



Racing Series

Rule Book

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Section A: Basic Rules

Know our Rules:

SKC participants should know and follow the rules that have been set by SKC in these documents.

A-100: Your Responsibilities:

The driver or guardian of each kart is responsible for the safe operation and condition of the equipment. They are also responsible for their actions and any crew member's actions while participating in a SKC event.

A-101: Supplemental Rules:

The Race Director can implement supplemental rules at any event. Supplemental rules will take precedence over any written rule. The supplemental rule must be delivered to the competitors in either written or verbal form.

A-102: Drivers Meeting:

Every competitor is required to attend the drivers meeting. All minors shall have a parent or adult representative in attendance also. If a competitor does not attend the drivers meeting, he or she loses the right to protest. A roll call may or may not be called at the Race Director's discretion.

A-103: Spirit and Intent:

This document provides specifications to assure engines, kart and any components used are legal. It is not intended to be used as a read between the lines document. SKC officials have the right to review and to determine if a person (builder or competitor) has changed or redesigned any part or component that would gain an advantage or bend the rules. If a competitor is deemed in violation of the spirit and intent rule, he or she may be disqualified, resulting with ZERO points for the day in the class of the DQ, without the option of dropping that race from the season points total, if applicable. If this document does not say you can, than you can't. When it states shall, then you must. When it states you may, then it is permitted. Calls on and off the track are in the eyes of the SKC officials. If your intent is to find loopholes, please re-evaluate your association with SKC. SKC has the right to confiscate any parts or components up to, and including complete karts or engines for further inspection.

A-104: Social Media:

When differences of opinion arise regarding SKC rules and regulations, decisions by SKC officials, SKC policies, or between the competitors (and/or their charges), communication and discussion of these differences are best handled privately and directly between the parties involved. Attacking parties on social media sites like Facebook or Twitter is unacceptable and may result in disciplinary action if the SKC Official determines that the communication is not in the best interest of the SKC. Resulting penalties may be disqualification, ejection from the event and possibly from SKC until further notice.

A-105: Liability:

All participants must sign a waiver/pit pass releasing SKC and officials of liability before participating in a SKC event. The signee agrees to hold SKC and officials harmless from any and all liability. This includes but is not limited to: injury to person, employees, property and or reputation that may be sustained by the signee, from all claims of injuries at present and future. This includes minors that may be at a SKC event.

A-106: Pit Pass:

Everyone is required to purchase and wear a pit pass at all SKC events.

A-107: Alcohol:

Alcohol is not allowed by anyone at any time during the day's racing event. After the event has concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply.

A-108: Threatening Actions:

Threatening actions such as intimidation, verbal abuse or physical violence to any SKC official, participant or spectator at an event could result in disqualification or ejection from the event, and possibly from SKC until further notice.

A-109: Driver Penalties:

SKC officials have the right to penalize a driver to meet the severity of the driver's actions. Some examples are: loss of position, start at the rear of the field, disqualification, probation or suspension.

A-110: Protest:

It is the intent of the SKC that every effort will be made to resolve all protests at the track before the weekend event ends. The rules and regulations in this SKC Rule Book will govern the SKC unless a supplemental SKC rule supersedes a specific SKC rule. If needed, a SKC committee will be involved. All on track penalties will be decided at the event.

Race Director or any SKC Official will not leave the track to discuss the call until a protest is filed.

Verbal protests will not be accepted

Protest cannot be submitted for non-performance items.

Only one protest per incident will be allowed.

There will be a \$100.00 fee for each protest.

Money will be refunded if protest is won.

Any protest of technical specification legality and driver conduct must be submitted in writing by a legal entrant from the same class in which the alleged violation occurred. If a kart specification is protested, the protesting driver's own kart can also be subject to full inspection. If an engine specification is protested, the protesting driver's engine can also be subject to full inspection.

The protest must be submitted in writing within 30 minutes after the technical decision has been made by an official. Once a competitor's equipment has been removed from the impound area, he or she has waived the right to file a protest.

All protests must be submitted in writing to the SKC Scoring Tower (or designated official) of the SKC within 30 minutes after the completion of the race that is being protested, or in the case of a scoring protest, 30 minutes after the official results have been announced or posted. The written protest must refer to the specific rule in the SKC rule book and page number. Anyone filing a protest on another competitor's equipment must keep his or her own equipment in the impound area following the race until the protest has been resolved. Once a competitor's equipment has been removed from the impound area, he or she has waived the right to file a protest on another competitor's equipment regardless of whether 30 minutes have elapsed from the completion of the race in question. If a driver's finishing position is adversely affected by an incident on the track, the driver cannot be reinstated to his or her previous position. However, this does not prevent the driver from filing a protest after the race to argue a position penalty given by the officials.

A-111: Probation:

SKC officials can place a driver on probation for a set amount of time/races as determined by SKC. This is normally for rule violations. During this time, the driver's actions will be under review.

A-112: Suspension:

SKC officials can suspend a driver, participant or spectator for a set amount of time/races as determined by SKC. This is normally for rules violations. During this time the driver, participant or spectator will not be allowed to attend any SKC events for the period determined.

A-113: Appeal:

If a person has been suspended, they can submit an appeal letter to SKC for the officials to review. The outcome of this review will be the final decision.

A-114: Reinstatement:

Anyone who has been suspended will be required to meet with a SKC official or officials before they will be allowed to attend/participate in a SKC event. The date and time will be determined by SKC and said individual will be notified accordingly.

Section B: Safety Rules

Safety equipment including kart can be inspected at any time. Any safety violation could result in a DQ.

B-100: Helmet:

Full face helmets with shields attached are mandatory and shall meet one of the following requirements:

Snell Foundation Specifications	Expiration Date
M or SA 2010	12/31/2020
SA 2015	12/31/2025
CMR or CMS 2016 (Youth)	12/31/2026
M or SA 2020	12/31/2030
SFI Specifications	Expiration Date
24.1/2010 (Youth)	12/31/2020
31.1 or 41.1/2010	12/31/2020
24.1/2015 (Youth)	12/31/2025
31.1 or 41.1/2015	12/31/2025
24.1/2020 (Youth)	12/31/2030
31.1 or 41.1/2020	12/31/2030

The Snell Foundation or SFI sticker must be inside of the helmet. Helmet shall be in good condition with no visible signs of damage and shall be the correct size for the driver per manufacture's specifications, so it will not come off driver's head or impair the vision of the driver by moving around. Helmets shall be inspected during pre-race inspection and a safety sticker placed on the helmet once it has been approved. Helmet can also be inspected at any time if it is subjected to damage during an incident on or off the track. If driver has hair that could extend past the shoulders, they shall wear a head sock and tuck hair inside driver suit or jacket to prevent it from getting tangled in any moving parts.

