



2019

**LO206 and Rental League
RULEBOOK**

The Pitt Race LO206 Cup and Rental League Series were formed to provide affordable entry into competitive kart racing. In order to stay true to this principle, the rules found within this document are to be followed at all times by all competitors. It is each competitor's/handler's responsibility to know the rules and ensure the legality of their equipment.

Even when following all the rules in this document and the instructions of race officials, unclear situations may arise. The purpose of this document is to provide technical guidelines for competition and race procedures.

There is no guarantee of safety expressed or implied by using these rules or by following the guidelines here within. By participating in any event in the Pitt Race LO206 Cup and Rental League Series, you agree that you assume all liability and responsibility for the acts of yourself, your driver, and/or your family. You also agree to allow Race officials to inspect your race equipment at any time and to abide by any decisions made by those officials.

Race Day Pricing

Pre-registration Driver Entry (Includes Drivers Pit Pass)

- \$65 LO206 (Kid Kart \$55)
- \$65 Rental League

Race Day Registration (Includes Drivers Pit Pass)

- \$70 LO206 Entry (Kid Kart \$60)
- \$70 Rental League Entry

Transponder Rental (LO206 Only)

- \$15/day

Extra Pit Passes (1 included with each registration for driver)

- \$15/day

Practice Days – Privately owned Karts and Supermoto bikes

Monday and Thursday: 2 Sessions

- 12pm-4pm: \$30
- 4pm-8pm: \$30
- Open Practice will run in 10-minute sessions and will alternate with rental kart sessions.

Tuesday

- Noon-8pm- \$30 Karts Only
- Practice will run uninterrupted by rentals

Wednesday

- Noon-8pm \$30 Motorcycles only, No Karts
- Practice will run uninterrupted by rentals

Friday

- 8am-Noon- \$30 Open
- Noon-5pm- Package available for Saturday Registered LO206 racers; mixed with rentals as rentals and private rental permit

Saturday

- 8am-Noon: \$30 Motorcycles permitted, no kid karts (all other karts OK)
- Practice will run uninterrupted by rentals.
- If multiple classes are looking to practice, a rotation will be made depending on the class.

Sunday:

- 8am-Noon: \$30 All karts including Kid Kart, no Motorcycles
- Practice will run uninterrupted by rentals.
- If multiple classes are looking to practice, a rotation will be made depending on the class.

All days and hours are subject to change due to private rentals and national events. It is the drivers' responsibility to check the karting calendar for availability.

** All Technical kart requirements do not apply to rental karts. All Rental League equipment will be maintained and provided by Pitt Race in race ready condition.

Schedule

Rental League

Spring Series

24-May*

7-Jun*

28-Jun*

19-Jul

26-Jul*

Fall Series

9-Aug*

6-Sep*

20-Sep*

27-Sep

4-Oct*

Lo206 League

Spring Series

25-May

8-Jun

29-Jun

27-Jul**

28-Jul

Fall Series

10-Aug

7-Sep

28-Sep

5-Oct**

6-Oct

* Registered Lo206 racers will be allowed mixed practice from Noon to 5pm Friday prior to a Saturday race. Package pricing will be available during Lo206 pre-registration.

** Lo206 racers will be permitted 1 practice session per available hour on Saturdays' of the double header series' finals as rentals permit. Cost \$30.

Individual winners will be named from each series. A yearly champion will be named from combined points between each series. Drivers may drop the lowest 1 score from each race series.

Race Day Schedule

All classes will get a minimum of a practice, qualifier, and final race session.

LO206

		Start	End
Registration		7am	8am
Drivers Meeting		8am	8:15am
LO206 Kid Kart	Practice	8:30am	8:40am
LO206 Cadet/S	Practice	8:40am	8:50am
LO206 Junior	Practice	8:50am	9:00am
LO206 Senior	Practice	9:00am	9:10am
LO206 Kid Kart	Qualifier	9:15am	9:20am
LO206 Cadet/S	Qualifier	9:23am	9:28am
LO206 Junior	Qualifier	9:31am	9:36am
LO206 Senior	Qualifier	9:39am	9:44am
LO206 Kid Kart	Pre-Final	9:47am	10:02am
LO206 Cadet/S	Pre-Final	10:07am	10:22am
LO206 Junior	Pre-Final	10:25am	10:40am
LO206 Senior	Pre-Final	10:43am	10:58am
National Anthem & Sponsor		10:58am	11:05am
		:10 + 2 Laps	
LO206 Kid Kart	Final	11:05am	11:20am
LO206 Cadet/S	Final	11:25am	11:40am
LO206 Junior	Final	11:45am	12:00pm
LO206 Senior	Final	12:05pm	12:20pm

Rental League

		Start	End
Registration		4:30 PM	5:30 PM
Drivers Meeting		5:30 PM	5:45 PM
Rental League Lite	Practice	5:50 PM	6:05 PM
Rental League Heavy	Practice	6:10 PM	6:25 PM
Rental League Lite	Qualifier	6:30 PM	6:45 PM

Rental League Heavy	Qualifier	6:50 PM	7:05 PM
National Anthem & Sponsor Announcements		7:10 PM	7:20 PM
		:10 + 2 Laps	
Rental League Lite	Final	7:25 PM	7:40 PM
Rental League Heavy	Final	7:45 PM	8:00 PM

Classes

Rental League

Pitt Race Rental Karts and Equipment

- Light: 149lbs and Under
- Heavy: 150lbs and Over

Kid Kart

Kid Kart Engine

Fuel: Premium Gasoline no greater than 94 octane sold at normal roadside fuel stations open to the public. The addition of fuel additives in any manner is not permitted. Sunoco Race Fuel is the official race fuel of Pitt International Race Complex and is available for purchase at all of our events.

