



SO CAL DIRT KARTERS

2025

OFFICIAL RULE BOOK

Table of Contents

1. SO-CAL DIRT KARTERS CLASSES AND LOCAL OPTIONS	10
1.1. Flat Kart Classes	10
1.2. Caged Classes	12
2. GENERAL OPERATIONS	14
2.1. Spirit & Intent.....	14
2.2. Rules & Standards	14
2.3. Supplemental Rules	14
2.4. Local Option	14
2.5. Comprehension of Standards	15
2.6. Participant Responsibility & Conduct	15
2.7. Living Document/Revisions.....	15
2.8. Rules and Standards Disclaimer	15
2.9. Verbiage	15
2.10. Legal Action.....	15
2.11. Social Media.....	15
2.12. Consumable Specifications	16
2.13. Penalties.....	16
2.13.1. Level 1: Minor	17
2.13.2. Level 2: Intermediate	17
2.13.3. Level 3: Severe	17
3. ENTRANT	17
3.1. Participant in Good Standing	17
3.2. New Driver Requirements.....	17
3.3. General Ability.....	17
3.4. Supporting Documents	18
3.5. Competition Age	18
3.6. Advancing an Age Group: Junior to Senior	18
3.7. Medical Conditions	18
4. SAFETY.....	19
4.1. Participants Responsibility.....	19

4.2. Accidents.....	19
4.3. Dangerous Conditions.....	19
4.4. Fire Extinguisher.....	20
4.5. Track Access	20
4.6. Personal Safety Equipment.....	20
4.6.1. Helmets	20
4.6.2. Gloves.....	20
4.6.3. Suits/Jackets.....	20
4.6.4. Footwear	21
4.6.5. Long Hair	21
4.6.6. Helmet Supports	21
4.6.7. Chest Protectors.....	22
4.6.8. Rib Protectors	22
4.7. Driving in Pits	22
4.8. Recovery/Emergency/ Push or Motorized Vehicles	22
4.9. Weight/Ballast	22
4.10. Safety Tech Standards.....	22
4.11. Third Bearing Supports	23
4.12. Pre-Race Technical Inspection Procedures (driver responsible)	23
4.13. Pre-Race Technical Inspection	24
5. EVENT.....	24
5.1. Restricted Area Access.....	24
5.2. Refusal of Entry	24
5.3. Insufficient Funds.....	24
5.4. Reversal of Fees	24
5.5. Refunds	24
5.6. Meeting of Drivers/Crew and Officials.....	25
5.7. Legal Equipment	25
5.8. Official Session	25
5.9. Combining of Classes	25
5.10. Combination of Vehicles	25

5.11. Environmental Consideration	25
5.11.1. Fire Code	25
5.11.2. Old Fuel, Oil.....	25
5.11.3. Used Tires.....	25
5.11.4. Trash.....	26
5.12. Cancellation of Event	26
5.13. Failure to Compete	26
5.14. Substitute/Relief Driver	26
5.15. Official Scoring / Transponders.....	26
5.16. Points	27
5.17. Radio Use	27
5.18. Video Use	27
5.19. Criminal Activity	28
5.20. Prohibited Substance	28
6. COMPETITION	28
6.1. Sportsmanlike Conduct	28
6.2. Established Course	28
6.3. Right of Line	29
6.3.1. Establishing Position	29
6.3.2. Maintaining Position	29
6.4. Defending.....	29
6.5. Lapped Drivers	29
6.6. Reverse Direction.....	29
6.7. Intentional Contact	29
6.8. Signaling	30
6.9. Mechanical Failure/Stopping on Course.....	30
6.10. Restarting of Karts.....	30
6.11. Reentering the Track.....	30
6.12. Exiting the Established Course to Scale or Pit.....	30
7. OFFICIALS	30
7.1. Officials Powers.....	30

7.2. Race Director.....	31
7.3. Assistant Race Director	31
7.4. Head Flagman	31
7.5. Official Scorer.....	31
7.6. Corner Marshall	31
7.7. Pit/Grid Steward	32
7.8. Head Technical Inspector.....	32
8. FLAGS	32
8.1. General.....	32
8.2. Green Flag	32
8.3. Yellow Flag	32
8.4. Red Flag.....	32
8.5. Black Flag.....	32
8.6. Blue flag or Blue Flag w/ Orange Stripe	33
8.7. Crossed White & Green Flags	33
8.8. White Flag	33
8.9. Checkered Flag.....	33
8.10. Checkered & Black Flags	33
8.11. Red Flag Procedures.....	33
8.12. Full Course Yellow	34
8.13. Black Flag Procedures	34
8.13.1. Rolled	34
8.13.2. Waived Black Flag	34
9. RACE PROCEDURES	34
9.1. Sanctioned Event Format.....	34
9.2. Grid Area	34
9.3. Race Start Options	35
9.4. Race Start	35
9.5. Scratched Entries	35
9.6. Restarts	35
9.7. Spin Rule/Cautions.....	35

9.8. Race Completion	36
9.9. Post-Session Scale Procedures.....	36
9.10. Post-Session Technical Inspection	37
9.11. Confiscation of Items	37
10. PROTESTS & APPEALS	37
10.1. Protests	37
10.2. Who Can Protest	37
10.3. What Can Be Protested.....	37
10.4. Protest Fee	38
10.5. Singular Protest Requirement.....	38
10.6. Written Requirement.....	38
10.7. Video Review.....	38
10.8. Protestor's Chassis/Engine:.....	38
11. CHASSIS STANDARDS (Flat Karts).....	38
11.1. Cameras & Camera Mounting.....	38
11.2. Remote Chassis Adjustments.....	38
11.3. Number Panels.....	39
11.4. Numbers.....	39
11.5. Roller Bumpers.....	39
11.6. Special Needs	39
11.7. Steering Wheels	39
11.8. Suspension	39
11.9. Seat Mounting.....	39
11.10. Chain/Clutch Guard.....	39
11.11. Exposed Sprocket.....	39
11.12. Rear View Mirrors	40
11.13. Chain Oiling	40
11.14. Clutch	40
11.15. 4 Cycle Crankcase Overflow.....	40
11.16. Tire Construction & Use.....	40
11.17. Overall kart length	40

11.18. Overall kart width	40
11.19. Overall Kart Height.....	40
11.20. Wheelbase	40
11.21. Frame Material	40
11.22. Wheels	41
11.23. Axle.....	41
11.24. Rear Hubs.....	41
11.25. Front Axle (Spindle).....	41
11.26. Wheel/Axle Bearing	41
11.27. Bodywork	41
11.28. Nosecone	41
11.29. Fairing.....	42
11.30. Wedge Bodywork.....	42
11.31. Floor pan	42
11.32. Front Bumper	42
11.33. Rear Bumper	42
11.34. Nerf Bars	43
11.35. Seat Assembly	43
11.36. Fuel System	43
11.37. Fuel Tank.....	43
11.38. Throttle Assembly	43
11.39. Brake System Assembly	43
11.40. Steering Assembly.....	43
11.41. Chain	44
11.42. Chassis and other safety standards – Caged Karts	44
12. SENIOR / JR Yamaha KT-100 Engine rules.....	46
12.1. General.....	46
12.2. External Modifications	46
12.3. Pulse Line Hole	46
12.4. Bore and Stroke (Displacement)	46
12.5. Carburetors	46

12.6. Carburetor Inlet Track Length	46
12.7. Phenolic Spacer	46
12.8. Aluminum Carburetor Mount Plate	47
12.9. Airbox/filter Adapter.....	47
12.10. Cylinder Head & Sparkplug	47
12.11. Combustion Chamber	47
12.12. Head Gasket	47
12.13. Cylinder (new or old approved)	47
12.14. Blowdown	48
12.15. Inlet Opening.....	48
12.16. Cylinder Position	48
12.17. Exhaust Port Opening	48
12.18. Piston	48
12.19. Connecting Rods	48
12.20. Wrist Pin.....	48
12.21. Crankshaft	48
12.22. Spacers	49
12.23. Connecting Rod.....	49
12.24. Crankpin	49
12.25. Ignition	49
12.26. Ignition Timing Inspection	49
12.27. Exhaust.....	50
12.28. Fuel.....	50
13. CLONE/PREDATOR ENGINE RULES 212cc	53
13.1. Rules & Intent:	53
13.2. Approved engines	53
13.3. Engine Components	53
13.4. Exhaust System	53
13.5. Carburetor.....	53
13.6. Jr Clone/Predators	54
13.7. Fuel Tank.....	54

13.8. Fuel.....	54
13.9. Clutch	54
13.10. Connecting Rods	54
13.11. Pistons.....	54
13.12. Crankshaft	54
13.13. Flywheel and Ignition Coil	54
13.14. Cylinder Head.....	55
13.15. Valve Train	55
13.16. Camshaft	55
13.17. Fasteners & Gaskets.....	55
13.18. Crankcase Breathers	55
13.19. Pull Starter	55
13.20. 196cc Engines.....	55

1. SO-CAL DIRT KARTERS CLASSES AND LOCAL OPTIONS

1.1. Flat Kart Classes

Jr – Jr Class

Ages: 5-8 yrs. Old

Engine: Preferably using a small CC OHV (Clone/Predator) or comer engine. Kill switch that is easily accessible. Engines must idle. Chain guard required, recommend full length,

Tire/weight: Open

Fuel: 91 Octane Spec Station.

Body: Full-length rear bumpers and nose strongly recommended (should cover 50% of each tire). Side panels/bars/pods required. No sharp edges.

****Anything slow and safe. Beginner Class.**

Jr. Clone/Predator/KT-100 Can

Ages: 8-15 yrs. old **Weight:** minimum 300 lb.

Engine: Any single cylinder OHV Clone/Honda/Tillotson/Predator. Max 212 CC (no Ghost motors). 4-hole KT Can engines allowed. See specific rules for each engine in sections 12 and 13. All OHV 4 stroke engines must run a .550" restrictor.

Spec Tires: Burris Treads - TX 22 or TX 33 compounds only, max 6" x 10" rims.

Fuel: 91 Octane Spec Station. No fuel or oil additives allowed.

Body: Full length rear bumpers and nose strongly recommended (should cover 50% of each tire). Side panels/bars/pods required.

**** LOCAL OPTION – W2W sealed predator with spec ¾" exhaust, stock airbox NOT REQUIRED to run .550' restrictor if engine is "W2W legal".**

**** Any non-Burris treaded tire is allowed, however driver is not eligible for year-end awards from Burris.**

SR. Clone/Predator OHV

Ages: 15 yrs. & up

Weight: 375 lbs.

Engine: Any single cylinder OHV Clone/Honda/Tillotson/Predator. Max 212 CC (no Ghost motors). See specific engines rules in section 21.

Spec Tires: Burris Treads - TX 22 or TX 33 compounds only, max 6" x 10" rims.

Fuel: 91 Octane Spec Station. No fuel or oil additives allowed.

Body: Full length rear bumpers and nose strongly recommended (should cover 50% of each tire). Side panels/bars/pods required.

****** Any non-Burris treaded tire is allowed, however driver is not eligible for year-end awards from Burris.

Small Bore Open

Ages: 15 yrs. & up. (drivers under age 15 may compete, subject to SCDK official approval).

Engine: Any air cooled, single cylinder, 4 stroke kart engine (no motor bike engines). Max 285cc. No billet blocks or heads (aftermarket crank, rod, piston, flywheel, side cover ok). 3rd bearing support ok. No deck extensions

Weight: Weight is based on engine cc's. 1.55 lbs per 1cc (rounded to nearest lb). Driver must display engine cc w/ allowed weight on kart body or engine for scale/tech.

Examples:

196cc = 304lbs

236cc = 366lbs

285cc = 442lbs

Tires: Open (max 6" x 10" rim).