B-101: Neck Collar:

Neck collar shall be worn as manufactured and shall not be altered in any way. If a driver loses their neck collar or it becomes loose while on track, they will be black flagged immediately.

B-102: Chest and Rib Protectors:

All drivers under the age of 13 years old in all divisions are required to wear a chest protection device with *SFI approved specification 20.1* at all times they are on the race track. The SFI tag must be attached to the chest protector.

B-103: Driver Safety Gear:

Drivers shall wear ballistic nylon, leather, vinyl or other abrasion suits or jackets with racing pants, gloves, closed toe shoes and socks to limit chance of abrasion. Sweatpants do not provide adequate protection. Hooded sweatshirts, bandanas or long belts that could become tangled in moving parts are not allowed. A jacket and jeans is no longer acceptable.

B-104: Cameras:

Cameras ARE allowed to mounted on drivers helmet. Camera should not obstruct the driver's vision or block the view of the number panel in any way. Cameras may be mounted on kart as long as it will bend or break away if hit by another object such as a driver or body part.

B-105: Weights:

Weight that is added to the kart to achieve minimum weight for the class shall be weight in color. Weight up to and including 6 pounds shall be bolted on with a minimum 5/16" or 8mm bolt. The bolt shall be double-nutted or have safety wire or a cotter pin inserted through a hole drilled in the bolt to prevent the nut from coming off. Weight over 6 pounds shall have at least two 5/16" or 8mm bolts affixing the weight to the kart. The bolts shall be double-nutted or have safety wire or a cotter pin inserted through a hole drilled in the bolt to prevent the nut from coming off. Mounting weights to bumpers, nerf bars, side pods or any component that is not secure shall not be allowed. Driver is not allowed to have any type of additional weigh added to their safety gear or body such as exercise straps or weigh in pockets.

B-106: Fire Extinguisher:

It is highly recommended that each entrant in the event have a minimum of one operable 1 ½ pound dry-powder fire extinguisher in their pit area.

Section C: Driver Information

C-100: General: Driver must be in good standing with SKC. Driver must not be under the influence of alcohol or controlled substance. Drivers shall be entered in the correct class for their age, as most of the classes have a minimum and or maximum age limit. (see class rules)

C-101: Competition Age: The Competition Age of a driver is determined by the driver's actual age at the start of the calendar year (January 1st). Any driver meeting the minimum age requirement to move up to the next class by the end of the calendar year is eligible to do so anytime during the year. However, once they compete at the next class, they may not move back down to the lower class.

EXAMPLE: If a driver is 15 on January 1st but will be 16 in August, he/she may stay in Junior or move up to Senior. SKC has the right to refuse a driver wishing to move up to the next class if they feel it is for the best interest of the driver or series.

C-102: Relief Driver: A relief driver can be utilized after the driver becomes unable to compete (due to illness or injury) in the remaining races for that day after approval by SKC officials. The relief driver must start at the rear of the field. The relief driver will be allowed to start the final in the spot they achieved from the heat races prior. If the registered driver decides to race after the relief driver has run the heat races, they will be required to start in the rear of the field. The use of an unapproved driver will result in disqualification and or suspension of the driver of record by SKC.

C-103: Move up Rule: A competitor is not allowed to move up from one age group to a higher level, and then back down. Once a competitor moves up they must stay in that class unless SKC feels it is not in the best interest of the Series.

A competitor will not be able to move up to the next level for the last event. Junior competitors that are 20 lbs. or more over the class minimum weight, with no ballast on kart; may request permission from the Race Director to move up to the appropriate Senior Class providing the following:

- 1) They must have lap times competitive for the Senior Class that they are moving to.
- 2) They must present the kart race ready, with the driver's safety gear in the seat, to the Race Director to verify the weight of the kart and driver. They will be subject to a weigh-in at any time.

Section D: Race Officials

D-100: Race Director:

Oversees on-track activities, imposes penalties, communicates information to competitors and teams.

D-101: Flagman:

Works with the Race Director to control all on-track activities and gives input on penalties.

D-102: Tech Director:

In charge of pre-race and post-race inspections for both general safety and compliance with technical rules to insure safety and fairness.

D-103: Head Scorer:

Responsible for timing and scoring, broadcasts to Race Monitor, publishes race results to My Laps, calculates points and posts results.

D-104: Grid Steward:

In charge of following the published schedule, checks to assure all karts and helmets have been inspected, practice sticker and transponder are on kart, as well as releasing the field to the track when track is clear and ready.



Section E: From Grid to Scales Guidelines

E-100: Communication: Driver cannot receive or send any type of radio communication.

E-101: Officials Helping Competitors: The only class that an Official can help a competitor if they are off track is the Speedster class.

E-102: Track Layout: All competitors shall observe the track layout and rotation by not cutting across curbs or driving around pylons. Cutting the track or ignoring track layout can result in penalties or disqualification; this includes the cool down lap after the checkered flag has been waved.

E-103: Number of Karts Allowed on Track: SKC has the right to control the number of karts allowed on the track depending on size of track, speed and level. If it is determined that the number of karts entered in a class is unsafe for the track, the Officials will decide on what actions will be taken to make the racing safe; this could reduce the number of laps for that class. This will be communicated to all in the affected class before any actions are taken.

E-104: Quiet Grid: Engines shall only be run in the competitor's assigned pit area or adjacent to your assigned pit area (aisle). Running the engine on your way to the grid or on the grid is not permitted.

E-105: Controlled Grid: SKC will allow the driver and two other people to enter the grid area the same time the kart enters the grid. No one else will be allowed in the grid area. No kart stands, baby strollers, bicycles, scooters, skateboards or pets are allowed on the grid.