200lbs, limit kart and driver, aged 5-8 years old

Dry Tires: Bridgestone YLC Open size

Wet Tires: Bridgestone Open size

206 Sportsman/Cadet:

Briggs and Stratton 206 Engine with carb lock

Red Slide

RLV #5506 or #5507 Pipe

Fuel: Premium Gasoline no greater than 94 octane sold at normal roadside fuel stations open to the public. The addition of fuel additives in any manner is not permitted. Sunoco Race Fuel is the official race fuel of Pitt International Race Complex and is available for purchase at all of our events.

265lbs, limit kart and driver, aged 7-12 years old

Dry Tires: Bridgestone YLC Open size

Wet Tires: Bridgestone Open size

206 Junior:

Briggs and Stratton 206 Engine with carb lock

Yellow Slide, max opening .570" (Part#555471)

RLV #5506 or #5507 Pipe

Fuel: Premium Gasoline no greater than 94 octane sold at normal roadside fuel stations open to the public. The addition of fuel additives in any manner is not permitted. Sunoco Race Fuel is the official race fuel of Pitt International Race Complex and is available for purchase at all of our events.

310 lbs, limit kart and driver, aged 12-14 years old
Dry Tires: Bridgestone YLC Open size
Wet Tires: Bridgestone Open size

206 Senior:

Briggs and Stratton 206 Engine Stock
Black Slide (Part#555590)
RLV #5506 or #5507 Pipe

Fuel: Premium Gasoline no greater than 94 octane sold at normal roadside fuel stations open to the public. The addition of fuel additives in any manner is not permitted. Sunoco Race Fuel is the official race fuel of Pitt International Race Complex and is available for purchase at all of our events

360lbs, kart and driver, aged 15 years or older
Dry Tires: Bridgestone YLC Open size
Wet Tires: Bridgestone Open size

Safety Gear

Helmets: A full faced helmet with functional face shield capable of sealing the eye port of the helmet is required. Helmets must be in good condition with no signs of damage. All helmets must have one of the following minimum ratings:

- Snell
 - SA 2010
 - M 2010
 - CMR 207 (Youth)
 - CMR/s 2016 (Youth)
 - SA 2015
 - M 2015

- SFI
 - 24.1/2010 (Youth)
 - 31.1/2010
 - 41.1/2010
 - 24.1/2015 (Youth)
 - 31.1/2015
 - 41.1/2015

Neck Collars: Unmodified commercially available neck supports will be worn by drivers in all classes. "Advanced Head and Neck" restraints specifically designed for karting are also allowable.

Driver clothing: An abrasion resistant suit or jacket and pants must be worn along with gloves, socks, and closed toed shoes. No portions of this clothing may be loose enough or in a condition that it could become entangled in any part of the kart or engine.

Driver Requirements

Minors: All minors participating in Pitt Race 2018 Cup events must sign and submit a minor release form at each event. If a driver's age requires verification, that driver's guardians will be required to provide a copy of their birth certificate before the next race weekend.

Competition age: A driver's competition age will be determined by the driver's age on the first race day of the series schedule. Guardians may request permission of series officials prior to an event for a one-year (365 day) waiver for their driver in order to stay in a class for an extra year, or to move up a

year early. Be prepared to provide valid reasons and evidence to support these reasons at the time of the request. Drivers are only eligible for one age group at a time.

Legal Entrant: A legal entrant is the person (and legal guardian where appropriate) who meets, in good faith, all requirements as set forth in this Rulebook and any or all other requirements made by Pitt Race. In order to be considered a legal entrant, a competitor (and legal guardian where appropriate) must pay all necessary fees and sign all waivers of liability. A Legal Entrant may only enter once per class in any event.

Pre-Race Procedure

Quiet Grid: No engines may be running while on the way to or from the grid area, or in the grid area itself. The Grid Official will indicate to all competitors when it is OK to start engines before entering the track.

Scratched driver: If a driver notifies race officials that he/she will not be able to start a race, the remaining competitors will advance grid positions numerically (crisscross forward) to fill the vacant spot.

90 second rule: If any competitors are not present when the Grid Official is ready to release karts to the track for the warmup lap, the Grid Official may begin the 90 second clock. Once the 90 second time limit expires, gridded drivers will advance grid position (straight forward) while entering the track. Once the field begins the approach to the green flag, no late arrivals will be allowed to enter the track.