Fuel: Gasoline, racing fuel or methanol only (no nitrous/exotic fuel blends).

Oil: Open

KT-100

Ages: 15 yrs. & up.

Weight: 365 lbs.

Spec Tires: Burris Treads - TX 22 or TX 33 compounds only, max 6" x 10" rims.

Fuel: 91 Octane Spec Station.

Spec Oil: Premix – 8 oz per gallon Burris castor or blend.

Engine: See specific rules in Section 12.

Open Class (UAS/RWYB)

Ages: 15 yrs. & up.

Tires: Open (max 6" x 10" rim).

Fuel: Open

Oil: Open

Engines: per UAS engine displacements and rules.

**** may be combined with small bore open based on entries**

100cc Stock 2 cycle Sprint Combined

Chassis: Sprint/straight-rail chassis only (no LTO/offset chassis).

Tires: Any treaded kart tire allowed, max 6" x 10" rims.

Engines/weight:

- Kt100 SA pipe @ 350lbs
- KPV/HPV (per IKF/WKA rules)@ 360lbs
- Vortex ROK and IAME KA100 (per SKUSA)@ 380lbs

Fuel: 91 Octane Spec Station.

Tag Sprint

Engine: Any 125cc water cooled TAG motor. Max 125cc. Electric start not required. Carb and pipe are open/non tech. No coolant. Only water and non-glycol wetting agents (e.g. Water Wetter).

Weight: 365 lbs.

Chassis: Sprint/straight rail only (no LTO/offset chassis allowed)

Tires: Any treaded kart tire allowed, max 6" x 10" rims.

Fuel: 91 Octane Spec Station.

1.2. Caged Classes

250cc Winged Outlaw Kart – 4 Cycle

Age: 10 yrs. & up (drivers under age 15 are subject to SCDK and insurance approval).

Weight: Minimum 375 lbs. with driver

Fuel: Gasoline, racing fuel or methanol only (no nitrous/exotic fuel blends)

Engine: Must be max 250cc, single cylinder dirt bike engine, stock bore and stroke from factory

Tires: Any treaded kart tire allowed, max 6" x 10" rims.

Additional rules are listed in section 11.42 below.

250cc Winged Outlaw Kart – 2 Cycle

Age: 10 yrs. & up (drivers under age 15 are subject to SCDK and insurance approval).

Weight:

250-274cc min 420lbs

275-300cc min 460lbs

Fuel: Gasoline only

Engine: Must be max 300cc, single cylinder, 2 stroke dirt bike engine

Tires: Any treaded kart tire allowed, max 6" x 10" rims.

Additional rules are listed in section 11.42 below.

****SCDK has the right to add/drop/modify classes at any time in order to provide better, consistent racing**

**** Classes may be added to any event if there are a minimum of 4 karts for the class**

2. GENERAL OPERATIONS

2.1. Spirit & Intent

All standards, operational and technical, contained within this rulebook are written with the concept of ***Spirit and Intent*** in mind. This concept allows for the production of fair and consistent events across all forms of karting.

It should not be the goal of any participant of a SCDK sanctioned event to “read between the lines” to manipulate the rules for their advantage, or bog down events in constant protests and appeals, or working to determine loopholes to exploit. SCDK officials, or the sanctioned event officials, have the right to interpret a situation, operational or technical, to the best of their ability by referring to these rules, and the spirit and intent of the written standards presented here. Do not assume that if a situation or technical standard is not specifically address within this document that the ruling will be in your favor. If you are unsure of a regulation, or are considering a technical gray area, please contact the SCDK directly for clarification prior to moving forward.

2.2. Rules & Standards

Rules contained are used to ensure that all participants of a SCDK sanctioned event understand how the event is to be organized and operated.

Standards contained are used to legislate operational and technical specifications that are critical to the successful production and management of a SCDK sanctioned event. These standards may not to be altered by a sanctioned event via Supplemental Rules without express consent by the SCDK Club Board.

2.3. Supplemental Rules

SCDK sanctioned events, and/or series have the right to add “Supplemental Rules”.

Supplemental Rules may take precedence to facilitate special needs that an event may have.

These special needs may be planned in advance, or result from a direct need at the event. At no time will Supplemental Rules be allowed to minimize any standards contained within this document.

2.4. Local Option

“SCDK” So Cal Dirt Karter’s have local options that are at the beginning of this rule book.

2.5. Comprehension of Standards

All officials, drivers, pit crew, and participants are expected to be fully versed with all applicable sections of the SCDK rules and standards, as well as any other supplemental rules that are part of any event. Failure to be aware of the rules and standards does not minimize their scope.

2.6. Participant Responsibility & Conduct

The SCDK expects the highest level of conduct at its Sanctioned Events.

All attendees are responsible for their behavior. Any offense committed by a crew member shall be chargeable directly to the driver, but may also be chargeable to the offender(s) in conjunction with the driver should the situation warrant. This responsibility also extends to conduct in the local area of an event, including motels, hotels, restaurants or any private or public area, as well as social media.

Participants are also responsible to report any unsafe conditions to the event staff or officials, and to operate within the guidelines for the event.

2.7. Living Document/Revisions

This is a living document and can be modified by the SCDK Board Members as needs arise in terms of safety, supply chain disruption, technical evolution, and information not previously known. Revisions supersede any standards or standards contained within.

2.8. Rules and Standards Disclaimer

The SCDK offers no warranty, expressed or implied, resulting from the compliance of these rules and standards that govern karting events. Racing is a dangerous sport that can result in injury, dismemberment, and even death. No rules or standards can guarantee the elimination of those risks. Your (or your child's) participation in the sport of karting is at your own risk.

2.9. Verbiage

Any competitor, Parent or Legal Guardian of the competitor, or participant of a Sanctioned Event that threatens or takes legal action via an attorney against the SCDK, SCDK Sanctioned Facility, or any its legal agents or staff, will be suspended from all SCDK sanctioned events for a length of time to be determined by the SCDK Board Members.

2.10. Legal Action

Any competitor, or Parent or Legal Guardian of the competitor, that threatens or takes legal action via an attorney against the SCDK or SCDK Sanctioned Facility, or any of its legal agents or staff, will be suspended from all SCDK sanctioned events via a Level 3 penalty.

2.11. Social Media

Social media is a part of our daily lives, and when used correctly is an important place for the sport to discuss issues and promote our activities. This policy is not intended to restrict the

good. Rather, it is to assist in curbing the more dangerous and damaging activities that have become or may become an issue.

The SCDK Social Media policy covers all those involved within a SCDK sanctioned event whether they are a driver, participant, official, family/crew, general third parties, media members, or associated industry as it relates to the SCDK, or an SCDK sanctioned event.

Any content submitted online through the medium of the internet by those participating or officiating at SCDK sanctioned events should not contain material that could be deemed to be threatening, harassing, bullying, illegal, obscene, defamatory, slanderous, or hostile towards any individual, team or entity participating or officiating at SCDK sanctioned events. The SCDK defines content as text, images, audio, video, and any user generated content knowingly uploaded to the internet. Level 2 or Level 3

2.12. Consumable Specifications

It is the right of SCDK sanctioned events to declare, for the purpose of maintaining a safe and fair event, the requirement of certain consumables such as tires, fuel, and/or oil. The sanctioned event may also require specific distribution of those consumables.

****See Local Options for Fuel and Tires Specifications****

2.13. Penalties

The officials at a SCDK sanctioned event have full authority to levy penalties based on their interpretation of the rules and standards within this document, the concept of Spirit & Intent, and the current and future integrity of the sport. The SCDK penalty system is to provide protection and guidance for both participants and officials so that the penalties levied are acceptable for the infraction.

Penalties are given in three levels that correspond to similar infractions. Good judgement shall be used so that first time offenders are not handed the stiffest penalty possible, and those that do are handed increasingly severe penalty levels. The Race Director, along with the other official's input, will determine the severity of a penalty. Only the SCDK Club President and Board Members can overturn a penalty or penalties imposed by the Race Director as part of an Appeal.

While penalty ranges are specified, it is understood that during the course of an event, or of a season, participants that are consistently non-compliant with the rules or standards contained in this document may receive penalties of a progressive nature, particularly for non-compliance of the same nature in during the course of the same event, or string of events.

In this document, to eliminate unnecessary verbiage, if the rule or standard carries a potential for a penalty, the penalty level will appear at the end of the rule or standard without additional explanation. It is assumed that when a penalty appears, it is due to the participant being out of compliance with that rule or standard.

Multiple penalties may be assessed to a participant at one time for multiple infractions in an official session or during an event.

Standard penalties:

2.13.1. Level 1: Minor

Minor technical or on-track infractions, or careless behavior. Verbal Warning, Refusal to allow into official session, Loss of position, Loss of up to 3 Positions,

Loss of all positions gained plus 3, Put to rear of field, Loss of one lap.

2.13.2. Level 2: Intermediate

Intermediate technical or on-track infractions, or imprudent behavior with intent

Disqualification from official session. No drop.

Disqualification from sanctioned event. No drop.

Disqualification from event and expulsion from premises. No drop.

2.13.3. Level 3: Severe

Severe and intentional technical or on-track infractions, or dangerous behavior without regard for safety.

Suspension for event(s), Suspension for remainder of season, Suspension for one year

Loss of membership, Permanent revocation of privilege to compete, Legal Action, where applicable

3. ENTRANT

3.1. Participant in Good Standing

To be eligible to compete or attend any SCDK sanctioned event, or to be eligible for any benefits that are part of the event, each participant must be in good standing with So Cal Dirt Karter's.

Receiving any Level 2 or Level 3 penalty at a SCDK Event will remove a driver from being in Good Standing until the duration of the penalty has lapsed.

3.2. New Driver Requirements

New or inexperienced drivers may be required to start at the back of the pack for their first three (3) races (not heats), at the discretion of the Race Director. New drivers are encouraged to display yellow tape on back of seat/bumper for these first three races. This safety regulation includes all divisions and classes.

3.3. General Ability

It is expected that all drivers competing at a SCDK sanctioned event will show the basic skills necessary to properly compete in a karting event, which includes understanding the basic policies and procedures that govern an event.

The sanctioned event Race Director has the final decision regarding a competitor's ability to properly perform, as well as having the competitor run the appropriate class for their skill level.

It is within the rights of the Race Director of a SCDK sanctioned event to remove anyone from competition, or to place them in a more appropriate class for their skill level, should they determine if necessary for their safety, or the safety of the other competitors. Race director shall not combine adults and kids unless the class already allows for it.

3.4. Supporting Documents

Any driver shall be required to prove his/her age via one or more legal documents such as birth certificate, driver's license, passport, etc. if requested, or if the class they intend to compete has some type of age requirement such as Rookie, Junior, or Senior classes.

3.5. Competition Age

A driver's competition age is determined by the age that they have turned, or will turn, during the course of that competition year. For example, a driver is 11, but will turn 12 during the year. Their competition age for that year is 12.

The minimum age for any SCDK event is 5 years, '**actual age**'. For example, a child is 4 in April, but turns 5 on June 10th. They may not compete until June 10th when their actual age is 5.

3.6. Advancing an Age Group: Junior to Senior

A driver may race either Junior or Senior classes, but not both, in a SCDK sanctioned event. When eligible by age, they may move up to a Senior class. Once they have competed one full event at the Senior level, they must decide whether to remain at that level or revert back to the Junior level. They can make this decision only one time in a given season. Once the second event at the higher level has been completed, they must remain at that level at any SCDK sanctioned event. Junior are generally considered ages 5-14 years old, while adults/senior is 15 years old and above.

3.7. Medical Conditions

It is not the duty of the SCDK, or its sanctioned event, to determine the health status of each participant. Each participant must exclude themselves from participating if they have any condition known to them that a reasonable person would consider unsafe. The SCDK, nor its sanctioned events, shall be liable in the event there is additional injury, including death, from any medical condition.