E-106: Grid: All competitors are responsible to be on the grid on time for their class during practice and races. Their transponder shall be charged and properly mounted on the kart

E-107: Race Day 90 Second Rule: Heat Races driver will have 90 seconds after their class is released from the grid to get their kart started and join the rest of the class on track. The driver and kart must be in their starting position and the driver seated in their kart when the class is released to go on the track for the 90 second rule to go in effect. After the 90 seconds has expired the grid is closed and no karts may enter the racing surface. This rule cannot be used to change tires from dry to wet or wet to dry.

E-108: Driver Unable to Start: If a driver has scratched his entry by notifying Head Scorer or Race Director, the grid lineup will be adjusted by crossing over from the point of the scratch to the last starting position. If a driver is unable to start the race after the class leaves the grid, the line in which the driver falls out of will move forward; there will be no crossover of positions.

E-109: Penalties: Overall finishing position penalties of a race event can consist of: position penalty, being placed behind the victim of the incident, sitting out a session or race, or disqualification for improper/unsafe driving, or unapproved use of track. Penalties will be published on results.

E-110: Unsportsmanlike or Unsafe Driving: Unsportsmanlike actions or unsafe driving will lead to penalties or disqualification. Some examples of unsportsmanlike or unsafe driving are blocking, bumping, chopping, not allowing racing room for other competitors, and driver or crew member actions at the scales. These are only examples and this is not a complete listing of unsportsmanlike or unsafe driving. It is up to the discretion of the Race Director and SKC officials to determine if a competitor is unsportsmanlike or unsafe.

E-111: Avoidable Contact: It is understood that “light” inadvertent contact will/can occur. However, intentional and aggressive driving, blocking, chopping, and contact will not be tolerated and can result in penalties.

E-112: Rough Driving: Over aggressive bumping, bump drafting, nerfing, blocking, pushing, etc., could be grounds for disqualification. Competitors must understand there is a fine line between malicious intent and inadvertent contact.

E-113: Passing after Checkered Flag: Passing or bumping another competitor after the Checkered Flag could result in penalties.

E-114: Practice: Drivers will practice with their class. If a driver practices with another class without SKC approval they will be penalized. Starting position for the finals will be based on the accumulated points they received from the heat races.

E-115: Lapped Competitor: In all classes a competitor that is about to be lapped will be blue flagged. A driver that is being lapped shall allow the lead karts the preferred racing line to complete the pass. If the lapped driver races the lead karts, and does not allow the lead karts the preferred racing line, they will be black flagged. If competitor is about to be lapped a second time they will be black flagged. The competitor will be placed in the on track position at the time of the black flag and receive points for that position. Officials have the right to black flag a competitor the first time if they feel the competitor could endanger another competitor or be a danger to themselves. If a competitor ignores the black flag and number board after (2) two laps scoring will stop and the competitor will be DQ'ed.

E-116: Slowing or Stopping on Race Track: If your kart slows from racing speed during practice or a race due to mechanical issues, or to exit the race course, the driver shall raise a hand above their head and wave to alert other drivers behind them. If a kart comes to a stop on the race track during practice or during a race, the driver shall raise a hand above their head and wave to alert other drivers. When safe to do so the driver must exit their kart and remove it from the racing surface.

E-117: Exiting Your Kart on Track: Competitors are allowed to exit their kart to untangle, or once the kart is free, the competitor must be safely seated in kart before restarting and safely rejoining the race. If you become lapped while stopped, you may not rejoin the race. (See Re-entering the Racing Surface) All other classes are not allowed to exit their kart and continue the race. All competitors except for Speedsters and Rookies are expected to exit their kart to help clear the track.

E-118: Restarting Motor: After leaving the grid area I. Any kart that does not have an onboard starter will not be allowed to restart after leaving the grid unless it is after a red flag.

E-119: Re-entering the Racing Surface: Other than leaving the grid area, if a driver leaves the racing surface during practice or a race they should reenter the racing surface at a point not in the racing groove, for example on a straightaway or other spot that can be done safely and not obstruct another driver. When reentering, the driver shall yield to drivers on the racing surface. The driver shall not advance any positions or gain any advantage during this time. Race officials will be critical of re-entry safety.

E-121: No Passing Area (waving yellow flag): If a waving yellow flag is displayed, passing is not allowed in that area.

E-122: Karts/Drivers Involved in Red Flag: Driver's safety equipment and kart may be inspected by SKC if they are involved directly or indirectly in a red flag incident. The Race Director has the right to prohibit a driver from restarting a race if he feels it is not safe for them to do so. Working on karts involved in a red flag is not allowed unless a complete restart has been determined by SKC officials and permission has been given (this is for karts involved in the red flag incident only). If any work or repairs are performed during a red flag stoppage, it must be approved by a SKC official and the driver will start at the back of the field. If a driver is unable to "leave" with the rest of the field during the restart procedure, there is no 90 second rule; he/she will not be allowed to continue. If a driver cannot weigh in with their kart due to medical personnel examining the driver, the Race Director can waive the weigh-in requirement at the scales and the driver will receive points for their finishing position.

E-123: Loose or Missing Components: All components shall be fastened and in place at the start of a race prior to the green flag; if not, a competitor could be black flagged. All karts must finish the race with all components subject to tech still intact in the manner the rule specifies. Any competitor that loses a 'spec' or 'techable' component may be black flagged. Examples include a nose, side pod, bumper or exhaust. A loose but intact exhaust may be black flagged. When leaving the grid, rear bumpers must be securely attached to the kart as designed by the manufacturer. Aftermarket bumper safety kits, or other means that keep the bumper secured in its original location are acceptable, even if the bumper itself drags on the track in the event of a broken bumper bolt while on the track. Bumpers WILL NOT be allowed to drag more than a few inches beyond the normal mounting location. If bumper becomes completely detached from one side of the kart, or is deemed unsafe by track officials, it will be grounds for a mechanical black flag and/or

disqualification. The spirit and intent of this rule is to allow racers to continue on with a broken bumper bolt, as long as it remains safe.

E-123: Restarts: The starting order after a red flag will be determined by the running order of the last completed lap. The kart or karts causing or directly involved in the red flag will be placed at the back of the starting order. A completed lap is after all karts on the lead lap have crossed the finish line or scoring loop.