Warm up lap: Once on track, competitors will proceed for a warmup lap as specified in the drivers meeting. The pole setter must reduce speed well before the approach to the green flag to allow adequate time for the field to form a grid formation prior the start. Excessive swerving, sliding, or scrubbing of tires on the warmup lap will result in penalties. Any contact caused by "tire scrubbing" on the warmup lap will result in penalties just as if it occurred in the race.

Warmup lap dropout: If a driver drops out of line on the warmup lap and is unable to return to their position by the time the field has formed for their first attempt at a green flag, competitors will maintain position and leave the absent driver's spot vacant. If the driver is able to get underway before the green flag, but after the field has formed, they must start at the rear of the longest line of the field. If a driver's delay to the track is caused by circumstances not of their own making on the starting grid, race officials may add an additional formation lap to allow time for the delayed driver(s) to take their earned starting position.

Race Procedures

Going to the green flag: Drivers are to approach the green flag at a slow speed. Accelerating towards the green flag is acceptable, however the green flag will not be displayed if race officials determine the field was going too fast. No passing or jumping out of line will be permitted prior to the green flag being displayed. Two attempts will be made at a green flag start before penalties may be assessed. If a specific driver or drivers can be singled out as violating starting procedures in either attempt, race officials will force specific driver or drivers to start at the rear of the field before a third attempt is made. If no drivers are specifically identified, both karts in the front row may be sent to the rear of the field before a third attempt is made.

Unsportsmanlike driving: Any actions taken by a competitor, on or off the race track, that race officials determine are of an unsportsmanlike nature will be met with harsh penalties. These actions include

but are not limited to blocking, bumping, pushing, or steering into other drivers. Racers are required to give all karts room to race. Overly aggressive driving will not be tolerated.

Re-entering the course: If a driver goes off course, they must re-enter the course as far from the racing line as possible and at a time in which it does not impact other drivers or cause them to take evasive action. Penalties will be assessed if race officials determine any advantage or gain was achieved by the driver exiting the course. A kart is considered off course if more than 2 wheels leave the racing surface.

Race Penalties: Race officials can penalize a driver during the race in different ways:

- A rolled up black flag may be shown to a driver as a warning. The driver is then one incident away from being disqualified. No penalty has been issued at this point, but further infractions will result in penalties. This warning is not required, and is considered a courtesy to the driver.
- If a driver is given a waving black flag, this indicates that he/she has been disqualified. The driver must exit the track safely and as soon as possible.
- Post-race penalties may be assessed at the determination of the race director. Typically, a black flag will be displayed along with the checkered flag to indicate this has occurred, but post-race penalties may be assessed whether the black flag has been displayed or not. It is at the race director's discretion if this penalty will result in a position penalty or outright disqualification. Drivers receiving a race disqualification penalty will be required to start at the rear of the field for the next race of the day.

Kart damage: Karts receiving damage during a race may be black flagged due to safety concerns. Bodywork and bumpers that begin dragging due to contact on the track will not be black flagged unless race officials determine it poses a safety risk. Rear bumpers must have both attachment points still attached to the kart. A bumper that is swinging behind the kart because one attachment point has failed will be deemed unsafe and black flagged from the track.

Races that are stopped: In the event that a race is stopped, officials will inspect karts and safety equipment of racers involved in an incident. Officials may remove the racers from the race prior to the restart if it is determined that the driver's equipment is no longer safe. Racers that were involved in the incident but will be allowed to continue will be restarted in the rear of the field. No work or repairs are allowed during a race that has been stopped without the express permission of race officials.

Restart of Race: The racing order will be set to the last completed lap. Karts will restart the race in the same procedure the race was initially started in. However, all karts will form a single file line. The race director may, at their discretion, shorten the race length in order to keep the race day on schedule.

Rain procedure: In the event of rain, the race director will determine if and when competitors will be allowed to change to rain tires. The race director may delay the race due to severe weather. The race director may mandate rain tires or allow the option of rains or slicks and racers will be given a minimum of 20 minutes to install rain tires before racing will resume. All rain tires must be manufacturer cut to qualify as Rain Tires. Switching to or from rain tires during a race will not be allowed. Competitors will be required to run rain tires if it is determined to be a rain race by the race director.

Post-Race Procedure

Scales: All karts will be required to be weighed after each race. Nobody from the pit area is allowed past the scales. Only the driver may touch the kart prior to being weighed. Nothing is allowed to be handed to any driver before they are weighed. The only exception to this is if race officials determine that beverages may be given to the drivers in the event of excessively high temperatures. Drivers failing to weigh in post-race will be disqualified. Race officials may waive this requirement only in the case of a driver injury. In the event a kart does not make weight on the first attempt, the driver and their kart may take one attempt at rescaling after all other competitors have weighed in. If after the second attempt the competitor is still light or heavy, they will be disqualified from that race.