These conditions, physical and mental, include but are not limited to; Pregnant women, persons on medications known to cause impairment, anyone under doctor's care without express consent by doctor to compete, any person with a disability that would not allow them to manage the basic operation of competitive kart.

4. SAFETY

4.1. Participants Responsibility

It is the responsibility of each participant to properly manage the safety of their equipment at all times during the course of an event. The SCDK or its sanctioned events will not assume the responsibility for the safety and/or technical compliance of any competition vehicle.

4.2. Accidents

Kart(s) and driver(s) safety equipment involved in an accident may be required to stop for inspection by the SCDK sanctioned event officials only. Officials may not allow a kart to continue or safety equipment to be used if there is reasonable visible evidence that the kart or safety equipment is damaged and may pose a safety risk in general. This decision shall be made solely by SCDK sanctioned event officials, and not the drivers involved.

Parents of a minor may be allowed onto the track only when approved by SCDK sanctioned event officials once the course is clear and the conditions are safe.

Any driver who has lost consciousness, indicates a strong likelihood of concussion (dizziness, vomiting, blurred vision, memory loss), or indicates a reasonable chance of serious injury may not be permitted to continue in any official session for that event, and is at the discretion of the sanctioned event medical staff and/or the Race Director. The driver may be required to be cleared by a Medical Doctor before being allowed to attend further SCDK sanctioned events.

4.3. Dangerous Conditions

SCDK officials or the officials of the sanctioned event have the right to stop, postpone, or cancel any event if they deem conditions to be dangerous. This includes weather, track conditions, driver(s) actions, civil unrest, or any other condition that may arise and threaten the safety or well-being of competitors, spectators, officials, or other people at or near the event.

If lightning is observed in the area of the racing facility, immediately cease all on-track and outdoor activities or be advised to seek their own shelter should a common indoor area not be available. All participants and spectators should be moved indoors. Competition can resume 30 minutes after the last sighting of lightning is observed.

In the case of impending severe weather, the sanctioned event should properly evaluate any available information, cease all activities, and advise all parties to take immediate shelter. The SCDK, or its sanctioned event, is not responsible or liable for any damage to property or individuals during bouts of severe weather. It is the responsibility of the driver and their crew/family to recognize severe weather and take appropriate action to secure their property and protect themselves regardless of the actions of the event.

4.4. Fire Extinguisher

It is highly recommended that each entrant has a minimum of one operable 1-1/2 pound dry-powder fire extinguisher (rated for use on A, B, & C. type fires) in their pit area. Carbon Dioxide type extinguishers are not acceptable substitutes for the dry-powder type.

4.5. Track Access

During “live/hot” sessions, no person or race official shall be permitted on the racing surface at any time.

4.6. Personal Safety Equipment

4.6.1. Helmets

All helmets used at a SCDK sanctioned event must be full coverage (full face), with the face-shield installed, and designed for competitive motorsports (Snell or DOT Approved only) with a minimum rating as noted:

<u>Snell Foundation</u>	<u>Expires</u>
SA, K or M 2015	12/31/2025
CMS 2016	12/31/2026
CMR 2017	12/31/2026
SA, K, or M 2020	12/31/2030

<u>SFI</u>	
SFI 24.1/2015 (Youth)	12/31/2025
SFI 31.1/2015	12/31/2025
SFI 41.1/2015	12/31/2025
SFI 24.1/2020 (Youth)	12/31/2030
SFI 31.1/2020	12/31/2030
SFI 41.1/2020	12/31/2030

Youth Helmets are not intended for adults, Helmets must be in “factory condition”, with no visible shell damage. If shell damage is visible, it will not be allowed to be used. Cameras shall not be affixed to the helmet in any way. Officials are to immediately black flag and remove from the course any driver that enters a session, official or otherwise, with a camera mounted in any way to a helmet. Improper securing of the helmet strap is prohibited.

4.6.2. Gloves

Gloves are required in all divisions. It is highly recommended to use a glove with a leather palm. Caged classes, fire retardant gloves are highly recommended.

4.6.3. Suits/Jackets

Driving Apparel (flat kart classes):

Driving apparel for adult drivers and youth drivers: Heavy abrasive resistant jacket, racing jacket, or suit recommended.

Driving Apparel (Caged Classes):

Driving apparel for adult and youth drivers: Fire retardant race suits (one piece or two pieces) highly recommended.

4.6.4. Footwear

Flat Kart classes:

High top shoes or boots designed for motorsports use are recommended. Closed toe shoes of most types are allowed. All shoes, regardless of type, must be properly laced and/or buckled at all times in any on-track session and must be free of holes or signs of extensive wear.

Caged classes:

Closed toed required, fire-retardant shoes highly recommended.

4.6.5. Long Hair

If hair extends appreciably from beneath helmet, the competitor must wear a balaclava to retain hair from extending outside helmet. No hair is allowed to be visible when the driver is “race ready”. The SCDK and its sanctioned events are not responsible or liable for injuries related to long hair while on-track, regardless of the situation. The driver is exclusively responsible for ensuring that their long hair is properly secured.

4.6.6. Helmet Supports

Neck braces or neck restraints are mandatory. The date on any HANS/neck restraints cannot be older than recommended manufacturers specs. Devices are allowed to be recertified. And must be used as per manufacturer's specifications. If a driver loses a helmet support on-track, they shall be removed from the course and will not be able to return to competition. **Drivers can only return if the initial start of the race has not occurred.** Advanced neck and head supports are highly recommended for drivers of all ages.

Cage classes:

- Wrist restraints are recommended and must be attached to the lap belt and worn below the elbow. Refer to manufacturer's specs.
- All karts must be equipped with minimum of an SFI 16.1 or FIA equivalent approved restraint system seat belts and shoulder harnesses, until the date of the belt expiration. Devices are allowed to be recertified. Shoulder harness must be mounted in a way to restrict forward body motion independently of seat.
- Lap belts may be mounted to the frame or directly to the seat and routed securely through the seat. Cut or frayed seat belts will not be allowed. This entire rule will be strongly enforced.

4.6.7. Chest Protectors

All rookie and junior drivers up to 13 years in all divisions are highly advised to wear a chest protection device with SFI specification.

Up to 8 Years (actual age): SFI 20

9-13 (actual age): SFI 20

4.6.8. Rib Protectors

Rib protectors are recommended, but not mandatory.

4.7. Driving in Pits

Driving in the pit area is expressly prohibited at a SCDK sanctioned event. The only area drivers can operate their karts is exiting the grid, on track, exiting the track, and driving up to (but not on) the scales.

4.8. Recovery/Emergency/Push or Motorized Vehicles

While karts are on the track, no recovery or emergency vehicle shall cross, run adjacent to, or park in close proximity to the track's surface. Push vehicles are allowed to enter and cross the racing surface during push off but should remain parked during the race event. The SCDK is not responsible or liable for damage to property, or injury to persons should the sanctioned event disregard this safety standard. All push vehicle / motorized vehicle drivers must have a valid driver's license to operate. Additionally, all drivers must wear a helmet at all times while on/in vehicle.

4.9. Weight/Ballast

All bolt-on weight must be white in color and kart number. All weights must be either nylon lock nutted, or double nutted. Weights 7lbs or less to be secured by min 5/16" bolt, weights over 7lbs or including stacked weights must use (2) 5/16" bolts or (1) 3/8" bolt. Maximum amount of weight at any location is 15lbs. Weights mounted to seats must use minimum 1.25" fender style washer against seat to avoid breaking. It is upon the discretion of the tech director whether it is deemed safe enough to use.

4.10. Safety Tech Standards

The following connections must use a nylock nut (or mechanical where specified), and/or safety wired/pinned/clipped during all official sessions:

- Pedal (brake and throttle)
- All brake rods and safety tether
- Master cylinder to frame
- Calipers to frame/spindle
- Rotor to hub bolts (mechanical lock nuts required)

- Kingpins
- Steering shaft to frame
- Tie Rods (all mounting points)
- Steering hub to steering shaft
- Steering wheel to steering hub (all – minimum 3)
- Third Bearing Support bolts to the support mount, or to each other (minimum 2)

4.11. Third Bearing Supports

Third bearing supports or a suitable guard to contain the clutch in the event of crankshaft breakage, is required on all 2-cycle karts using an engine- mounted clutch. Construction of clutch guards must be 360 degrees and of material equal to or greater in strength than .090 aluminum. Drill and safety wire at least one (1) support bolt on third bearing upright plate.

4.12. Pre-Race Technical Inspection Procedures (driver responsible)

- Inspect driver's helmet for proper certification.
- Inspect frame for cracks and defects. Noticeable cracks and defects will render the chassis unfit for competition and will need to be replaced or welded. If welded, it must get the approval of the Race Director to continue.
- Verify brakes will lock when reasonable pressure is applied to the pedal.
- Verify throttle fully closes when throttle pedal is released.
- Verify all safety items are lock nutted and/or wired.
- Verify weights are white and properly mounted.
- Verify front spindles are safety wired and/or clipped.
- Verify nerf bars, bumpers, and bodywork are properly secured.
- Verify all exhaust is secured.
- Verify all fuel system components are free of defect, and fuel line is properly secured to attachment points.
- Verify Third Bearing Support bolts are wired.
- Verify cameras are hard mounted to bodywork.

The Legal Entrant, or their representative, must submit their kart and helmet to the Pre-Tech Inspection official(s) prior to taking to the track in any official session. Additionally, each Legal Entrant is obligated to ensure that their kart(s) maintain all general safety measures (including personal safety equipment) for the duration of the sanctioned event.

Any kart failing Pre-Race Technical Inspection will have the opportunity to correct any/all problems as pointed out by the officials and re-submit the entry for approval.

Decisions of the Race Director and Chief Technical Inspector concerning Pre-Tech may not be protested.

At any time during an SCDK sanctioned event, officials may subject a driver's kart and/or personal safety equipment for a spot check.

- First event offense: Level 1
- Second event offense: Level 1 or Level 2
- Third event offense: Level 2 or 3

4.13. Pre-Race Technical Inspection

At any SCDK sanctioned event, it is the responsibility of the entrant/driver to maintain all facets of safety for their vehicle and not the SCDK sanctioned facility. The sanctioned event may do spot checks during an event.

5. EVENT

5.1. Restricted Area Access

Only those persons having signed a waiver of liability and with a pit pass shall be allowed in the pit/restricted area, which include hot grid and track if a driver or when expressly permitted by an official.

Areas that are directly involved in the continuous operation of the event are restricted to anyone except for the event production staff without an expressed invitation, and include but are not limited to; Tower, scoring, tech, any area designated 'official'.

5.2. Refusal of Entry

SCDK Member Facilities and/or their respective Race Directors reserve the right to refuse any entry.

5.3. Insufficient Funds

If an entrant has insufficient funds, the entrant has ten (10) days from the start of the event to rectify the funds. Should the Legal Entrant not rectify the situation in the given time period, it puts the driver out of 'Good Standing', eliminating any benefits from that event. Any checks returned due to insufficient funds will cause a \$30 charge, which will be assessed to the driver/entry upon next scheduled race event.

5.4. Reversal of Fees

A Reversal of Fees at any time puts the driver out of 'Good Standing', shall automatically disqualify that driver from that event, and revoke any benefits from the event.

5.5. Refunds

Once the Legal Entrant has taken to the track for any official session of an event, or has entered an event that has a specific and restricted number of entries, they are not eligible for a refund. If

they have not taken to the track for an official session, or the event has an open entry, it is at the discretion of the sanctioned event to determine their own refund policy. It is at the discretion of the SCDK sanctioned event to utilize 'rain checks' as opposed to refunding money or equivalent.