E-124: Slick or Rain Tire Condition: If a race is started in dry conditions, and rain begins causing it to become too wet or unsafe, the race can be stopped to allow competitors to change to rain tires. Pit stops are not allowed. A minimal amount of time will be allowed for that change to occur. When SKC determines wet conditions, all competitors will use the rain tire for their class. The first class that this affects will have a minimum of fifteen (15) minutes to change from dry to wet setup or from wet to dry setup if SKC determines wet or dry condition. If SKC determines competitor's choice, the competitor is responsible for determining if they would like to compete on rain tires or slick tires. All four tires must be slicks or rains; mixing slicks and rains is not allowed.

E-125: Reducing Race Length (in wet): If SKC officials declare wet conditions, all competition sessions (races) may have laps reduced by 20% for each session. The Series will make every effort to resume published lap counts if conditions allow the return to "Competitors Choice." Series officials reserve the right to adjust lap counts for extenuating circumstances.

E-126: Exiting the Race Track: After the checkered flag has been displayed all drivers shall exit the track at the designated area. After each race all drivers are responsible for crossing the scales and reporting to post-race inspection if required. Any driver not crossing scales or missing post-race tech will be disqualified.

E-127: Completed Race: A race could be considered complete after one lap has been completed in situations of a red flag, poor weather, time limits or other extenuating circumstances. Should this occur, scoring will go to the last completed lap. Every effort will be made by SKC to complete every lap of every race. If the checkered flag appears before (or after) the last scheduled lap, the finishing positions of the field will revert to the final completed lap. Drivers are expected to race to the checkered flag. In the event of a red flag displayed with the checkered flag, any karts crossing the finish line (scoring loop) and receiving the checkered flag before the red flag was displayed will be scored as they finished. All remaining karts crossing the finish line with the checkered and red flags displayed will also be scored based as they finished. All other competitors will be scored on their positions for the last completed lap. The competitors responsible for the red flag will be scored at the rear of the last completed lap or possibly disqualified, depending on circumstances. A lap is considered to be complete when all competitors on the lead lap have crossed the finish line (scoring loop).

E-128: Incomplete Race: If the event cannot be completed due to weather or other circumstances, points and awards will be given based on the total points accumulated from heat races that have been completed. For any class that did not complete entrants shall be awarded 200 points.

E-129: Combining Classes: SKC has the right to combine classes. Lap times and experience will be taken into account in making this determination.

E-130: Event Format: Every effort will be made to follow the timeline that will be published and distributed at registration.

E-131: Heat Races: Three heat races will be run per class. The grid lineup for qualifying will be determined from computer random draw. 1st heat grid will be set from qualifying results. 2nd heat grid will be determined from finishing order of 1st heat race. 3rd heat grid will be determined from combined finishing orders of heat 1 & 2.

E-132: Finals: Grid lineups for the Final races will be based on points acquired from heat races finishing positions, as an accumulation from both heat races. A tie breaker is determined from qualifying results order.

E-133: Clearing the Scale: All drivers must cross the scale after each official scored heat race. They must meet the minimum weight per class. Any competitor not meeting the minimum weight or failing to cross the scales will be DQ'ed unless the Race Director has waived this requirement due to injury or illness. No one but the driver is allowed to touch the kart until it has cleared the scale, unless otherwise approved by SKC .

E-134: Driving on the Scale: All karts shall come to a complete stop before entering onto the scale. Any driver that drives their kart on the scale, engine running or not, and has to use their brakes to stop on the scale could be penalized or DQ'ed.

E-135: Data Acquisition: Data acquisition systems can be used to retrieve any of the following: RPM, lap times, head temperature, exhaust temperature, water temperature, speed, GPS tracking or computer scoring. Any telemetry, other sensors or inputs shall be removed or disconnected while kart is on track during practice or race days. Data downloading can only be done in the pit area. Only one beacon for each type of system is allowed on the track and will be placed at the SKC approved location. GPS systems are legal.

E-136: Reporting to Tech: The top five (5) of each official scored heat race shall report to the tech area and not leave until released by one of the tech officials. The tech officials have the right to check as few or as many karts as they deem necessary.

E-137: **Tech Area:** Only the driver and one tuner/mechanic is allowed in the tech area unless cleared by one of the tech officials.

E-136: **Failure to Report to Tech:** Failure to report to tech could lead to disqualification and/or suspension.

E-138: **Refusal of Tech:** Refusal of tech could lead to disqualification and/or suspension.

E-139: **Impound Parts or Equipment:** SKC has the right to impound any parts or equipment for further inspection. If no issues were identified after further inspection, the parts or equipment will be returned to the competitor. If parts or equipment are found illegal SKC has the right to keep the parts or equipment and penalties up to and including suspension could be handed out from the result of the inspection. This includes any items found during tech or inspection.

Section F: Scoring & Points Guidelines

F-100: Scoring: Scoring results are official. Data acquisition will not supersede official results.

F-101: Scoring Protests: Error in points must be contested within two (2) weeks of posting by contacting Head Scorer.

F-102: Scoring Abbreviations:

DNS – (Did not start) A competitor who is a DNS shall be awarded last place points. If more than one competitor is a DNS, then the finishing tiebreaker shall be according to their respective qualifying or starting position.

DNF – (Did not finish) A competitor who takes the green flag but becomes a DNF shall be awarded points based on their position at the end of the race. A competitor who is a DNF but does not take the green flag shall be considered a DNS and awarded points in accordance with the DNS point rule.

DQ – No points

F-103: Penalized Starting Positions: Penalized in 1st heat – Receives points for penalized position and starts 2nd heat in the penalized position from the 1st heat. DQ after 1st heat – Receives zero points for 1st heat toward accumulated points for final line-up. Starts 2nd heat in the rear. Starts final from acquired heat race points. Penalized in 2nd heat – Receives points for penalized position. Starts final from acquired heat race points. DQ after 2nd heat – Receives zero points for 2nd heat toward accumulated points for the final lineup. Starts final from acquired heat race points. from the penalized position. Receives points for penalized position. DQ in final – Receives zero points.

F-104: Championship Points: All classes run for a points championship except Speedsters. Championship points are based overall finishing order for that day. Two drops are allowed for the season. They do NOT need to be on the same weekend as all race days are considered a complete event. Disqualification cannot be used for a drop if the DQ is for unsportsmanlike conduct, or the use of remanufactured or counterfeit parts. Competitor must attend any 10 of 19 scheduled race events in order to qualify for Championship Awards.