Loose or missing components: Karts will be weighed as raced. Any parts that have fallen completely off of the kart any time prior to the checkered flag may not be included in the kart's final weight. Karts that lose any items included in the technical specifications for a kart may be awarded zero points for that race. This includes but is not limited to bodywork.

Post-race tech inspection: The top 3 karts after each heat must report to the impound area immediately after exiting the scales. No work may be performed or equipment removed without the express consent of the race officials. Officials may perform inspections at any time to any karts they choose, including after any heat race or final. If an infraction is found after Heat 1 or 2, the kart is only disqualified for that heat race. If an infraction is found after the final heat, the disqualification is for the entire day.

Race Format and Scoring

Qualifying: All drivers will qualify prior to the start of racing. A driver's single best lap time in qualifying will determine their qualifying position.

Qualifying Procedures: Drivers will be spaced out on the track by the grid marshal. If multiple qualifying sessions occur to accommodate large fields, competitors will be restricted to participating in one qualifying session, which may be assigned. Pushing or bump drafting will not be permitted.

Starting Order for Heats: Heat One's starting order will be determined by qualifying. Heat Two's starting order will be set by Heat 1's finishing order. If a class is split, competitors will remain in the same group for both heat races.

Recombining split groups for the Final: Race officials will recombine split fields to determine the overall standings going into the feature. As one driver from each group will have finished in first place in Heat 2, qualifying times will be used to settle the tie and determine which of these drivers will get the better starting position going into the final. In the interest of time, subsequent positions will set based on the same tie breaker pattern used for the first place drivers.

Splitting classes for the Feature: Although every effort will be made to have all karts in the same race for the feature, it may not always be possible. In this situation, a last chance qualifier (LCQ) will be added to accommodate the extra drivers.

Last Chance Qualifier: If an LCQ is added, no less than 8 karts will be assigned to race in the LCQ. The cutoff will be announced prior to Race 1. At least 2 drivers will transfer back into the feature race. The exact number will be announced prior to the LCQ. Competitors not transferring back to the feature will be awarded points for their finishing positions as if they finished behind the last placed driver in the feature.

LCQ Scheduling: If added, the LCQ will be inserted into the schedule with either a minimum of 2 classes in between it and the feature race or a 20-minute break to give racers that transfer back to the feature

time to recuperate and prepare their karts. If necessary, the feature may be delayed further if tech procedures after the LCQ hold up racers longer than expected.

Finishing order for the day: The overall finishing order for the day will be determined solely by each competitor's finish in either the LCQ or Final.

Event considered official: An event is considered official (for purposes of awarding season championship points) when either an official rain out has been declared or the event is canceled for safety reasons. Classes that complete the second round of heats will be considered official for the awarding of championship points if the feature is not able to be carried out. If classes were split, final standings will be determined based on the same methods as when recombining groups for the feature.

Rain Outs: The race director may at his/her discretion consider an event a rain-out if he/she feels inclement weather conditions would preclude a reasonable day's safe racing activities. All legal entrants shall receive rain points if a rain-out is declared. If the event's activities have not been started (e.g., heat races) the race director must call a rain-out within two hours of the time that racing was scheduled to begin.

Transponder Failures: In the event a transponder fails during the course of a race, officials will do their best to accurately hand-score the driver. Race officials cannot guarantee the accuracy of a kart that is hand-scored.

Point Structure

Event points: Points are based on the following, plus the number of entries per competition class, per race event.

1st = 200	7th = 110	13th = 65	19th = 35	25th = 11
2nd = 175	8th = 100	14th = 60	20th = 30	26th = 8
3rd = 155	9th = 90	15th = 55	21st = 25	27th = 5
4th = 140	10th = 80	16th = 50	22nd = 20	28th = 2
5th = 130	11th = 75	17th = 45	23rd = 17	29th = 1
6th = 120	12th = 70	18th = 40	24th = 14	30th = 1

Rain/Incomplete Event Points: Classes that don't complete the second round of heats will be awarded rain points. Rain points are defined as 175 points plus a point for each legal entrant in the class.

Championship Ranking

Number of Races: Each driver will count all ten races in the division to determine the final standings for the yearly championship.

Replacement Scores: One drop is available per 5 race sprint series. A no show will be considered first drop score. If all 5 races are competed in, the lowest score will automatically be dropped to designate a champion.

Ties: In case of a tie, the competitor who has a better result of the tie breaker criteria below shall be awarded the higher position. Once either of the tied competitors achieves a better record of the criteria below (in order), the tie will be considered broken and the competitor with the better record shall be awarded the better position: Most wins throughout the season; then most 2nd place finishes; then most 3rd place finishes; and so on.

Tech Procedures

Spirit and Intent: It is impossible to design a set of rules complete enough to handle every scenario. In any case where rules interpretation is required, Tech Inspectors will use the guideline of “the spirit and intent” of the written rule to determine if there has been a violation.

Post Qualifying/Heat tech inspection: Tech officials may choose to tech any karts after a heat race at their discretion. Driver will be informed at the scales if they need to report for inspection.

