll be a lot lighter and easier to handle. You can also use a couple of 1 gallon water jugs and pour from them. It's easy to lift and there's just not that much that can spill.

Penalties – This is the part we don't want to have to do. If you drive past LINE ONE, if you spill a large amount of fuel, if you start your kart in the service area, if the driver is in the kart as you push it over LINE TWO, if you run into another kart in the service area, if you run into another kart as you stop for LINE ONE or make people jump out of the way, you can get a penalty. What will the penalty be? It depends on how big of a mistake gets made. You can count on at least a lap, maybe more. How will we know? We have observers watching the pit stop process. No I won't tell you who they are, it's sort of a "secret shopper" kind of thing. If you make your stop in a quick but controlled manner and don't go crazy trying to save a couple of seconds you'll have no problem.

Here's how I see a pit stop happening:

- Driver decides to make a pit stop.
- As the driver passes under the pedestrian bridge going into the tower turn, they move over to the right and raise a hand to signal other drivers.
- They turn off into the marked off lane on the outside of the tower turn and they slow down!
- They come to a safe stop before LINE ONE.
- The engine is shut off.
- The driver gets out of their kart, they can be assisted with this.
- The kart is then pushed over LINE ONE and to their selected service area.
- The gas cap is removed and the kart re-fueled.
- Gas cap is replaced.
- Kart is pushed past LINE TWO.
- Driver gets in the kart.
- Kart is restarted.
- The driver proceeds down to the track entrance and back onto the track.
- Drivers stay to the right side of the track until they are back up to speed.
- If there is a problem the starter may hold the kart.