F-105: Final Race Points:

1st -200 + number of entries

2nd- 180 + number of entries

3rd -170 + number of entries

4th -160 + number of entries

5th -150 + number of entries

6th -140 + number of entries

7th -132 + number of entries

8th -124 + number of entries

9th -116 + number of entries

10th -108 + number of entries

11th -100 + number of entries

12th -94 + number of entries

13th -88 + number of entries

14th -82 + number of entries

15th -76 + number of entries

16th -70 + number of entries

17th- 64 + number of entries

18th -60 + number of entries

19th -56 + number of entries

20th -52 + number of entries

F-106: Tie Breaker: If there is a tie at the finish of a race the tie will be broken by reverting back to the qualifying position. The person that qualified the highest will receive the higher finishing position of the tie. Both tied drivers will be awarded the higher finishing position points.

Section G: Chassis/Kart Guidelines

G-100: Chassis/Kart: * Note: All measurements are in inches unless otherwise stated.

G-101: Adjustments: The only adjustment a driver can make while on the track is the carburetor, brake bias or radiator louvers/shroud. Removing tape from radiator while on track is allowed. Adjustments must be made manually; mechanical adjustments are illegal.

G-102: Frame: Main frame shall be round tubing with a minimum diameter of 1.0" and maximum diameter of 1.4". Minimum wall thickness for 1" diameter tubing is .078" and, for 1.125" or greater diameter tubing minimum wall thickness is .060". Frame tubing shall be minimum cold rolled or electric welded tubing or tubing of equal strength.

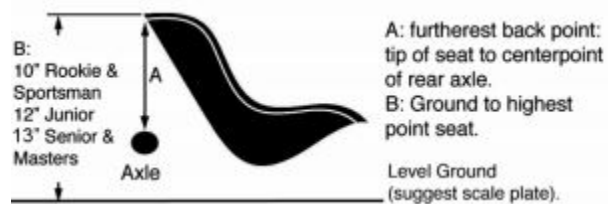
G-103: Floor Pan: Floor/belly pan is required; a full floor pan is legal provided it does not extend outside of the frame from front to rear or from side to side, this includes during rain condition. The floor/belly pan must not extend above center line of axle.

G-104: Steering: Direct mechanical type steering is required; vertical shaft or rack and pinion steering is illegal. Steering shafts shall be attached at bottom with a minimum 5/16" fastener that is drilled with safety wire/cotter pin inserted (safety wire cannot be wrapped around the bolt), or machined for e-clips with e-clips installed. Minimum diameter for solid steering shaft is 0.625" and for a hollow shaft it is 0.700". Minimum diameter for steering wheel hub bolt is 1/4" grade 5 and must be drilled with safety wire/cotter pin inserted (safety wire cannot be wrapped around the bolt), or machined for e-clips with e-clips properly installed. All steering component bolts shall be a minimum of 1/4" grade 5 bolts that are drilled with safety wire/cotter pin inserted (safety wire cannot be wrapped around the bolt), or machined for e-clips with e-clips properly installed. Tie rods shall swivel at both ends and be made of steel or aluminum. Steering wheel must be round in shape with a minimum of three spokes and 10" diameter. The top third of the wheel may be flat or open but they must be designed that way and cannot be altered. Shaft adapters that change the angle of the steering wheel are legal.

G-105: Axle: The axle must be a one piece axle; it can be solid or tubular with a minimum diameter of 25mm, a maximum diameter of 50mm and a minimum wall thickness of 0.075". Carbon fiber or carbon fiber composite axles are not allowed. Stiffeners are allowed if they are secured with bolts that are drilled for cotter pin or safety wire or machined for spring clips or e-clips; with the above mentioned properly installed (cotter pin, safety wire, or e-clip). Snap ring grooves, or any machining other than for keyway, are not allowed anywhere in the area between the left and right wheel hubs. Axle shall not extend past the outside edge of the wheel. Maximum width of rear track at widest point is 55 1/8".

G-106: Brakes: Rear brakes only that shall stop the wheels. Brake pedal and master cylinder must be attached to the main frame with bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed. It is highly recommended where possible that the brake caliper be attached to the main frame with bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed. Brake rotor must be attached to the brake hub with a minimum of three bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed, or steel lock nuts on a minimum of three bolts; nylon lock nuts are not allowed on the brake rotor. The linkage from brake pedal to master cylinder or brake bias must be either 6mm or larger steel rod with clevis or heim joint fittings with jam nuts on each end or kart manufactured cable that is a minimum diameter of 2.5mm. **NOTE:** If secondary cable is used nylon locknuts may be used in place of drilling or machining bolts for actuating rod and secondary cable. Scrub or band-type brakes are not allowed. Brake components must be steel or aluminum; ceramic, carbon fiber or such materials are not allowed. Hydraulic connections must be clean and tight with no leaks and routed to prevent damage while operating kart. Hand brakes are not allowed. An exception may be requested for a driver with a disability and must be approved by SKC.

G-107: Seat: Seat shall be a molded, one piece sprint bucket design and be the correct size for the driver so they cannot move or slide from side to side in a manner that could be unsafe or to gain an advantage from aerodynamics. Lay down type seats are illegal. Seat cannot be cut in any way to add or remove material and shall be in safe condition, e.g., the bottom is not weak or broken. Bottom of seat shall be between the frame rails and either mounted above or below the frame rails. Seat shall be mounted to the kart in a minimum of four spots with front of seat being higher than the bottom. Adjustable seats that can be moved while on track are illegal. See chart and following Figure for dimensions. Seat belts or other restraints are illegal. * Repairing the bottom of the seat from rubbing on the track is allowed.



G-108: Suspension: Suspension components are not allowed, for example, springs, shocks or other components.

G-109: Wheel Hubs: Wheel hubs must be made from metallic materials with wheel studs having a minimum diameter of 0.3125”.

G-110: Spindles: Front spindles must be drilled for cotter pin or safety wire or machined for spring clips or e-clips; with the above mention

G-111: Wheel Bearings: Split race bearings are not allowed. Bearings must be ground ball or roller bearings. Bearings must be adjusted to remove excessive play.

G-112: Wheels: Must be 5" diameter, as manufactured (no drilling or removing material) and proven to withstand the force and strain of the racing condition. Lateral supported wheels or g-rings will not be allowed. Maximum width of rear track at widest point is 55 1/8" unless specified under class structure or supplemental rules.