Responsibilities: The technical inspectors have three main objectives: (1) inform racers of any potential safety concerns or rules infractions in a timely manner, (2) ensure that all competitors are competing under equal conditions, and (3) ensure that all rules and regulations set forth here within are followed by all participants in the series. The legality of a legal entrant’s equipment is the responsibility of that participant, legal guardian, or handler.

End of day tech inspection: The top 5 placed karts in the feature race must report to the impound area immediately after exiting the scales from the final. Karts will be held in impound until released by technical inspectors. Once the kart is placed in impound, the driver, handler, or mechanic must vacate the impound area. Nobody will be allowed in the impound area after dropping their kart off until tech officials announce they are ready to inspect their kart. The kart’s representative is expected to be in the vicinity of the impound so they can be easily notified of when to return to the tech area to begin the inspection process. Once called, a representative for the kart has 10 minutes to report back to tech area or they are automatically disqualified.

Impound and tech areas: Areas of impound and areas set aside for technical inspections are off limits to all non-race staff. Entering one of these areas without the direct permission of race officials can result in penalties or disqualifications.

Cell Phones and Cameras: Cell phones, tablets, and cameras are not permitted to be out or in use in technical inspection areas by anybody other than race officials.

Engine/Chassis change: If a competitor must change engines or chassis after Heat 1 or 2, both engines/chassis are subject to technical inspection. Prior to replacement, tech officials must be notified of a competitor’s intent to replace the component. The replaced engine or chassis must be presented to tech officials upon installing the replacement. The competitor will be required to start in the back of the next heat race.

Tech tools / methods: It is at the sole discretion of race officials to determine the appropriate tools and methods used to verify the legality according to these rules of anything presented to technical inspection.

Tech decisions: Neither race officials nor competitors have the right or option to appeal the decision to any other entity outside of the Race Director. All decisions will be made on the same day as inspection.

Confiscation of parts: Tech officials have the right to confiscate any part deemed illegal for any reason. Furthermore, tech inspectors may choose to confiscate any engine part that they have a strong suspicion has been altered in some way to gain a performance advantage regardless if it meets measurements or not in order to protect the spirit and intent of the series.

Tire Tech: Tech officials may choose any testing method available to detect tire prep or tire modifications. This includes, but is not limited to, durometer testing and tire sniffers. Tires must durometer +/- 3 points of competitor tires checked at the same time before or after that session.

Penalty Guidelines

Below are the guidelines officials will use to determine the severity of penalties assessed for various infractions. Race officials may adjust the severity of penalties based on their determination of intent, advantage gained, or frequency of offence.

Engine and Chassis infractions: If a part is found to be illegal after technical inspections, the driver will be disqualified. If found after Qualifying or Race Heats, the kart is only disqualified for that heat session. Once the technical infraction has been rectified, the kart/driver will be allowed to return to the day's racing but will start in the back of the next session they participate in. If an infraction is found after the final, the disqualification is for the entire day. The tech official will also make a determination as to the nature of the infraction. If they determine that the infraction was an intentional attempt by the driver, handler, or part supplier to circumvent the rules to gain a competitive advantage, the disqualification will be non-droppable/replaceable and the driver will be disqualified for the remainder of the day. If the tech official determines it was an unintentional infraction, the competitor may use the race as a drop/replaceable race.

Tire infractions: Any competitor caught using tire prep will be issued penalties at the discretion of the Race Director

Driving Infractions: The penalty for any on-track violations by the driver should fit the offence. At a minimum, it should be severe enough to penalize the driver at fault any track or position advantage that was gained by the action. Commonly, racers receiving a driving infraction penalty will be scored behind the kart(s) they were involved in the incident with. Whether or not the race day in which a driver receives a driving infraction penalty can be used as a droppable/replaceable race, or if the driver will be allowed to start in their earned starting position rather than starting in the back of the next heat will be determined by the race director. This will be determined by evaluating the severity of the action taken on the track, the perceived intent of the drivers involved, and the history of the driver that season. Habitual offenders will receive more severe punishment. Drivers will be informed at the conclusion of the day's racing if they will not be allowed to use the race as a droppable/replaceable race.

Conduct violations: Any penalties assessed to a driver as a result of their off-track actions will not be droppable/replaceable. A driver is responsible for the actions of their crew, handlers, and others attending the event on their behalf. Confrontations at the scale area or anywhere else will not be tolerated. Abusive language, threats, or physical altercations with anybody, including race officials, will result in immediate disqualifications, suspensions, and potentially ejection from the facility/series.

Mechanical failure/breakage penalties: If race officials determine that a competitor is illegal after post-race inspection due to the result of an on-track incident or mechanical failure, the racer will be disqualified for that race. These infractions could include damaged/missing exhaust, light on post-race weigh in, missing nose cone, etc. If this is the only disqualification the driver receives for the day, it will be eligible to be used as a drop/replaceable race.

