



GENERAL COMPETITION RULES

2016

Approved by the Board of Directors

April 23, 2016

Home Track: Circleville Raceway Park

Track Owner: Steve Tatman



For information on Open Practice on non-race days,
call the CRP hotline: 740-477-1626

CRP Website: kartlifters.com

MSOKC Website: www.msokc.org

MSOKC Forum: www.msokc.org/forum

Public Address announcements may be available on FM 89.5

2015 MSOKC Board of Directors

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1. INTRODUCTION

The following rules have been approved by the Mid State of Ohio Kart Club (MSOKC) Board of Directors (BOD) . These rules govern the conduct of all racing sanctioned by MSOKC. Any revisions or updates will be posted to the MSOKC website.

Unless otherwise noted, current World Karting Association (WKA) rules will be adhered to during race weekends. It is the driver's responsibility to be familiar with the WKA and club rules. SuperKarts USA (SKUSA) technical rules (www.superkartsusa.com) will be utilized except where otherwise stated for shifter classes. American Kart Racing Association (AKRA) engine specs will be utilized except where otherwise stated for Clone class engine rules. Briggs & Stratton (B&S) rules will be utilized except where otherwise stated for LO206 classes.

1.1 Unfair Advantage Rule

Any item or situation that creates an unfair advantage that is not covered under these general rules of conduct or WKA rules shall be ruled upon by the board. The board shall have the final word in such situations. Knowingly running significantly underweight (with the intent of being disqualified at the end of the day) is considered to be unsportsmanlike and is not allowed. Any kart found to be more than 10 lbs underweight must be corrected and reweighed by an official before being allowed to re-enter track.

1.2 Rule Changes

Except for safety rules, rule changes may be made by the MSOKC BOD by a simple majority vote of all BOD members present (quorum required). This may take place in a scheduled board meeting or impromptu meeting called by the President (or Vice President in a bona fide absence of the President)

1.3 Membership

Memberships expire at midnight the last day of the calendar year or at the adjournment of the Annual Awards Banquet, whichever comes last. See Article III of the Club ByLaws and the Membership Application for more information.

1.4 Race Entry Fees:

The fees are determined by mutual consent between the Club and the Track.

No Refunds once entry is paid!

1.5 Track Staff / Racer Participation

a. Corner Workers - Drivers (or a member of a Driver's team) will serve as Corner Workers. They will work the 2nd race after their race. Corner workers will be determined by blind draw to be held at the Drivers Meeting.

b. Grid Worker - The Pole Sitter will serve as Grid Worker for his race.

1.6 Entries

1. No minimum participation will be required on race day. In effect, all listed classes offered will be raced each race day as long as there is one registered racer.
2. If a senior class has less than three entries for 3 consecutive events, or a junior class has less than two entries, it may be removed as an on-going class by the MSOKC Board of Directors at

the next scheduled meeting

3. Classes may be combined but scored separately to expedite the race day.
4. Late entries will start at the back of the class all three races on that day.
5. Competitors are strongly encouraged to display in prominent positions reasonably sized decals (i.e., 3"x 5") on their karts in accordance with agreements between MSOKC and its official sponsors.
6. Transponders will be required on all karts. It is the driver's responsibility to ensure that the transponder is on and in working condition. In the event that the transponder is not recorded by the AMB system, the driver will get last place points. In the event that more than one participant have a failed transponder reading, points will be assigned in reverse order from last place based upon starting position for those drivers.
7. To receive Year-end awards, you must be a club member.
8. If you participate in multiple classes, you will receive a trophy for the class in which you raced the most events. If you participate in multiple classes, will receive a trophy for the class in which you raced the most events. In the event of the same number of class entries, you will receive your trophy for the class in which you scored the highest position.

1.7 Practice

5 laps (or 5 minutes) per session, minimum 2 sessions. Some classes may be combined depending on turnout and/or number of karts on the grid at time of practice session.

Practice schedule:

1. Kid Karts
2. Rookie Sportsman Yamaha and Yamaha Sportsman
3. Junior Clone and Box Stock Predator
4. Spec 100 and TaG
5. Yamaha Junior
6. Yamaha SuperCan
7. Senior Clone and LO 206
8. 80cc Shifter

1.8 Race Order

Each class (except Kid Karts) will have two 8 lap heat races with a 10 lap feature. On qualifying days, the first heat race will be substituted with a 3 lap qualifying session. Some classes may be combined depending on turnout.

1. Kid Karts (always first)
2. Rookie Sportsman Yamaha
3. Yamaha Sportsman
4. Junior Clone
5. Junior Box Stock Predator
6. Spec 100
7. TaG
8. Yamaha Junior

9. Yamaha SuperCan
10. LO206 Senior
11. Senior Clone
12. 80cc Shifter

The order (excluding Kid Karts) will shift down by one each race day. Above is the race order for RaceNo. 1. Race No. 2 will have 80cc Shifter following the Kid Karts.; etc.

1.9 Announcements

Drivers and crewmembers must pay strict attention to all announcements on the PA system and at the Drivers Meeting. **PA announcements are available on FM 89.5.**

1.10 Championship Points

1. Heat race finishes (and qualifying session results) will be used to determine feature race starting positions. Points towards Season Championship shall be awarded for feature race finishes only shall be awarded as follows:

POINTS FOR POSITION	
POSITION	POINTS
1 st	50
2 nd	42
3 rd	35
4 th	32
5 th	30
6 th	28
7 th	26
8 th	24
9 th	22
10 th	20
11 th	19
12 th	18
13 th	17
14 th	16
15 th	15
16 th	14
17 th	13
18 th	12
19 th	11
20 th	10
21 st	9
22 nd	8
23 rd	7
24 th	6
25 th	5
26 th	4
27 th	3
28 th	2
29 th and lower	1

2. All competitors taking the green flag in any feature shall be awarded points in the absence of any infractions by the competitor. Points shall be awarded based on laps completed or overall finishing position.
3. Season champions and positions shall be awarded based on the competitor's best 9 of 12 races in the season. Should a points tie occur, the competitor with the most first place finishes shall be declared the season champion.
4. If a competitor is disqualified or black flagged due to on course misconduct, NO POINTS will be awarded for that particular race and that day CANNOT be used as a drop.