G-113: Wheel Weights: Wheel weights are allowed with each piece not to exceed ¼ ounce. Placing duct tape over weights to secure is suggested for extra safety.

G-114: Throttle Pedal Spring: Positive acting throttle pedal return spring is required on all karts.

G-115: Fuel System: One fuel tank maximum per kart. Fuel tank must be puncture resistant and leak proof when the fill cap is on. Maximum capacity is nine liters. Tank must be within the frame and under the steering shaft, mounted to either the steering uprights or floor pan. Pressurized fuel system or any fuel pumps other than a pulse pump in the carburetor is illegal.

G-116: Fuel Line: All fuel line connections shall be attached with cable tie, safety wire or other approved fastener and shall not be in excessive length or size.

G-117: Chain: Chain sizes allowed are #219 or #35. Chain oilers are not allowed.

G-118: Chain Guard: All karts are required to have a chain guard. 2 cycle classes are required to have a chain guard that runs from approximately the center of the axle, back and down to the frame rail. Plastic strip with metal brackets is recommended .

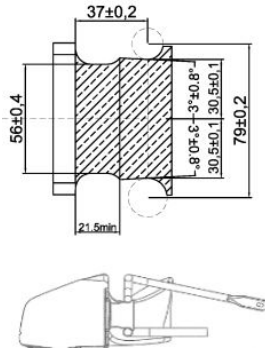


Section H: Bodywork Guidelines

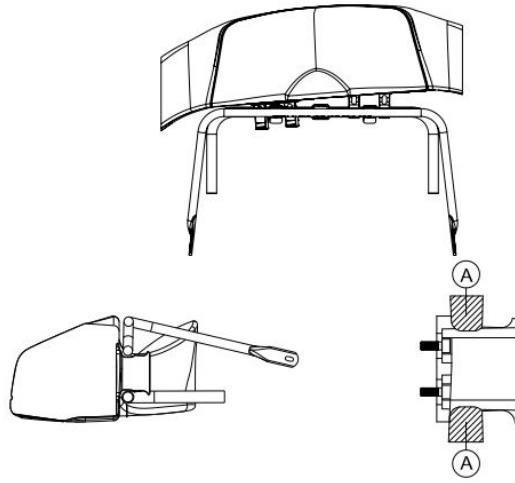
H-100: Bodywork Components: CIK appearing bodies, CIK homologated, and aftermarket bodywork that is made from CIK-similar material are allowed. Bodywork is defined as two side pods, nose cone and driver fairing and all pieces are required in all classes. No part of the bodywork can be used as a fuel tank. No weight or ballast can be placed inside or on the bodywork. Cutting the bodywork for the starter hole and or radiator in the 2 cycle class is the only cutting that is allowed. Bodywork must be properly attached and appear neat. Any bodywork that appears loose or that may fall off while on the track could be cause for a black flag.

H-101: Push Back Nose Cone Mounts: All non-kid kart classes must utilize a front nose equipped with a CIK-homologated pushback nose system, with a maximum of two CIK-homologated clamps. OEM clamps may be substituted for, but must be CIK-homologated for that purpose. Competitors will present their karts to the grid for qualifying with the nose removed for inspection. After it is inspected by the grid official, the competitor/mechanic will install it, without the use of tools. Zip ties may be used hold clamps closed. The nose is a tech item, and therefore may be inspected at any time during the day by series officials. If any officials ask to inspect the nose, the driver or their mechanic must remove it for inspection, without the use of any tools. If the nose, clamps, or blocks, are found to be illegal, or the mechanic/driver is unable to remove it for inspection when asked, there will be a 10-second penalty assessed. Additional penalties may be assessed depending on the infraction.

Nosecones that become dislodged during any on-track session or in the scale line, will be assessed a 5-second penalty per side with a maximum penalty of 10 seconds. This penalty may not be protested. **(see diagram on next page)**



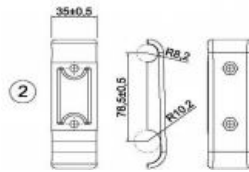
Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées [A].
 Not acceptable position if any part of the tubes of the front bumper are in the marked areas [A].



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H-102: Front Bumper: Two steel tubes are required for the front bumper: top tube must be a minimum diameter of 0.625" and attached to the frame at each end, bottom tube must be a minimum diameter of 0.750", both tubes shall have a minimal wall thickness of 0.630" and attached to the frame at each end. Both tubes must be used to attach the nose cone to the kart. If pedals are mounted to the bottom tube it must be welded or through-bolted to the frame.

H-103: Front Bumper Support: Shall be 2 pieces made of plastic and cannot be modified in any way. The measurements below are using CIK Homologation bumpers, top bar is 16mm, bottom bar 20mm.



H-104: Nose Cone: The nose cone can be mounted with butterfly clamps. If nose cone comes off while on track before receiving checkered flag, competitor will receive the black flag. Nose cones must be used as manufactured and cannot be altered in any way. Nose cones that are made for front brakes are allowed if kart has front brakes. Bottom of nose shall be a minimum one-half inch ($\frac{1}{2}$ ") off the ground and top of nose shall not be above the top of the front tires. Minimum nose width is $39 \frac{3}{8}$ "; maximum width cannot be wider than the front tires. Maximum overhang from center of front axle to tip of the nose cone is $26 \frac{3}{4}$ ". Measurements will be performed with wheels straight ahead and without driver in kart.

H-105: Side Pods and Nerf Bars: Side pods must be mounted with the intended manufactured nerf bar for the side pod that is being used. Side pod cannot cover any part of the driver or frame. If side pod comes off while on track competitor will receive the black flag. Bottom shall be a minimum of $\frac{1}{2}$ " and maximum of $2 \frac{5}{8}$ " above the ground and shall be no more than $2 \frac{5}{8}$ " from rear tire or $5 \frac{7}{8}$ " from front tire. Only the rear tire is allowed inside of side pod. Maximum width of side pods is $55 \frac{1}{8}$ ". Measurements will be performed with wheels straight ahead. Nerf bars shall be steel tubing with a minimum diameter of 0.630" and attached to the frame at two (2) points.