Protest Procedure

Race official protest: Protest of any race official's decision must be made in writing via the Pitt Race Protest Form within 30 minutes of the driver/handler being informed of the offence. This written document must be presented to a race official along with \$50 cash. The protest will be considered

directly by series organizers (or their designated representatives) and the race director. The \$50 fee will be returned if the protest results in the decision being overturned.

Competitor technical protest: Protest of any competitor's equipment legality may only be made by a driver/handler within the same competition class. A written protest describing the suspected infraction accompanied by \$100 must be presented to race officials within 30 minutes of the completion of the final race and before either kart has left the impound area. Only items that can be considered a performance advantage are eligible to be protested.

Before the protested equipment is touched by tech officials, the equipment of the protester will first be inspected for legality. Once passed, the protested equipment will then be checked. At a minimum, the tech official will check the named complaint in the protest. Tech officials may also check anything else they choose on either competitors' equipment throughout the process.

- If the protesters equipment is found to be illegal, the protest is void and the fee is lost. The protesting driver also receives a non-droppable disqualification for being found illegal. The protest fee is forfeited. The protested kart remains untouched.
- If both karts/engines have been found legal by tech inspectors, the protest fee is lost.
- The \$100 fee is only returned if the protest procedures find the protester's equipment to be legal AND a violation is found on the protested equipment.

Protest Decisions: Every effort will be made to settle protests the same day. However, series organizers ultimately make the final decisions on all protests and may not be in attendance at every event. Up to 7 days may be taken to decide a protest.

Sponsor Contingency Decals

All racers will be required to affix the series sponsor decals to their kart in the locations specified. Each driver will receive an envelope at registration containing these stickers as well as instructions to their correct locations on the kart.

Any driver/kart found not displaying the required decals will receive zero points in that heat. The only exception to this will be if a racing incident caused the decal to be removed from the kart. It will be the racer's/handler's responsibility to obtain replacement decals from registration and replace them on their kart.

There may be decals that are special for one weekend as well as ones that are required for the entire season.

Engine Technical Rules

206: All classes racing the 206 engines will follow the official 2017 Briggs and Stratton rule set available at www.briggsandstratton.com

Engine sealing: Tech inspectors will, at their discretion, seal any portion of the engine with marking paint prior to Qualifying. If repairs needed after racing require a sealed location to be opened, a tech inspector must be present prior to work beginning. The engine must then be resealed before it returns to the track.

Chassis Rules

There is now only one set of chassis rules for all types of sprint karts. This also means that bodywork styles may now be mixed together. Each bodywork component must meet the rules set forth for its type, but all other chassis rules will be the same for all chassis regardless of the bodywork your kart is equipped with. Although these rules are similar in many ways to the main rule sets most commonly used throughout the nation, there are some distinct differences. Please read through the entire rule set to make sure you are compliant.

Frame/Chassis	
Frame Construction	Commercially manufactured chassis, featuring ferrous round tube material min 1.0", max 1.4" diameter. Tubing of 1.0" - 1.124" diameter must have a wall thickness of .068" min. Tubing of 1.125" - 1.4" diameter must have a wall thickness of .050" min. Material must be cold-rolled electrically welded steel or stronger.
Wheelbase	Chassis: 39.75" - 43"
Overall Max Width	All classes: 55.125"
Overall Max Length	Chassis: 82"
Height	26" maximum at any point
Suspension	Use of any type of suspension is illegal

Axles and Wheel Hubs	
Hub Design	Wheel hubs must be metal, utilizing either 5/16 or 8mm wheel studs
Bearings	No split race bearings. Ball or needle style only.
Axle Material	Ferrous metallic axles only. No Carbon Fiber or Composites. .050" minimum wall thickness.
Axle Characteristics	Solid or tubular, with a diameter of 25-50mm (0.98" - 1.97"). Must be a "live axle" design with both wheel hubs locked to the axle shaft. Axle stiffeners are permitted, but must have secondary securement via bolt, circlip, etc.
Axle Width	Neither front or rear axles or tires may extend more than 1.5" past the perimeter of the bodywork. Additionally, max. width at the outermost point of wheels or tires will be 55.125". Axles may not protrude beyond the outer edge of the wheel.

Driveline	
Clutches	206: see Briggs engine Rules
Chain/Clutch Guards	Chain/Clutch guards are required, and must attached to the engine. They must be designed in a way to prevent a broken chain from coming in contact with the driver.
Torque converters and/or transmissions	Not permitted
Chain	#35 or #219 chains are permitted
Chain Oilers	Not permitted

Steering

Design	Direct mechanical steering systems only.
Steering Column	Min .625" Solid or .700 hollow diameter shafts. Min .070" wall thickness for hollow shafts. No shaft extensions.
Steering Hub	May not be welded to shaft. Must use minimum 1/4" (6mm) bolt for attachment. No quick release systems allowed.
Steering Wheels	3+ spoke design. Minimum diameter 10". Commercially available steering wheels with the top 1/3 open are acceptable. Butterfly wheels with min 10" diameter and 5" grips are legal.
Steering Attachments	Steering wheel spacers or tilt adapters may be a maximum of 2" thick.
Tie Rods	Steel or Aluminum only.
Steering Safety	All components to the brake systems must be cotter keyed, safety wired or double nutted.