5.6. Meeting of Drivers/Crew and Officials

The Race Director or flagman may conduct a meeting of drivers for the discussion and interpretation of the rules and any specific standards applying to that sanctioned event. All drivers and crews are required to attend, and it is the driver's responsibility to do so. Failure to attend this meeting does not remove the responsibility of the driver to know the rules and standards of the sanctioned event.

5.7. Legal Equipment

To compete in any official session the driver and kart must be compliant with the technical regulations of that class.

5.8. Official Session

For SCDK sanctioned events, an Official Session includes practice, heats, last chance events, and Features/Finals. The terms 'official session', 'session', or 'race' may be interchanged in this document, but all imply an Official Session. Drivers are to only enter the sessions they have entered for.

5.9. Combining of Classes

The combining of classes at a SCDK sanctioned event is acceptable.

5.10. Combination of Vehicles

Combining different types of vehicles at a SCDK sanctioned event is prohibited. IE Mowers and Karts.

5.11. Environmental Consideration

5.11.1. Fire Code

All participants shall abide by state and local fire codes.

5.11.2. Old Fuel, Oil

All participants shall not dispose of fuels or lubricants in the pit area or the track area by pouring or spilling such fuels or lubricants upon the ground.

5.11.3. Used Tires

Used tires are not to be left in the pits, paddock, trash, or any location at any SCDK sanctioned event without the expressed consent of the track owner and/or race director, which may include specific instruction.

5.11.4. Trash

It is the responsibility of each Legal Entrant and their crew to collect and dispose of their trash at any SCDK sanctioned event unless directed otherwise.

**** Failure to comply with section 13.13, 13.14 or 13.15 can result in an imposed fine of \$100 toward the driver/owner whose pit area the offense took place. IT IS YOUR RESPONSIBILITY TO CLEAN UP YOUR PIT STALL AFTER EVERY RACE.**

5.12. Cancellation of Event

It is the right of a sanctioned event to cancel the event for various circumstances such as war, dangerous conditions, weather, civil unrest, etc.

If the event is cancelled prior to the completion of 1st Heat of all classes, and cannot be rescheduled, the event shall award 1st place points to all competitors. Distribution of awards or refunds is at the discretion of the sanctioned event.

If the event is cancelled, and cannot be rescheduled, before all 2nd Heats can be completed, points will be awarded based on the results of 1st Heat Finish. Awards or refunds are at the discretion of the sanctioned event.

If the main event is cancelled and cannot be rescheduled: If the race is at or over 50% complete, it can be declared an "official event", and full points/prizes awarded. If the main event has not reached 50%, the results of that main, and all subsequent mains, will be based on the line-up for the mains. Any main event that has already been completed prior to the cancellation is considered complete.

5.13. Failure to Compete

Should a competitor attend and enter a SCDK sanctioned event but is unable to compete due to circumstances out of their control (approved by Race Director), they will be given last place points.

5.14. Substitute/Relief Driver

Substitute/Relief drivers are not allowed in SCDK sanctioned events. If it is determined that a substitute driver has been used, both the legal entrant and the substitute driver are to be disqualified from the event. If a driver can no longer compete for whatever reason, another driver can compete as long as they start in the back for the remaining heats/mains. They must still register and hold a wrist band. This is all at the discretion of the race director.

5.15. Official Scoring / Transponders

The official scoring is the information supplied & certified by the official scorer, whether the scoring was done manually or electronically. To be scored, a kart must be under its own power.

Transponder must be mounted minimum of 9" back to the center line of the front king pin bolt, ideally mounted to steering column. Rental Fee is \$15.00 a race. Driver-owned transponders are allowed.

Driver is responsible for the safety of their rented transponder; damage will be sustained by the renter and a Driver's License or ID card will be required to rent. Return after main event.

5.16. Points

To receive points, you may not receive a Level 2 or Level 3 Penalty. In the event of the tie, tiebreakers will be determined by: wins, 2nd places, 3rd places, on down through all finishing positions and then qualifying positions (if applicable). If a tie still cannot be resolved, "co-champions" (or whatever the points position) will be declared. All DNF's and DNS's will receive last point for that event.

Points awarded for finishing positions will be as follows:

1. 25
2. 18
3. 15
4. 12
5. 10
6. 8
7. 6
8. 4
9. 2
10. 1

You must be a club member to receive points for final year end banquet awards and must compete in 60% of the race day events. All club members are allowed a "dropped race". This can be applied to a missed race or, if you had perfect attendance, you can drop your worst finish. Club Local Options section states what classes are championship classes.

5.17. Radio Use

Radio communication to or from the driver is prohibited.

5.18. Video Use

The use of video from the kart via a mounted camera(s), or from spectators viewing an official session, is allowed. Refer to the standards for cameras and camera mounting. Video cameras (GoPro) shall not be mounted on a driver's helmet.

Video shall not be used for protests during an event. The sanctioned event may, if it deems helpful, request video of an incident to properly judge a situation. The sanctioned event is under no obligation to do so at any time.

The SCDK Board may request video from an event to review on-track activity that is considered dangerous and with intent to harm. The board reserves the right to determine penalties, post event, that may result from specific footage. SCDK is under no obligation to review video.

5.19. Criminal Activity

The laws of the United States, and local laws and statutes, are always in effect at any event, including a SCDK sanctioned event. These rules and standards cannot supersede the laws of the land, and do not remove the expectation that everyone on the premise is expected to abide by those laws. SCDK is not responsible for any injuries or actions that result from criminal activity at a SCDK sanctioned facility or in the area of a SCDK event. Driver is responsible for all actions of their crew/guests. Criminal activity may include, but is not limited to:

- Physical Assault: participants (driver, crew, spectator, official, etc.) shall not make any physical contact in an aggressive manner towards another participant or official.
- Verbal Assault: participants who use aggressive or threatening language towards another participant or official.
- Use or possession of a prohibited/illegal substance. Underage consumption of alcohol or controlled substance.

5.20. Prohibited Substance

All participants entering the restricted area of a SCDK sanctioned event shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner for the duration of the event, or while on premises for a multiday event. Participants are prohibited from being under the influence of alcohol or any controlled substance. Authorities will be called if it is determined that any participant has operated a kart during any part of a sanctioned event.

6. COMPETITION

6.1. Sportsmanlike Conduct

Drivers are expected to compete with a high standard, to follow the general rules for official sessions, and to avoid unnecessary contact with other drivers. Unsafe or unsportsmanlike conduct is prohibited. Bumping, nerfing, aggressive driving, etc. is prohibited.

6.2. Established Course

Drivers are to follow the established course as designed, with all four wheels remaining on course. Deviation is only acceptable in avoiding an incident. The Established Course does include all curbs and exit curbing or round plates.

6.3. Right of Line

The 'right of line' is the ability of a driver to have the right to utilize their preferred line entering, through the apex, and exiting a corner. There are numerous types of corners, and this serves as a guide.

6.3.1. Establishing Position

For the overtaking driver to 'establish position', they must have the centerline of their front axle midway between the lead kart's front and rear axle as they enter the corner without the use of contact or leaving the established course.

6.3.2. Maintaining Position

For the lead driver to 'maintain position', the centerline of their front axle may not fall behind the midway point between the overtaking karts front and rear axle centerlines without blocking or leaving the established course.

Once the overtaking driver has 'established position', and while the lead driver 'maintains position', they are considered to have equal right to the entire corner (entry, middle, and exit) and are obligated to give the other driver racing room but are not obligated to concede the corner.

A corner is won when either the overtaking driver fails to maintain their 'established position' and execute the pass, or the lead driver fails to 'maintain position' and allows the overtaking driver to execute the pass.

6.4. Defending

Drivers are allowed to make one (1) line adjustment in a straight coming to a corner. Lines may not be adjusted while in a braking zone. Once an overtaking driver has broken the rear plane of the lead kart with their front nose, the lead driver is not allowed to move any further.

6.5. Lapped Drivers

Lapped drivers are expected to not impede the lead drivers. When receiving a Blue Flag, they are to maintain position and make it easy for the lead drivers to go by. Some sanctioned events may choose to use the Blue Flag, or the Black Flag, to remove lapped karts if it is determined that it will be safer to do so.

6.6. Reverse Direction

Driving in a reverse direction, or generally driving off of the established course for any reason other than attempting to safely re-enter the established course is prohibited.

6.7. Intentional Contact

While contact may occur during an official session, it is to be avoided with care at all times. Intentional contact either to execute a pass or disrupt the leading driver is prohibited.

6.8. Signaling

Signaling from pit to driver is acceptable if done safely from the grid area by way of hand signals, 2 wood or plastic sticks of a length no greater than 12 inches, or by using a sign board. At no time are lights or lighting of any kind to be used while signaling.

6.9. Mechanical Failure/Stopping on Course

If a driver has a mechanical failure, the engine dies for any reason, or from any other reason while the session is under green flag conditions, they are to raise their hand(s), slow safely, and pull to the infield with caution. They are to move their kart safely away to the center of the infield, or assist the corner marshal in doing so, and then move behind the nearest barrier protection. The driver is not to leave the protected area until instructed.

6.10. Restarting of Karts

Restarting a kart during green conditions is prohibited for safety reasons. Drivers have 90 seconds to restart after a yellow or red flag condition when allowed by SCDK officials. This includes the 90 seconds prior to initial start of the race. Once karts enter the track for any race, at no time are drivers/crews allowed to make repairs or adjustments to any kart, unless instructed by SCDK officials. Any kart receiving repairs or adjustments on the track will be disqualified for that event.

6.11. Reentering the Track

Drivers are expected to re-enter slowly and safely after leaving the track, with their hand raised until they are back to racing speed. If the driver leaves the course, and cannot continue for any reason, they are to exit the kart and move to a safe area at the direction of an official. If a driver leaves the course and stops to cause a caution, the driver will be immediately removed from the session.

6.12. Exiting the Established Course to Scale or Pit

Following the conclusion of a session, drivers are expected to slow to pace speed and exit the course at the established point.

7. OFFICIALS

7.1. Officials Powers

The designated officials of any SCDK Facility event shall have the power of rule enforcement and race supervision. Any official at a SCDK event can report a dangerous driving situation or other rules violation that is observed on-track. The decision on whether to issue a penalty or not lies with the Race Director.

7.2. Race Director

The Race Director shall be that official having complete charge of all officials, technical inspector, turn marshals, the track, and karts during all “official times” the event is occurring. The Race Director shall disqualify (through signals to the starter) any driver who, in their opinion or that of their observers, is in violation of the rules or whose kart is or has become unsafe to operate. The Race Director, or their designated representative, shall uphold all rules and standards.

7.3. Assistant Race Director

Larger events and/or tracks might necessitate the need for an Assistant Race Director position. This person works directly with the Race Director and serves as “a second set of eyes and ears” for the Race Director. It is the decision of the Race Director to allow the Assistant Race Director to make on-track “calls” such as a black-flag or warnings.

7.4. Head Flagman

The Head Flagman shall be that official having complete charge of the flags. The Head Flagman shall first adhere to all standards outlined in SCDK rules and second follow instructions from the Race Director. The Head Flagman’s flag signals are to be obeyed without exception. If necessary, the Head Flagman shall conduct a meeting for all drivers prior to the start of the event to explain the flags, their use, and rules of the road.

7.5. Official Scorer

The Official Scorer shall be that official in charge of timing and /or scoring. The Official Scorer shall keep the Flagman informed of positions, laps completed, etc. Each entrant’s kart shall be assigned an identifying number, which will be carried at all times during the event. The number shall be of sufficient size and color so as to promote scoring. The entrant shall accept the assigned number and affix these numbers to their kart in a manner acceptable to the Official Scorer.

7.6. Corner Marshal

Corner Marshalls shall be strategically located around the inside of the course and out of harm’s way to use flags, as instructed and when necessary, to signal drivers as to accidents, debris, fluid, or other hazards on their portion of the track. Flag Personnel shall also report any rule infractions to the Race Director.