H-106: Driver Fairing: The driver fairing must be mounted with bendable material that is attached to the uprights, frame or floor pan and cannot expose any sharp edges that could harm the driver. No part of the fairing shall extend more than 1" above the top of the steering wheel; and shall be a minimum of $1 \frac{15}{16}$ " from any part of the steering wheel. Minimum fairing width is $9 \frac{7}{8}$ "; maximum width is $11 \frac{13}{16}$ ". Measurements will be performed with wheels straight ahead, height of fairing will be checked on scales. If an official feels that the height of the fairing is hindering the driver's vision, the fairing must be lowered. No part of the driver fairing can be behind and or lower than the top of the nose cone that could stop the nose cone from being pushed back.

H-107: Rear Bumper: CIK style full width PLASTIC are mandatory in all classes. Bumper shall be a minimum of 1" behind tire as raced. Adjustable width bumpers are legal and recommended as long as they meet the requirements. The bumper shall cover at least 50% of each rear tire and shall not extend outside of the rear wheel/tire. The only time the bumper may extend beyond outside of rear tire width as raced shall be when the competitor uses rain tires after the SKC determines wet conditions.

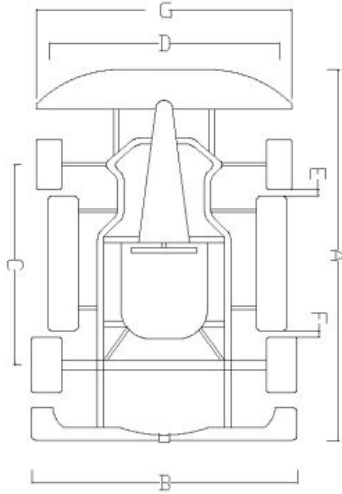
H-108: Numbers: All karts shall have legible numbers without tire marks or other items such as decals applied. The numbers are recommended to be at least 5 ½" tall, at least a ¾" body. The numbers must be on driver fairing and both side pods prior to entering the track. All karts shall use the number that was assigned to the driver at registration and numbers will consist of one to three digits only. We do not use letters for scoring, they are not acceptable. * Anyone not having any of the above could be black flagged during any session.

H-109: Rear View Mirrors: Rear view mirrors are not allowed on any karts.

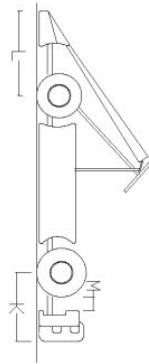
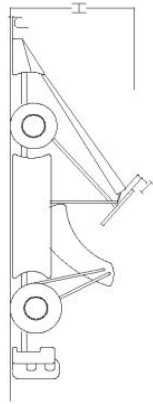
H-110: Transponder Mounting: The transponder shall be mounted securely and safely to the kart. The transponder must be mounted behind the king pin at minimum 10" from center of king pin to the front edge of the transponder. One transponder per kart is allowed. Transponders are mandatory from the beginning of practice through the end of the event.

H-111: Chassis/Kart Change: Changing an un-repairable chassis to a comparable chassis is allowed after tech approval with no penalty to the competitor. If competitor wants to change chassis due to performance they will start in the rear of the next race. A new pre-tech form will need to be obtained from a SKC Tech Official following approval of the requested chassis change and then completed and presented with the kart to a SKC Tech Official.

Section I: Kart Dimensions



Kart Dimensions		
All Measurement Are Done With Wheels Straight Ahead and No Driver		
Letter	Description	Measurement
A	Cadet Maximum Length	71"
	Standard Maximum Length	82"
B	Maximum Rear Wheel Outside Width	55 1/8"
	Minimum Rear Bumper Width	52 13/16"
	Maximum Rear Bumper Width	Bumper should not extend past outside edge of rear tires except in rain setup
C	Cadet Minimum Wheel Base	35"
	Cadet Maximum Wheel Base	41"
	Standard Minimum Wheel Base	39 3/4"
	Standard Maximum Wheel Base	43"
D	Minimum Front Width Center to Center	28"
E	Maximum Between Front Tire and Side Pod	5 7/8"
F	Maximum Between Rear Tire and Side Pod	2 5/8"
G	Minimum Nose Cone Width	39 3/8"
	Maximum Nose Cone Width	Cannot be wider than outside edge of front tires



Kart Dimensions		
All Measurement Are Done With Wheels Straight Ahead and No Driver		
Letter	Description	Measurement
H	Maximum Height	26"
I	Minimum Between Steering Wheel and Fairing	1 15/16"
J	Minimum Between Ground to Nose and Ground to Front of Side Pod	1/2"
	Maximum Between Ground to Nose and Ground to Front of Side Pod	2 5/8"

Kart Dimensions		
All Measurement Are Done With Wheels Straight Ahead and No Driver		
Letter	Description	Measurement
K	Maximum Center of Rear Axle to Back of Bumper	15 1/2"
L	Maximum Center of Front Axle to Front of Nose	26 9/16"
M	Minimum Between Rear Tire and Bumper	1"

H-112: Bumper to Nose Cone Clearance: The nose cone shall be a minimum of 27mm (roughly the size of a 13/16 spark plug socket) from the bumper to the nose cone in all places (Red Area on both sides). Inspection maybe done before entering the track. If the correct clearance is not maintained, the competitor will be required to correct or change parts prior to entering the track.



Section J: Race Information:

Flags:

Green Flag: A green flag lets competitors know the track is clear for practice or competition; it is also used to start or restart a race.

Yellow Flag: A yellow flag alerts competitors of an unsafe condition in that part of the track. A waving yellow flag means there is trouble on the track. Drivers are to hold their position in these areas and shall not pass another competitor until they have passed the waving caution area. A standing yellow is an “advisory” and means there is possible danger near the racing surface. Passing is allowed when a standing yellow is displayed. When a double yellow flag is displayed by the starter it signifies a full course caution. Drivers shall proceed at a moderate pace with no passing allowed.

Red Flag: A red flag alerts competitors of a halt to racing and to stop as soon as they can do so safely. Drivers may be directed to proceed to the front stretch or other designated area if it can be done safely. Corner workers will wave yellow and black flags to indicate a red flag situation. Any driver disobeying a red flag shall be disqualified. Participants, crew or family members are not allowed on the racing surface during a red flag.

Crossed Flags: A crossed white and green flag indicates the race has reached the halfway point.

Two Rolled Flags: Two rolled flags (green and white) are used to let the competitors know there are two laps remaining in that race.