Wheels and Tires

Approved Tires	Junior/Senior=4.50" Front, 6.00" Rear
Wheels and Tires	Any commercially available 5" diameter wheels.
Wheel Covers	Not allowed.
Wheel Balancing Weights	May not exceed 1/4 ounce per piece.

Brakes

General	All karts must have rear brakes adequate to stop the kart.
Brake Material	Commercially available materials only. No carbon fiber
Dual Brake Systems	Dual brake systems are only allowed on the rear of the kart. No front brakes. Karts with front brake systems must have the front brakes disabled by either removing the actuating rod or brake lines.
Brake Tethers	All karts must have a secondary brake tether in case of failure of the primary brake actuator rod. This tether must be min. .090" steel wire.
Component Mounting	All brake attachments must feature cotter keys or safety wire to prevent braking loss on track.
Brake Lines and Connections	Hydraulic brakes only. Connections must be free of leaks. Brake lines must be secured to avoid wear.
Brake Safety	All critical components to the brake system must be cotter keyed, safety wired or double nutted.

Bumper and Nerf Bars

Front Bumper	Two steel tubes are required for the front bumper. Top tube must be a minimum diameter of 0.625" and attached to the frame at each end. Bottom tube must be a minimum diameter of 0.750" and attached to the frame at each end. These tubes may be no more than 1/2' from vertical per 3" of height. The leading edge of the front bumper bars must be a minimum of 13 3/4" from the centerline of the front wheels. The top edge of the upper bar must be at least 7 3/4" from the ground with the driver seated in the kart.
Front Bumpers with Pedal Mounts	If the front bumper incorporates pedal mounting points it must be welded to the frame or through bolted with safety wire / cotter pins.
Nerf Bars	Must be made of steel, consisting of a straight lower bar (min. length of 15 1/2") as well as a straight upper bar. Tubing must be between .630" and .787" diameter. Nerf bar must be attached to main chassis at 2 points that are at least 18 7/8" apart. Lower bars must have a minimum length of 11 13/16' as measured between the front and rear tires. Bars must either use hardware of 1/4" (or 6mm) in diameter or springs to attach to the chassis. With the driver seated in the kart, the upper bar must be at least 6 5/16" from the ground. All CIK homologated bars are legal.
Rear Bumpers	All karts must have either a CIK plastic rear bumper, or a steel bar style bumper consisting of at least 2 horizontal bars between the frame rails (additionally, see "Metal Double Bar Bumper below). Single bar bumpers are not allowed. Bumper must be at least 1" rearward of the rear tires. Full width bumpers must be wide enough to cover at least half the width of each rear tire, and may not extend past them unless a rain race has been declared.
Metal Double Bar Rear Bumpers	Tubing must be a minimum of .630" diameter. Bumper must be attached to each of the main frame rails. Top bar must be 6.5" to 12" from the ground with the driver seated in the kart. Bottom bar may not be any lower than the frame rails of the chassis, or higher than the top plane of the rear axle. An interrupted bar design is acceptable between the frame rails so long as there is a rear cross bar present. Slip joints between the frame rails are also acceptable. The top and rear bars may be connected, but no 90-degree joints may be at the outer edges of the upper bar. Additional reinforcement bars are optional. Bumper may be mounted at an angle of 0 - 45 degrees tilted rearward.

Bodywork

Bodywork General	<p>Bodywork is defined as nose cones, side panels/pods and steering fairings attached to the kart. All bodywork components must have been publicly available for at least 30 days prior to their use in competition. Other than data acquisition equipment, motorsports camera or graphics; no items may be attached to any bodywork components. No part of the bodywork may be used to hold fuel or ballast. Bodywork must be in good condition and properly mounted. Loose bodywork may result in a black flag. Karts must have all bodywork elements installed. No modifications are allowed to bodywork components other than modifications to allow engine starter access or to achieve reasonable clearance to wheels/tires and steering components. Plastic, fiberglass or similar materials only. No metallic or carbon fiber bodywork permitted.</p>	
<p>The two types of bodywork may be mixed- Each individual bodywork component must follow the guidelines from its individual column below</p>		
	Full bodied style bodywork (gMan, M&M, New Concept, etc..)	CIK style bodywork (KG, Scribner, Rhigetti Ridolphi, Freeline)
Nose Cone/Front Spoiler (Standard Kart)	<p>Leading edge of nose may have no more than 1.25" rearward angle at a height of 6" from the ground. This includes any tape or decals. Min. height of 8", and a maximum height of 17" from ground (14" in sportsman). Nose cone must be a minimum of 38.5" wide, and wide enough to cover at least 1/2 the width of each front tire. No air inlets are allowed. Tire openings must be equal to or greater than the diameter of the front tires. Although the bottom of the nose may be any width, it may only be as wide as the frame rails behind the rear edge of the front tires. No fasteners may be used to affix attachments to the nose. Rubber baseboard or molding may be safely added below the 6" area. If utilizing this style nose in a Sportsman class, drivers fairing may not be equipped on the kart.</p>	<p>Top of nose cone may not be any higher than the top of the front tires, and must have at least 1/2" ground clearance. Width may not extend past the outside edge of the front tires, and must be at least 39.375" wide. Length may not exceed 29.625" from the center of front axle. Both tubes must be used to attach the nose cone to the kart. Nose cone must attach to both tubes making up the front bumper of the kart. If utilizing this style nose in a Sportsman class, a driver's fairing must be equipped on the kart.</p>
Steering/Driving Fairing (Standard Kart)	<p>The steering fairing should be at a similar angle to the steering shaft. Top portion max width of 10" and height of 14" (Chord measurements). The bottom portion may be a max of 6" wide, and may not extend over any portion of the driver. Fairing may not extend above steering wheel. Minimum clearance between fairing and the steering wheel is 2". Must be mounted with easily bendable materials, and no sharp edges may be exposed to the driver. There must be 3" clearance to all other bodywork components.</p>	<p>Width of 9.875" - 11.8125" (Chord width). The Fairing may not extend above steering wheel. Minimum clearance between fairing and the steering wheel is 2". Must be mounted with easily bendable materials, and no sharp edges may be exposed to the driver.</p>