It is not the duty of a turn marshal to assist drivers at the scene of the accident or incident to get their karts separated or going again. Their duty is to warn oncoming traffic of an incident, and to direct race control of the possible need of additional resources if necessary. The Corner Marshal may proceed to the scene of the accident when track conditions are safe, and they are instructed to move by the Race Director or other designated official.

7.7. Pit/Grid Steward

The Pit Steward shall be that official(s) having charge of the pit area. The Pit Steward shall keep all unauthorized persons out of the area, assign the pit spaces, grid the next class, and report any irregularities or rule infractions to the Race Director.

7.8. Head Technical Inspector

The Head Technical Inspector shall be that official having charge of pre- and post-race inspection and the area in which technical inspections are performed. The Head Technical Inspector solely appoints Assistant Technical Inspectors. Any other persons in the Technical Inspection Areas are at the sole discretion of the Head Technical Inspector. The Head Technical Inspector shall designate an area where karts and drivers will be checked for minimum class weight, maximum kart size, engine legality, exhaust system legality, legal attachment of weights, fuel legality, etc. Entrants are responsible to the Technical Inspector while in the impound area and are subject to disqualification if they leave without the Technical Inspector's approval. The Head Technical Inspector has the final say over any and all tech inspection questions or compliance.

8. FLAGS

8.1. General

The use of flags during a SCDK sanctioned event is not eligible for protest. The term 'flag' may be interchangeable with the term 'light' or 'lights'.

8.2. Green Flag

Signals the start of racing and the course is safe to resume full-speed racing. Passing is legal as soon as the green flag is displayed, unless there are specific instructions by the sanctioned event.

8.3. Yellow Flag

The yellow flag, presented by any official on track, signifies an area of caution on track. This flag being shown is automatically for the entire course.

8.4. Red Flag

Red Flag The red flag shall be displayed when an unsafe condition exists on the track, such as; serious incident, an inverted kart(s), dangerous conditions, failure of a competitor to comply with a black flag, or other reasons deemed necessary by the Race Director. See Section 8.11 for Red Flag Procedures.

8.5. Black Flag

The black flag may be used to warn a driver of an infraction or remove a driver from the course. See Section 8.13 for Black Flag Procedures.

8.6. Blue flag or Blue Flag w/ Orange Stripe

A blue flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped, he will give the right-of-way to the faster traffic and will point (if possible) to the side of his kart that he wants the faster traffic to pass on.

8.7. Crossed White & Green Flags

A crossed white and green flag signifies the halfway point of a heat or race. This is an option that the participating club may choose to use.

8.8. White Flag

Shown only as a courtesy to signify the beginning of the last lap. When the leader passes the start/finish line and receives the white flag, the next flag is the checkered.

8.9. Checkered Flag

Shown to signify the absolute conclusion of an official session regardless of the actual number of laps completed.

8.10. Checkered & Black Flags

Signifies the end of the racing event; however, the addition of the black flag signifies the race is under protest or official review.

8.11. Red Flag Procedures

When a red flag is displayed, all drivers shall stop in a safe manner as soon as possible and step safely away from their karts. No work is allowed on karts at this time.

If a red flag is thrown before all karts running have gone through scoring once, then a complete restart shall be required, using the original lineup, with the karts involved placed at the rear of the field in order of the original lineup.

An 'involved' kart is any kart directly or indirectly involved in the cause of the red flag. If related to an incident, any kart that has stopped forward progress under its own power at any point is deemed involved. Any kart that inverted is deemed involved.

If all karts running have gone through scoring at least once, the last fully completed lap scored shall be the lineup for the restart. The lineup order shall be determined by the official scorer.

A kart that previously dropped out prior to the red flag cannot restart the race.

No work on a vehicle is allowed during the course of a red flag. At any point work occurs on a kart in any way it is immediately eliminated from competition.

Officials may inspect karts that are involved in the red flag, or any kart that is stopped on course, for damage. If the kart exhibits any reasonably significant damage to any part of the kart that may result in an unsafe condition for the driver, or for other drivers, they are to eliminate the

kart from competition. Examples would be bent steering components, damaged bodywork, bent axles or damaged wheels.

8.12. Full Course Yellow

The full course yellow is signaled by the display of the yellow flag and/or light. Drivers are to slow immediately, acknowledge the flag by raising their hand, are not to pass, and to stay in a single file formation until the track is cleared. The race will resume from the last fully completed lap via a restart. Driver(s) causing or involved in the yellow flag will be put to the back. Passing is prohibited.

8.13. Black Flag Procedures

8.13.1. Rolled

A rolled black flag may be directed towards a driver indicating that an infraction may have occurred, and the driver is receiving a warning.

8.13.2. Waived Black Flag

If the driver receives a waived black flag, they may have committed one or more infractions on-track, may have a mechanical situation, or may soon impede the leaders of a race. It is suggested that the officials indicate what number the kart is that is being black flagged to reduce possible confusion. The driver that has been black flagged is to raise their hands and proceed to the pit.

If the driver has committed an infraction, they will be notified and will be assessed the appropriate penalty. If they have had a mechanical issue, or were removed from course for another reason, they will receive the points and/or awards for where they finished following the mandatory weigh-in, and any other inspections required.

Drivers are expected to leave the course within 2 laps after receiving a black flag. If a driver fails to stop, the race shall be red flagged.

9. RACE PROCEDURES

9.1. Sanctioned Event Format

SCDK sanctioned event will have formats for practice, 2 heats, and main event.

9.2. Grid Area

The grid area is reserved for the exclusive use of competing karts and their crews and is subject to the control of the Race Director, who can limit the number of crew per vehicle at any time.

All karts will grid in the grid area to enter the track for their respective on track session. The grid area closes after the field is released onto the track. Once the grid area is closed to a class, no more entrants for that session may enter the grid area.

Once the class has left the grid area for the on-track session, any drivers currently in the grid area have 90 seconds to join their class in their correct position. Once the 90 seconds have passed, they are not allowed into the session. Once the green flag has been thrown to begin a session, no competitor can join the session.

9.3. Race Start Options

Rolling Start – Speedway

Start Zone Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced per race director. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or green flag to signify that the race has started once the leader has started the race.

There is no waived start. If the leader goes before the first set it shall be considered a jump start and is subject to penalty. If the pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. The outside pole may not lead the pole sitter into the start zone or out. If it is deemed the off pole has led the entire way and the race has started it shall be considered a jump start and shall be subject to penalty.

Single File Rolling Start The start zone is to be used as the standard for single file starts with the exception that the field is lined up in order, nose to tail.

9.4. Race Start

Throwing the green flag to start a race is the responsibility of the Race Director and/or Head Flagman. After the green flag and/or green light is displayed, the race has begun, and drivers may improve their position. If a start must be aborted a second time rows 1 and 2 will switch places.

9.5. Scratched Entries

In the event of a scratched entry in an event with a rolling start that space shall be filled: Always by moving forward directly.

9.6. Restarts

The start zone is to be used as the standard for restarts with the exception that the field is lined up in order, nose to tail.

9.7. Spin Rule/Cautions

Single kart cautions - the kart causing the caution will go the back of lead lap karts on restart

Multiple kart cautions- If incident occurs on the start of a race (lap 1), all karts will restart in original positions

For incidents occurring after lap one, the kart causing the caution and any other karts stopped at the time of the caution (as result of said caution) will go to the back of lead lap karts on restart

If a driver causes a caution due to rough/aggressive driving, the Race Director or Head Flagman has the discretion to disqualify that driver for the remainder of the race (black flag), or to put them at the rear of lead lap karts on the restart.

For excessive rough/aggressive driving, drivers may receive additional penalties including disqualification from future events and loss of championship points.

Any kart involved in more than two (2) caution in any single race will be disqualified from the remainder of that race. This is designed to move the program along.

9.8. Race Completion

A race will be considered complete at the moment the checkered flag is waived on course and each kart that is capable of operating on its own power has had reasonable time and opportunity to cross the finish line as determined by the Race Director and/or Head Flagman.

Every effort will be made to complete an event under green flag conditions, with scoring based on the order that the vehicles pass the start finish line from the lead kart and down the order with any lapped karts accounted for. In the event an incident occurs after the white flag has been displayed, the yellow or red flag may be displayed depending on the incident and its location with safety of all drivers being the first priority. The race line-up will revert to the last fully completed lap with any vehicles involved in the yellow or red put to the rear of the field. A single attempt will be made to finish the race under green flag conditions, with a single green-white-checker.

Should there be a yellow or red flag during the 'green-white-checker', the race is considered final and will be scored to the last fully completed lap with vehicles involved in the red flag moved to the rear and placed in position according to their order of their last fully completed lap.

To be complete, a race must be at or above 50% of its established distance. The Race Director may, in the case of a yellow or red flag or time limit reached, declare the race complete.

Participants shall not protest the determination of Race Completion.

9.9. Post-Session Scale Procedures

All drivers shall be weighed with their karts immediately after every official session with the exception of practice. Post-race scale areas should be separated from persons other than the competitors. Drivers and karts shall be weighed together to and must achieve the minimum weight for the class as they came off of the track. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, "zero" the scales, and immediately make a second attempt.

Should a driver have an incident or mechanical failure on track that does not allow them to continue, but is not a result of a penalty, must complete the Post-Session Scale Procedures.

9.10. Post-Session Technical Inspection

At the end of competition, all required karts and drivers shall proceed directly to the designated impound area to be checked for maximum kart size, engine legality, exhaust system legality, legal attachment of weights, etc. DO NOT LEAVE THE POST-RACE TECH AREA UNTIL DISMISSED BY THE TECH DIRECTOR. Only one driver and one designated crew member per kart is allowed in the post-race technical inspection.

9.11. Confiscation of Items

If a part is deemed illegal, or its legality is suspect and requires additional inspection or testing, the technical official have the right to confiscate the item for further review, to prepare for appeal, or to simply remove it from the sport. SCDK, the sanctioned event, or event official is not responsible for replacement of the part, or the value of the part.

10. PROTESTS & APPEALS

10.1. Protests

Protest Chain

The order of a protest is as follows:

- SCDK RACE DIRECTOR
- SCDK CLUB BOARD MEMBERS
- SCDK CLUB PRESIDENT

10.2. Who Can Protest

All protests involving specifications, legality and driver conduct shall be submitted by a legal entrant from the same class in which the protested infraction occurred. When filing a protest, the legal entrant filing must remain in the area, and have their kart available for inspection as well if the protest involves any technical item.

10.3. What Can Be Protested

The following are eligible for protests at a SCDK sanctioned event:

- Chassis and Bodywork Specifications
- Driver Conduct
- Scoring Results
- Verification of Technical Compliance
- Verification of Spec or Sealed Parts

10.4. Protest Fee

A Protest Fee of \$50 is to be paid in cash to the Race Director when the protest is submitted. This fee is refunded only if the decision is in favor of the protesting party.

10.5. Singular Protest Requirement

Protests may not be collective. Only a legal entrant of the class in which the protest is made may protest. Once a protest is properly lodged, additional protests of the same incident alleged technical infraction, etc., will not be accepted.

10.6. Written Requirement

All protests must be submitted in writing (APPENDIX A) on an official protest form that is supplied in the back of this book, to the Race Director or designated official of the event within 30 minutes after completion of the event that is being protested or, if in the case of a scoring or technical protest, 30 minutes after official results have been announced and/or posted. Written protest should refer to the specific specification and/or regulation contained within this document and refer to same section, paragraph number and page number.

10.7. Video Review

Video and/or photos are not accepted concerning protests. However, if the track/series operators have a video system in place for review purposes only, it is left to the discretion of the Race Director to use or not to use the track/series operated video review system.