White Flag: A white flag lets competitors know they are starting the last lap of the race. If the white flag has been waved the checkered flag will follow even if it is waved with another flag, i.e. red, yellow or black.

Checkered Flag: The checkered flag indicates the race or practice session has concluded, and all competitors shall slow down to a moderate pace, and safely proceed to the scale or pit area as required to do so.

Waving Checkered with Red: A waving checkered with a waving red is used to alert the competitors of trouble on the racing surface. Racing back to the start/finish line is not allowed. Competitors shall proceed to the finish line if it can be done safely and follow the direction of corner workers. Scoring will revert to the last completed lap.

Black Flag: A waving black flag is used to inform a competitor they need to exit the race course and proceed to the scale or pit area due to a rule infraction; the flagman will make every attempt to display the kart number of the driver receiving the black flag. If a competitor ignores a black flag it could lead to additional penalties. A rolled black flag is a warning usually given for unsafe or unsportsmanlike driving. If the actions continue it could lead to a waving black flag and disqualification.

Black Flag with Orange Circle: A waving black flag with orange circle is used to inform a competitor of a mechanical or tech issue. The driver should exit the race course and proceed to the scale. The flagman will make every attempt to display the kart number of the driver receiving the black flag with orange circle. If the competitor exits the race course/track prior to receiving the checkered flag, the competitor will be scored with a DNF (Did Not Finish) and be awarded points based on their position at the end of the race. If the competitor does not exit the track in a timely manner or ignores the black flag with orange circle, scoring will stop and the competitor will be DQ'ed.

Blue Flag: A blue flag is used to alert competitor that they are about to be lapped and shall allow the lead karts the preferred racing line to complete the pass.

Section K: Speedsters/Kid Karts Engine Rules

The intent of the class is to provide a low cost, simple and reliable engine package for beginning Kid Karters to utilize. The engine must be run as produced. No deviation from the "as produced" engine is allowed. All components must remain OEM unless otherwise specified. No addition or substitution of components.

General Rules:

Engine: Honda GXH50 as supplied by Honda Performance development.

Engine seal: As installed by HPD. If seal damaged, missing or disturbed in any way the entrant will be disqualified.

Gas tank: Must remain on engine in factory location and mounting. Fuel line must run directly from tank to carburetor.

Fuel: 91 non-oxy pump gas. No additives allowed. Failure to meet fuel inspection results in a disqualification.

Carburetor: KEIHIN BF32E

- No change or modification to the carburetor is permitted.
- **Throttle plate:** # 140 as manufactured with sharp edges. Must retain stock screw.
- **Main nozzle:** Minimum length 1.140"
 1. Through hole: .055" No go
 2. Two holes at bottom, 180° apart .028" No go
 3. Eight holes above bottom band 90° apart .020" No go
 4. Four holes at top 90° apart .020" No go
 5. Float: F3
 6. Main Jet: #52S. Go .50mm; No-go .52mm
 7. Pilot Jet: #35
 8. Maximum venturi size (no-go): 15mm
 9. All jets must be TIGHT. Loose jets will be disqualified.
 10. Throttle linkage must be as supplied by HPD.

Air Filter: Must remain stock, with stock foam insert. No internal or external modifications of any type.

Spark plug: NGK CR5HSB or Denso U16FSR-UB. Washer must remain on both spark plugs.

Kill switch: Stock switch must remain connected. An additional switch may be installed in reach of the driver.

Oil: Any 20wt oil allowed. Honda line oil recommended. No exotic oils such as those containing “combustion enhancers”.

Chain Guard: HPD chain cover to be used.

Clutch: HPD supplied. White and Blue spring are only legal options. No mixing of colors. No modifications or oiling allowed. Stall speed TBD.

Gearing: 16/89 or 15/89. Max 8000 rpm.

Exhaust: As supplied, modification or repair not allowed. Cracked or broken exhausts will be disqualified. Any evidence of exhaust leaking is grounds for disqualification.

Blocking Air Flow to the engine: Only factory heat shield is legal. No device may be used that will/or appear that it may impede airflow into the engine cooling system. This may require that the engine be run at a speed above idle by the tech personnel at the scale after the car has qualified or raced.

Additional technical inspection:

GX 50 Ignition Timing Procedure:

- Remove the starter assembly and large cover.
- Install a dial indicator in the spark plug hole, using a 10mm X 1.00 adapter.
- Make sure the indicator has a ball end to ride across the crown of the piston without damage.
- Place light grease or oil on the ball.
- “0” the indicator at top dead center, it does not have to be on the compression stroke as long as piston is at TDC. Remember, this is a 4-stroke.
- Rotate the flywheel clockwise until the two magnets on the flywheel are to the right of the coil.
- Rotate the flywheel counter clockwise until the left hand edge of the left hand coil mount leg is in line with the left hand edge of the left hand magnet.
- Dial indicator reading should be between 245” and 265”.

External visual check of engine for required components: Pipe and muffler, shrouds and sheet metal, oil level sensor (this can be observed from outside).

Engine should be at ambient temperature when presented to Pre-Grid.

Remove Carburetor:

Only stock Honda insulator gasket between black plastic insulator and head. Air passageway in insulator will not be altered in anyway.

1. Insulator thickness: .277" +/- .001". Hole is rough edged and is "as molded"
2. Insulator (head side) gasket thickness: 0.019" maximum.
3. Insulator (carb side) gasket thickness: 0.022" maximum.

Check for any alterations or worn parts that would allow additional air into engine: holes, slots, perforations, spacers, loose bolts, warped flanges etc. Any evidence of air leaking is grounds for disqualification.

Valve Springs: Valve springs will be stock Honda springs and will not be altered in any way.

- A. Wire diameter: 0.064" maximum
 - B. Outside diameter of spring: 0.588" maximum
 - C. Number of coils: 6
 - D. Spring pressure: 11 LBS maximum at 0.514"
 - E. Stacked length will be: 0.652" maximum
- Rocker Arms – Push Rods – Studs: Rocker arms will be stock Honda and will not be altered in any way. Rocker arm studs will be stock Honda. They or their mounting position may not be altered in any manner. No heli-coiling of mounting holes. No bending of studs. Push rods will be stock Honda and will not be altered in any way.

Push rod length is 2.774" +/- .002"

All entrants are subject to
technical inspection.