Side Panels/Pods (Standard Kart)	Both 90 degree and flat style side panels must have rolled/radiused edges at wheel openings unless attached to the nose cone. No panels may cover the driver. Panels may attach to the nose. May not extend past the rear plane of the rear tires. No more than 1.5" of the rear tire may extend past the side panels.	Sidepods may not cover the driver, or overlap the main chassis rails. Pods may not be higher than a plane established from the top of the front to rear tires. Ground clearance must be between 1/2" and 2.625". Pods may extend no more than 1.3125" beyond the rear tires.
Floor Pans	Floor pans are allowed anywhere within the main chassis rails, or the pedal area. No portion may be above the centerline of the rear axle.	
Number/Number Panels	Numbers are required on the drivers fairing or nose cone and both sidepods. A rear number is also required, and must be attached so they do not flap in the wind. Numbers must be of adequate size and of a contrasting color. Up to 3 digits will be allowed. Duplicate numbers in a class will not be allowed. Letters will not be recognized at any divisional event. The letters "C" for Central and "N" for North may be utilized only at the Grand Final.	

Seat

Seat Styles	Any commercially available karting seat
Seat Height	As measured from a vertical plane from ground to top center of seat back with driver in seat. Junior Classes = 12" / Senior Classes = 13"
Seat Position	Seat may not be mounted where any portion extends past the rear plane of the axle. Must be mounted in the kart in such a way that the drivers body is within the main frame rails of the chassis.
Driver Position	Seat must be mounted in the kart in such a way that the drivers body is within the main frame rails of the chassis.
Driver Restraints	None

Controls

Attachments Requiring Security	All of the following components require safety wire, cotter keys, safety clips or double nutting: All brake attaching points; Brake rod/tether attachments; Pedals; All steering components; Main spindle nut; Ballast
Throttle Return	Must have positive acting throttle return spring.

Kart Ballast

Painting/Labeling Weights	Must be labeled with the karts number, and painted a visible color. White is highly recommended.
Fasteners	5/16" grade 5 hardware minimum. Ballast over 7lbs must utilize multiple fasteners. All hardware must be safety wired or double nutted.
Attachment Points	Weight may not be added to bumpers or nerf bars. If brackets are used to mount ballast, it too must be double nutted or safety wired. Drivers caught with ballast on their person will be subject to immediate disqualification or suspension.

Fuel System

Fuel Tank	Must have a functioning leak proof fill cap. Material must be puncture resistant and free of damage. Tank must be located underneath the steering column, between the two main frame rails of the chassis. Must be securely attached to the floor pan/chassis; or to the steering uprights.
Pressurized Fuel Systems	Are not permitted. Fuel pumps may only be pulse pumps, actuated via engine crankcase. Pulse lines may be a maximum 1/4" (6mm) diameter, no longer than 10" in length.
Fuel Lines	Maximum Inside Diameter 1/4" (6mm) lines must be used. Flexible fuel lines only. Fuel lines must be secured to chassis, as well as to connection points via safety wire, hose clamps or wire ties.
Fuel Return Systems	The use of an additional fuel line to return excess fuel or fuel pressure to the fuel tank are not allowed. The only fuel lines permitted are from tank to pump, and pump to carburetor. Only one fuel filter may be present, and may only located in the line between the tank and fuel pump.

Miscellaneous

Transponders	Karts must have a working AMB 160 / Mylaps compatible transponder. It may not be mounted further forward than 9" behind the center line of the king pin, measured from the top of the bolt.
Cameras	Drivers/Karts are allowed to run cameras anywhere on the kart, so long as it does not interfere with the ability to read the karts number. It must be mounted in such a way it cannot become dislodged due to contact during a race. No portion of the camera can be outside the perimeter of the kart.