10.8. Protestor's Chassis/Engine:

The person filing a protest must present their complete kart as raced for technical inspection and is subject to the same inspection process as the kart being protested.

11. CHASSIS STANDARDS (Flat Karts)

11.1. Cameras & Camera Mounting

Up to two (2) cameras (Go Pro or similar) per kart is allowed. Each camera and clear protective casing is to have the last name of the Legal Entrant clearly printed on it. Cameras must be hard mounted by bolt and nut to a driver fairing or side pod. Mounting by use of any form of adhesive is prohibited. The Race Director or Tech Official may require additional measures. Mounting any camera to the helmet in any way is prohibited at all times. This includes any form of mounting to the shell of the helmet, or the mounting of any type of video or camera system inside the helmet, such as in the viewport.

11.2. Remote Chassis Adjustments

Weight jackers are approved.

11.3. Number Panels

Minimum width 9", minimum height 7", as measured on surface of panel. All panels shall be attached in a safe manner and shall be subject to technical inspection. All competition karts must be equipped with four (4) number panels, 1 on the front of the kart, 1 on each side, and 1 on the rear, meeting the above specifications. Side panels must be carried between the front and rear wheels. All numbers must be visible with driver in place.

11.4. Numbers

The minimum height size for the number itself is 6". The number should be easily legible and be void of any special effects that will make identifying the number of the kart by an official difficult or impossible. The number shall be in sharp contrast to the number panel.

11.5. Roller Bumpers

Roller bumpers, or similar, are prohibited.

11.6. Special Needs

Any device that is necessary to accommodate a driver with a disability must be approved by SCDK.

11.7. Steering Wheels

Must be circular in shape, with a 3 spoke design, with a minimum of 10" diameter.

Butterfly wheels are acceptable, with a 4 spoke design.

11.8. Suspension

There shall be no type of active, mechanical, or hydraulic suspension outside of the Spirit and Intent of the use of the chassis and its components, including torsion bars, as flexible suspension.

11.9. Seat Mounting

Seats must be mounted securely to a minimum of 4 points to the chassis, with two at the front and two on the sides to solid metal frame or adjustable mounts. Refer to chassis sections for more detailed instructions.

11.10. Chain/Clutch Guard

Karts shall be equipped with an adequate chain, belt or gear guard designed to eliminate the possibility of personal injury. Using an exhaust header, or other item from an engine assembly as a chain guard, is prohibited as the primary chain guard.

11.11. Exposed Sprocket

No axle sprockets without a chain are allowed.

11.12. Rear View Mirrors

Are prohibited.

11.13. Chain Oiling

The use of any type of chain oiler is prohibited.

11.14. Clutch

The use of a clutch is mandatory unless in open class; see local options and specific class rules.

11.15. 4 Cycle Crankcase Overflow

Required in all 4-cycle classes.

11.16. Tire Construction & Use

Spec Classes require the use of Burris TX-22 or TX-33. Open Classes are non-tech.

11.17. Overall kart length

74" Maximum

**Mini dwarfs refer to Barona Speedway requirements

11.18. Overall kart width

55" Maximum

**Mini dwarfs refer to Barona Speedway requirements

11.19. Overall Kart Height

28"

**Mini dwarfs refer to Barona Speedway requirements

11.20. Wheelbase

39.75" minimum, 44" maximum. Measured from the centerline of the front and rear axles when positioned at 90 degrees from the centerline of the frame. Measurement is for the left and right sides of the kart.

**Mini dwarfs refer to Barona Speedway requirements

11.21. Frame Material

Frame tubing shall be circular cold roll steel tubing or other material of equal strength, with a consistent diameter throughout the frame member (i.e. no oval, elliptical, square, etc.). Main frame members shall have a minimum diameter of 1" with a minimum wall thickness of 0.078", and a maximum diameter of 1.375" with a minimum wall thickness of 0.060". All joints must be welded, with no slip joints or similar. Carbon fiber is prohibited as an integral part of the chassis.

Integral part of the chassis does not include: floor pan, seat, bodywork, clutch and engine components.

****Mini dwarfs refer to Barona Speedway requirements**

11.22. Wheels

Shall be as manufactured, with no drilling or removal of material and void of any defects. Minimum number of wheels is four. Only wheels of 5 inches and 6 inches (diameter) will be allowed to compete. No pressure relief devices allowed. Wheel covering is prohibited (i.e. caps, covers, etc.). Weights for wheel balancing are approved. Maximum width 10 3/8" measured from outside to outside of wheel.

11.23. Axle

The axle must be of a one-piece design, driving both wheels equally. It can be solid or tubular with a minimum diameter of 1", and a maximum diameter of 50mm of ferrous materials. No Exotic materials.

11.24. Rear Hubs

Must be metallic materials. No "slip" or "ratchet" hubs allowed. Both drive hubs must be locked in fixed position so wheels turn equally at all times.

11.25. Front Axle (Spindle)

Front spindle shaft diameter must be 5/8" or 17mm or 25mm where the outer most bearing of the hub rides on the spindle.

Front axle nuts/bolts must be cotter-keyed, wired, or pinned. All pieces that allow adjustment must be drilled, wired, and/or cotter keyed.

11.26. Wheel/Axle Bearing

Ground ball or roller type only. Split-race bearing not allowed. Bearings must be adjusted to remove excessive play.

11.27. Bodywork

Brand and design is generally open. All bodywork must begin forward of the front axle, and end at the trailing edge +1" of the rear tires, must be nonmetallic, not impair the driver's vision, and is subject to the SCDK safety rules. All bodywork must be neat in appearance and in good repair. Bodywork that appears loose and in danger of falling off may subject the entrant to a black flag and disqualification during the running of an event. Mounting method is open but must be secure and of good workmanship.

11.28. Nosecone

Nosecone is the bodywork that extends forward of the rear edge of the front tire. Nosecone is to extend to the front of the kart from the trailing edge of the front tires and cover a minimum

of 50% of each front tire. No air inlets are allowed. All nose cones must have a tire opening equal to or greater than the tire used. No covering of the side of tire is allowed. Nosecone must allow for easy driver entry and exit, removal from the kart. Nosecone may cover foot area up to 3 inches rearward of both pedals in relaxed position and must not interfere with the driver's ability to operate pedals. Six inches of clearance must be maintained all the way around nose and side panels for legs and feet to exit kart. The bottom of the nose cone can extend back full width to the rear edge of the front tire & must be within the main frame rails. No use of nosecone as floor pan. Measurements will be made with wheels and tires on with air in tires from ground up.

11.29. Fairing

Fairing may be mounted on a line that generally follows the angle of the steering shaft. It shall be no longer than 20", and no wider than 10", and shall have no sharp edges or pointed corners. It must be mounted lower than the highest point of the steering wheel and have at least 3" clearance between the wheel and fairing at all points.

11.30. Wedge Bodywork

Maximum height is 26" at highest point. From center line of rear axle to center line of front axle, overall height must be in a constant state of decrease. There must be a 1" gap (minimum) between seat and any point of bodywork.

11.31. Floor pan

No void large enough for any part of the driver's body to inadvertently pass through shall be permitted. Pan must stay within main-frame rails of kart, and only have holes for components (brake discs, sprockets, seat, etc.). The floor pan may extend to the trailing edge of the rear frame rails, must at all times stay within the frame rails, and must end before the rear bumper. The floor pan is not required to be flat, but at no point is the floor pan to be higher than the centerline of the rear axle.

****Mini dwarfs refer to Barona Speedway requirements**

11.32. Front Bumper

The top of the front bumpers must measure a minimum of 7.750" above the ground and must have at least 2 vertical supports running to the top loop of the bumper. Main bumper members shall be not less than .750" outside diameter by .065" wall thickness, cold rolled steel tubing or other material of equal or greater strength. Front bumpers can be no wider than the inside of the front wheels.

****Mini dwarfs refer to Barona Speedway requirements**

11.33. Rear Bumper

The lowest rear bumper's cross bar must measure a maximum of 7.50" above the ground. Rear bumpers that span the full rear track width are not mandatory but are recommended: Main

bumper members shall not be less than .750" by .065 wall thickness, cold rolled steel tubing or other material of equal or greater strength.

****Mini dwarfs refer to Barona Speedway requirements**

11.34. Nerf Bars

Nerf bars must not allow karts to interlock wheels and no sharp edges.

11.35. Seat Assembly

Seats must be purchased by a proven manufacturer and are subject to safety tech..

11.36. Fuel System

No pressurized fuel tank(s) permitted. Fuel caps shall be able to be affixed tightly to prevent fuel spillage. All flip type fuel caps shall be safety fastened during an event. Only pulse-driven fuel pumps are legal. No axle or electric pumps allowed exempt in Open.

11.37. Fuel Tank

Maximum 9 liter (2.38 gallons) fuel capacity. Fuel tank must be located between the frame rails.

11.38. Throttle Assembly

Karts shall be equipped with foot operated throttle incorporating a single or dual return spring system, which closes the throttle when the pedal is released. Hand operated throttle systems are prohibited, except for Drivers with Disabilities and must be approved prior to use.

11.39. Brake System Assembly

The SCDK requires a single hydraulic braking system where both rear wheels will equally and adequately stop the rear, or rear and front, assembly when pressure is provided to the system via a brake pedal, rod. A safety cable with a minimum diameter of 1.8mm is highly recommended should the brake rod or rod clevis malfunction. Hydraulic brake connections must be tight and free of any visible leaks. All brake lines must be safely routed to prevent any possibility of contacting the ground or any rotating members of the driveline. Scrub or mechanical braking systems are prohibited. Only single rear brake allowed in any class exempt open class.

Brake Rotor Guard ("Wolfe Plate"): All Speedway karts must be equipped with a brake rotor guard made of a metallic material IF it's a speedway kart and deemed needed.

11.40. Steering Assembly

The steering shall be direct mechanical acting and of suitable design for maximum safety. Steering design shall be such that the pitman arm cannot rotate over center and cause reverse steering. The steering assembly includes spindles, tie-rods, shaft, steering hub, and steering wheel of traditional three spoke design. Butterfly steering wheels are approved. No other type of assembly is approved. Quick release hub/steering wheel is prohibited. All collars and other

devices used to retain the steering column shall be secured to prevent possible loss of the collar. All bolts used in the steering shall be of aircraft standard quality (grade 5 or better) and shall be 5/16" or 8mm minimum diameter. This does not pertain to kingpins or wheel spindles.

11.41. Chain

219 or 35 chain approved for all classes. Open class any chain is approved.

** W2W classes are allowed 420 chain, gears and sprocket

11.42. Chassis and other safety standards – Caged Karts

- Frames must be of kart configuration. Not to exceed 90" in overall length. NO EXCEPTIONS. No fully-constructed Kart (Frame, wing, engine, fuel, etc.), without the driver, may not exceed 350 lbs.
- Cages are mandatory. Must be for protection of driver, not for appearance or wing mounts.
- Wing sides must stay within 3" from outer most edge of kart.
- No sharp edges or protruding bolts
- 250 wing panels may not exceed the following dimensions:
 - 1) Right side wing panel may not exceed 48.750" long, 20" tall at any point.
 - 2) Left side wing panel may not exceed 48.750" or 28" tall at any point.
 - 3) Center section of wing may not exceed 40" wide at any point.
- Bodies can be any material, except wood. No sharp edges or protruding parts.
- Wing, hood and tail piece are mandatory in all classes. All Karts must start each race with each securely installed.
- No wrap around side panels
- All karts must display 10" numbers on right and left side of kart and wing and inside large wing panel. Illegible numbers will not be scored. Only basic outlaw kart-type bumpers allowed. Must be made of steel. Vertical push rod on rear bumper must be minimum 10" off the ground.
- Aluminum high back seats are mandatory. The top of the seat should reach the middle of the driver's head. 5.9.1. The seat must be securely mounted to the frame. 5.9.2. No excessive holes. 5.9.3. Any suspended seat must have a safety cable attached to the seat.
- A Kill switch is highly recommended. Switch should be easily identifiable and accessible from outside the car.
- Minimum standard for roll cage (tubing thickness) 5.14.1. All classes 3/4" .083 chromoly or 1" .065 chromoly or 1" .083 steel. 5.14.2. No exotic steel.
 - o Roll cage must be securely fastened with grade 5 or better bolt, in a minimum of 4 spots.
 - o Driver's body must be completely inside roll cage.
 - o Roll cage height minimum of 2" clearance above driver's head.

- Fuel line location cannot be closer than 2" to any of the exhaust system at any time and shall not be above the exhaust. If closer than 2", fuel line must be insulated. Fuel line must have ample slack for cage movement. Must be petroleum grade fuel line.
- Fuel tank location: Out board mounted fuel tanks must have metal protection, particularly fuel pet cock area.
- Suicide doors: No suicide bars. Side bar must open from the rear. Left side protection is recommended.
- No axle protrusion beyond wheel rim

All drivers under the age of 18 must provide a minor's release form completed by a parent in witness of and to the registrars. A new form will be required for each race season. In the event, that a parent is not in attendance, the individual in care of the minor/driver must provide a notarized form completed by the parent before a notary public and/or provide a notarized letter designating that individual or the person accompanying the minor as guardian.

12. SENIOR / JR Yamaha KT-100 Engine rules

12.1. General

Unless otherwise noted, the Yamaha KT-100S should utilize one carburetor and only stock Yamaha parts and be in OEM (stock) appearance.

12.2. External Modifications

External modifications that do not affect performance are allowed (i.e. painting of cylinder head fins for advertising).

12.3. Pulse Line Hole

Pulse line hole may be relocated. The internal diameter of the Pulse Line pipe may not exceed 0.125" (+.003"). An approved No GO gauge is the acceptable way of inspecting the Pulse Line pipe.

12.4. Bore and Stroke (Displacement)

Maximum Bore: 2.090" (52.96mm) Maximum Stroke: 1.816" (46.13mm)

12.5. Carburetors

Walbro WB3A Carburetor is the only carburetor allowed for the JR. 2 and SR. classes. Listed below are some specific specifications regarding this carburetor:

- Diaphragms are a non-tech item, but must be stock appearing.
- Shimming of the inlet spring is allowed & inlet spring is a non-tech item.
- Fuel must pass through internal OEM passages only.
- Both internal screens must be installed at all times.
- Machining of the throttle shaft is not allowed.
- All components not specified here must be stock appearing.
- WB3A bore must be "as cast" and will not exceed 1.010" (25.65mm) at any point. Venturi .950" No-Go. (See Figure below for details)

12.6. Carburetor Inlet Track Length

Minimum is 2.600" and maximum is 2.800". Inlet track length is measured from the face of the piston to the surface on which the carburetor mates with.

Carburetor base gasket should be removed for tech.

12.7. Phenolic Spacer

Must be "as cast" straight bored with a minimum ID is 1.000" and maximum ID is 1.050"; the maximum thickness is 0.405".

12.8. Aluminum Carburetor Mount Plate

Hole size 1.050" maximum, 1.000" minimum. Straight bore.

12.9. Airbox/filter Adapter

Cannot be "velocity stacked" or shaped to act as a "ram air" tube.

12.10. Cylinder Head & Sparkplug

Any machining of the cylinder head or cylinder liner to accept a sealing device is illegal, unless it is stock equipment on the engine. Spark plug must be a stock (unmachined) 14mm x 3/4"-reach spark plug.

12.11. Combustion Chamber

Volume shall be a minimum of 11cc. Measured to top of the spark plug hole with L.A.D.

(cc) gauge installed and torqued to 160 inch-pounds. Combustion chamber must be of conventional design and centered.

12.12. Head Gasket

Yamaha KT100S material should be copper or aluminum. Engine to have a ring type head gasket.

12.13. Cylinder (new or old approved)

All ports are to be "as cast". The only exception is the aluminum in the inlet track behind the carburetor and exhaust outlet areas can be "blended". The original design of the intake and exhaust ports must be maintained; however, surface finish in these areas only is a non-tech item. Port edges may not be chamfered.

In summary, these rules do not allow: Grinding the aluminum to change the roof angle of the transfer ports.

Grinding the port to alter the height, width or angle.

Grinding to change the shape or size of the passages from the cylinder base to the port.

Grinding to match the cases to the port passages (when cylinder is or is not reversed.)

Sandblasting, glass beading, peening, etc. are not a substitute for "as cast" condition. Due to the manufacturing procedures, it is possible that some engines may have slightly "broken" port edges. When this exists, it is uniform on all port edges (tops, bottoms and sides) of all ports in the cylinder. The intersection of the port edges and the cylinder wall must still be within tech measurements. As the bore size increases, the amount of "break" diminishes. If the cylinder bore size is 2.065" or larger, no "broken" edges are allowed.

Cast iron may show grinding nicks only. Aluminum only may be blended in the inlet track behind carb and exhaust outlet areas only. Aluminum surfaces non-tech in these two areas only.

12.14. Blowdown

Maximum .420" Minimum .380". Any "blowdown" measurement outside of these parameters will be deemed illegal and presumed to have been "altered" in violation of "as cast" rule stated above.

12.15. Inlet Opening

Check with dial indicator; 0.775 ATDC maximum.

12.16. Cylinder Position

It is legal to turn the cylinder and piston 180° on the Yamaha KT100S. Matching of the transfer passages in the case and cylinder is prohibited.

12.17. Exhaust Port Opening

Check with dial indicator. Piston travel from top dead center to exhaust opening, 1.155-ATDC or greater.

12.18. Piston

Piston must be an approved single ring only and stock appearing.

Legal pistons are Yamaha, Burris, Wiseco, Vinart, RKE 787, and KSI. All +approved pistons should have name cast inside.

Bottom of piston should be 90° to sides. Transfer area of piston must be cast, no scalloping.

Piston top must be dome shape. Rings must be of magnetic material. No holes may be drilled to lubricate exhaust rib. Any machining to the top of the piston is illegal. All pistons are subject to a comparison to a known stock piston. See figure at bottom.

12.19. Connecting Rods

Approved connecting rods are Yamaha part numbers 7F6-11651-01, 7F6-11651-02 and 50W-11651-00 only. The connecting rod must be of original manufacture and stock appearing with no machining, grinding, blending or polishing allowed. Shot peening the connecting rod is allowed. Center of crankshaft journal diameter to center of wrist pin diameter 3.932" minimum, 3.942" maximum. Top or bottom-guided rods and bearings allowed.

12.20. Wrist Pin

Stock type only. No tapered pins.

12.21. Crankshaft

Crank assembly must be original manufacture and stock appearing. Shot peening and polishing is allowed. Outside diameter measurement: 3.410" minimum, 3.435" maximum. Minimum width 1.790". Concentric bushings may be applied to crankshaft journals to repair worn crankshaft is non-tech. Bushings may be tack welded to hold in place. See Figure below.

12.22. Spacers

The top end of the rod shall have two or more spacers with loose or caged type bearings. Thrust washers for Piston Port engines are non-tech items but must be in place. Spacer material may be steel, brass or aluminum. The bottom of the rod should have a caged type bearing and no spacers.

12.23. Connecting Rod

Bottom location of connecting rod approved with:

- Two 1mm lower washers
- One 13.95mm width lower cage
- Should not be a combination of top and bottom location

12.24. Crankpin

The crankpin should be hollow and must have two steel plugs in place. Crankpin minimum id after plug is removed is .400. Plug must be of drillable material and the competitor is responsible for removal of plug in tech. New crankpin with no plugs approved. Maximum id .425 No-Go.

12.25. Ignition

Ignition must be of original manufacture and stock appearing. Ignition keys must fill slots in crankshaft and flywheel. Key width non-tech. Any means taken to alter the coil position is illegal.

Machining the shanks of coil hold-down screws to provide additional coil position adjustment is not allowed.

Modifying the flywheel in any manner in order to change ignition timing is illegal. Right hand flywheel on straight shaft ignition timing is illegal.

Right hand flywheel on straight shaft ignition has machined side out, left hand flywheel has cast side out. Ignition bearing may be removed. Taper bore flywheels have only one keyway and both rotations have the cast side out. Flywheel: 7F6-85551-01 (Std.), 7F6-8555-51 (Rev.) are approved.

Main body thickness: .817" minimum (ears may be removed).

External coil damage may be repaired with silicone or epoxy.

The Atom ignition module is approved for the KT100S. Only one module may be used.

Old Style Flywheels: Minimum diameter: 2.350"; Minimum width:.827".

12.26. Ignition Timing Inspection

Timing Inspection must take place BEFORE the rotor nut is loosened from the crankshaft.

With the piston at Top Dead Center to .015" below Top Dead Center, the leading edge of the rotor's magnet is required to line up with the trailing edge of the ignition coil leg. The coil's trailing edge is the bottom leg on clockwise ignitions.

12.27. Exhaust

- SR- KT-100 OPEN PIPE
- JR KT-100 Unmodified 4 Hole Can, must be leak free and tight.

12.28. Fuel

Spec Fuel: 91 Octane from the designated Spec Station.

Spec Oil: Premix – 8 oz per gallon Burris castor or blend.

Primary fuel test #1 Digitron gasoline meter test: set meter to -55 using Cyclohexane (C₆H₁₂). Competitors' fuel must not exceed zero. Example +1.0 would be a failing test. More negative than testing sample is ok, example -60 is passing. Cyclohexane and fuel sample must be same temp. competitor aloud to test fuel to check during race day before race. Pre-race test does not count for post-race. Entrant granted 1 retest post tech if fuel sample deemed illegal. After any test out of range the unit will be cleaned and recalibrated.

Secondary test: hydrometer check maximum 775

Figure 601.14 - Crankshaft

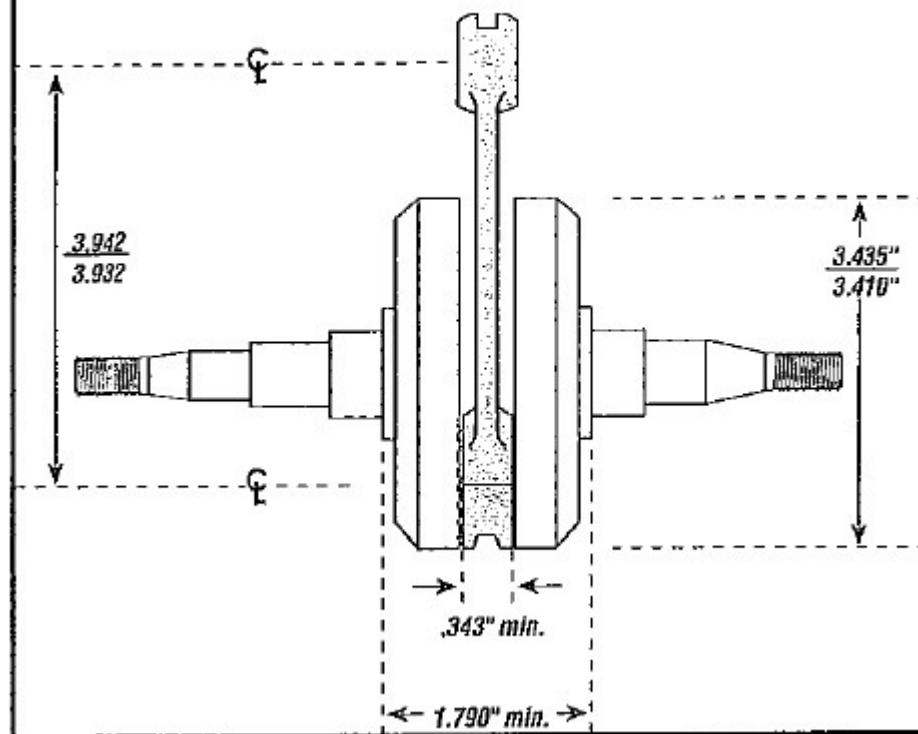


Figure 601.9 - Ports

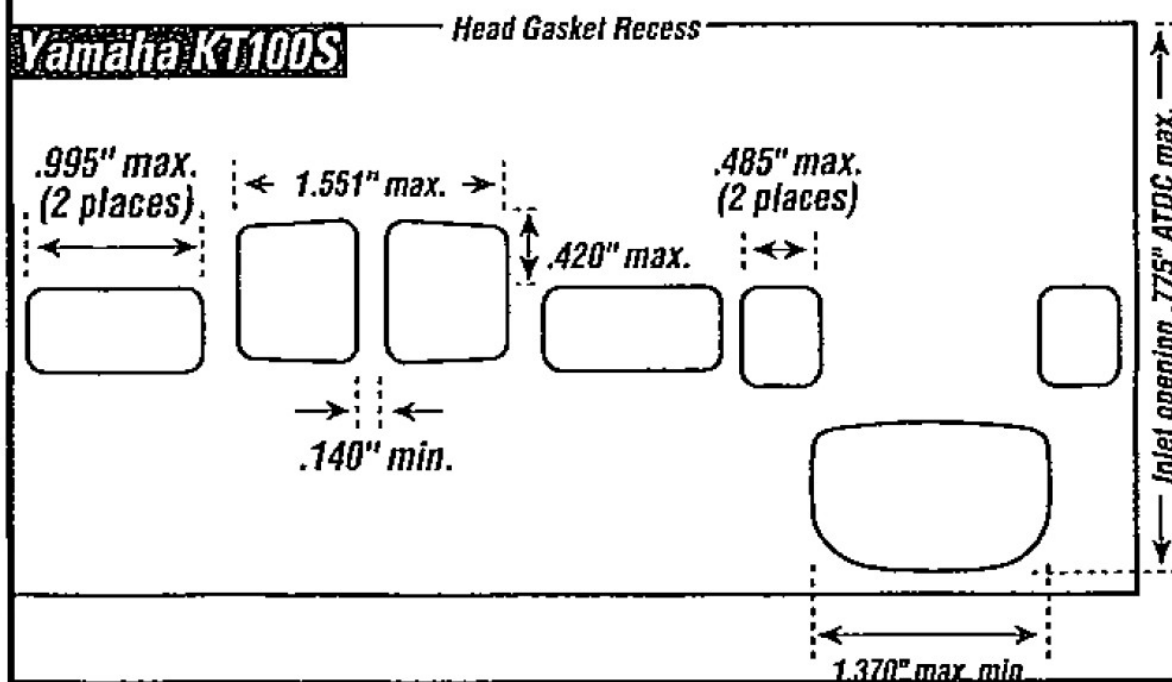
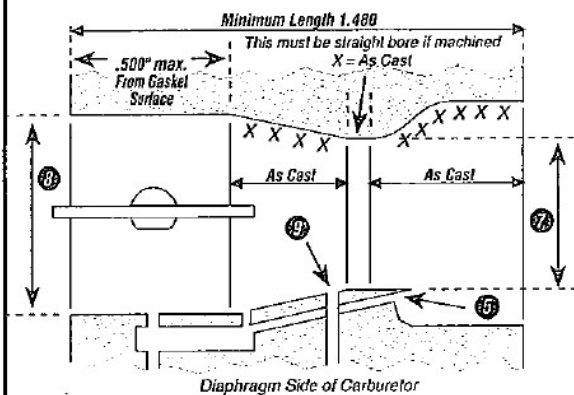
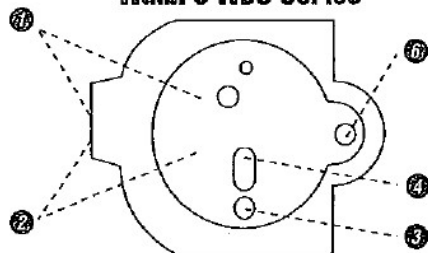


Figure 601.5 - Carburetor (WB3A)



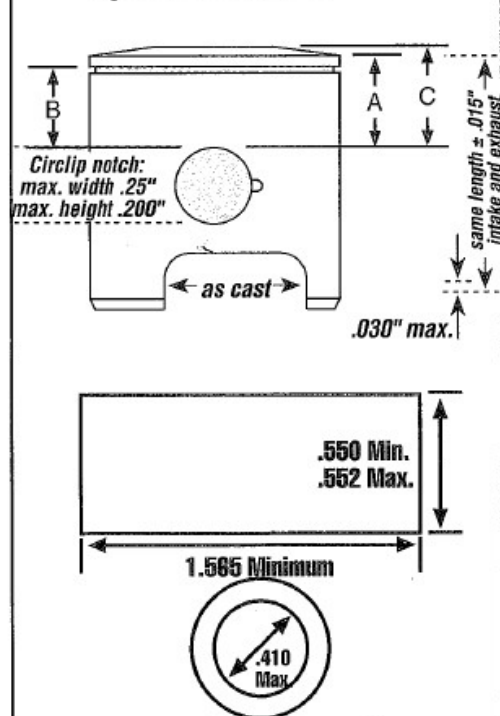
Walbro WB3 Series



- | | |
|---|--------------------------------------|
| 1. High Speed Needle Seat | .081" NO-GO |
| 2. Low Speed Needle Seat | .0595" NO-GO |
| 3. Idle Jet | .042" NO-GO |
| 4. Transition Jet | .052" NO-GO |
| 5. Air Pre-Mix Orifice | .032" NO-GO min.
.042" NO-GO max. |
| 6. Fuel Inlet Valve Seat | .084" NO-GO |
| 7. Diameter at narrowest point of venturi | .950" NO-GO |
| 8. Diameter at flange end | 1.018" NO-GO |
| 9. High Speed Jet | .074" NO-GO |

PISTON BRAND	A	B	C
Burris	0.633"	0.533"	0.760"
KSI	0.609"	0.470"	0.736"
RKE-787	0.635"	0.489"	0.756"
Vinart	0.635"	0.489"	0.756"
Wiseco	0.635"	0.496"	0.760"
Yamaha	0.635"	0.489"	0.756"
A-Top of piston pin to controlling edge of the piston			
B- Top of piston pin to top of ring groove			
C- Top of piston pin to top of piston			
All dimensions are + or - 0.010"			
Ring groove is 0.040"			
(See Figure 601.12 Piston & Pin)			

Figure 601.12 Piston & Pin



13. CLONE/PREDATOR ENGINE RULES 212cc

13.1. Rules & Intent:

The intent of this engine package is to provide a low-cost power source to attract new or budget minded karters.

13.2. Approved engines

OHV engines generally referred to as Clones with a maximum displacement of 212 cc's. Current legal engines include, but not limited to: the Lifan, Grey Hound, Harbor Freight Blue, Yellow, Jaing Dong, Yamakoyo, Blue Max, Ducar, Dupor, Tilletson & Predator.

13.3. Engine Components

Must be original OEM clone components unless otherwise specified. Removal of unnecessary OEM items such as exhaust system, air cleaner, fuel tank, governor, low oil sensor, etc. is permitted. Welding or epoxy repair permitted to the block, head and side cover provided they don't enhance performance.

13.4. Exhaust System

Non tech except header must be round and the end may be expanded to accommodate a muffler/silencer. If no muffler is used a safety ring must be present on the exhaust tip to prevent injury in case of accident.

13.5. Carburetor

Huayi/Ruxing type carb only. Choke assembly must be in place and functional. Venturi .615" max diameter, must be round, checked with go/no-go gauge. Jetting is open. Filter adapter and filter are open any pulse type fuel pump permitted and can be pulsed from the crankcase, side cover or valve cover. Carburetor dimensions to be checked with go/no go gauge. ***Plastic carburetor isolator must be installed in its original location, inner diameter size and finish is non tech, all air/fuel entering engine must pass through the isolator.

13.6. Jr Clone/Predators

Restrictor plate must be installed on kart in its intended manner between the carburetor and isolator, restricting the air flow into the cylinder head in such a way that all intake air/fuel must pass through the restrictor plate. Restrictor plate must remain unmodified from the manufacturer (i.e. a purple plate must have a .500" restrictor opening). No other spacers, manifolds, or pulse adapters may be used.

13.7. Fuel Tank

Non Tech. (It is recommended that for safety reasons a remote/floor mounted tank may be used.) Tank must be securely fastened.

13.8. Fuel

Gasoline only- 91 Octane Spec Station.

13.9. Clutch

Any engine mounted shoe/drum clutch. No axle clutches, No disc Clutches.

13.10. Connecting Rods

OEM rods, or approved and unmodified billet rods only (Approved rod list: ARC #'s 6252, 6254, 6256, 6269, 6270, 6271)

13.11. Pistons

OEM Std bore only. Three ring design and all rings to be intact and functional. 196 may use OEM Honda piston.

13.12. Crankshaft

Standard OEM item with stock stroke length (plus or minus .005"). No alterations permitted.

13.13. Flywheel and Ignition Coil

Must use stock clone ignition coil, plug wire, and resistor spark plug boot. Spark plug is open. Flywheel must be from approved list, 3.3 pound minimum weight, no flywheel modifications allowed.

Approved flywheel list:

- OEM Cast Iron
- ARC: 6619, 6625, 6626, 6695
- RaceSeng: RSP13075, RSP13077
- King: Billet Steel, Billet Aluminum Slipstream
- Dyno: PVL aluminum flywheel

13.14. Cylinder Head

OEM heads only with no port modifications allowed. Head gasket required, but type and thickness are open. Traditional style heads only, No Hemi type heads. Combustion chamber volume is open.

13.15. Valve Train

OEM push rods, push rod guide plates, retainers, springs, keepers, rocker arms and adjusters only. OEM valves with 45 seat angle only and no lightening or polishing. Stock 1:1 ratio OEM rocker arms only. OEM valve springs only with a maximum spring diameter of .798" (wire diameter .073" max) and a maximum tension of 10.8 lbs. at .850" compressed height. Installed height of spring is .815" minimum with any spacers or seals.

13.16. Camshaft

Stock appearing camshaft cores only with the ez-spin assembly un-altered and in stock condition. Max intake lift is .240". Max exhaust lift is .245". Readings are taken with a dial indicator on the valve spring retainer with zero lash.

13.17. Fasteners & Gaskets

Non-tech, but must retain their original factory size. Heli-coils, studs, etc. allowed for repair purposes.

13.18. Crankcase Breathers

Crankcase breathers are to be routed internally through the valve cover as originally intended in OEM configuration. No additional breathers allowed. Vent tube must go to a catch can to collect any oil blow by.

13.19. Pull Starter

Stock pull starter must be in place and functional

13.20. 196cc Engines

196cc engines are acceptable per AKRA rules or NKA . See AKRA and NKA rules for specs. Motor rules must be declared at pre tech, if changing motors during event must be replaced with same build rules. Weight requirements are disclosed under the class structure.

NAME - _____ CLASS - _____

WHO ARE YOU PROTESTING? _____

INCIDENT

[illegible]

NAME - _____ CLASS - _____

WHO ARE YOU PROTESTING? _____

INCIDENT

[illegible]

OFFICAL PROTEST FORM

NAME - _____ CLASS - _____

DATE - _____

WHO ARE YOU PROTESTING? _____

Per 10.4: Protest Fee of \$50.00 cash to be included with handing this form in.

INCIDENT

This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.