5. If a competitor is disqualified or black flagged due to a technical infraction (e.g., underweight, lost parts, etc.), points will not be awarded for that particular race. If a competitor is disqualified in post-race tech, that competitor will receive ZERO points for the day. In the event of a disqualification, points for the remainder of the competitors in that class increase accordingly. A particular race day CAN be used as a drop in the event of either a single race technical infraction or a post-race tech disqualification
6. To qualify for year-end awards, you must register for a minimum of 7 championship point events in any given class.
7. For a CLASS to qualify for year-end awards, the class must have an average of 3+ karts per raceday for seniors and 2+ for juniors and rookies.

8. GENERAL COMPETITION RULES

a. Track Hours for Race Days*

- i. Gates open at 8:00 AM
- ii. Safety Tech from: 8:30 to 10:30 AM
- iii. Registration from 9:00 to 10:30 AM
- iv. Practice starts at 9:30 AM
- v. Driver's Meeting at 11:30 AM
- vi. Green Flag promptly at Noon

* Unless otherwise announced

b. Drivers Meeting

All drivers will be required to attend the drivers meeting. Race Director has the right to excuse the driver from this rule as needed to support the racers. No kart engine will be allowed to run during the meeting. Random roll calls by class will be done to enforce attendance. If a driver fails to be present when called they will start at the rear of the class during the two heat races for that class.

c. Safety Tech

1. It is the drivers' responsibility (or the responsibility of the parent of a minor driver) to ensure that their kart meets the minimum safety requirements.
2. All karts and equipment must be inspected prior to entering the track for the first practice. WKA rules must be followed. All karts must pass safety tech. Any problems with equipment, karts and other safety equipment must be corrected before a driver may practice or race. If kart and safety equipment passes safety tech, a sticker will be placed on the kart. Karts without the appropriate tech sticker will not be allowed to enter the track.
3. Safety tech inspection will be conducted from 8:30 AM until 10:30 AM.
4. All drivers must wear proper protective attire at all times while on the racetrack. Current WKA safety apparel rules apply. Driver 12 years old and younger are required to wear a SFI certified chest protector per WKA rules (no exceptions). Exposed skin areas are not permitted. See WKA rules.
5. Safety tech shall occur at the designated area. After tech is closed, competitors must obtain special permission to be inspected at any time other than the scheduled inspection times from the Safety Tech Inspection Committee.
6. Any racer who attempts to practice without having been safety inspected will start at the rear of their class for heats one and two.
7. Full width rear bumpers are required for all classes. Must comply to WKA Manufactures Cup specs.

Note: This is a safety inspection only. It does not provide for competition tech inspection.

d. Race format

Race day will consist of two heats and one main event. One of the two heats may consist of a timed qualifying session.

2.4.1 Non qualifying race days:

Starting order for the first heat will be set by random computer draw. Starting positions for the second heat will be inverted based on the same computer draw. Starting positions for the feature event will be determined by adding heat race finishing positions together, with the lowest total earning pole position. Ties will be decided by finishing position in the second heat, with the higher finisher getting the higher starting spot.

2.4.2 Qualifying race days:

Heat 1 will be replaced by a 3 lap timed qualifying session. Qualifying order will be determined on a first-come-first-served basis, although slower karts are encouraged to go out behind faster karts. Those ahead in championship points will be given priority over those behind. Each racer will be given 3 complete timed laps to post a qualifying time. Driver will be shown green, green, white, and then checkered flag. When running backwards (clockwise), driver will be given 3 complete laps (i.e., green, green, green, white, checkered). Starting positions for the second heat will be based on the results of the qualifying session. Starting positions for the feature event will be determined by adding qualifying position and heat race finishing position together, with the lowest total earning pole position. Ties will be settled based on the finishing position in second heat, with the higher finisher getting the higher starting spot.

2.4.3 Standing Starts:

Standing starts will be used for Shifter Kart classes. Following a formation lap, racers will slow and proceed to their designated grid position in two abreast format. It is the racer's responsibility to know their proper position. **Racers must remain completely stationary until the start signal is given.** Creeping is not allowed. If a racer is judged to have jumped the start, the race will be red flagged and restarted. The racer that caused the restart (i.e., the first racer who moves prematurely) will be moved to the tail for the restart.

2.5 Wet Weather Conditions

MSOKC will not hold races in the rain.

You must be present and have paid entry fees for the day for the following to be in effect.

1. If at the start of a race day (defined as when practice would normally start) it is raining, a decision will be made by 11:00 AM whether the race will be called for the day. The race will be rescheduled to a planned Rain date. If a Rain date is not available all paid entrants will receive 320 points for the day.
2. If at the start of a race day, there is light drizzle and the race director feels we will have dry conditions within an hour, we will go on a delay.

3. If we start the heat races in dry conditions and it starts to rain, the race director will call for a short delay. If the rain persists before the first two heats are completed, all entrants will receive 320 points or the event will be rescheduled. At this point no entry fees will be refunded.
4. If the 2 heat races have been completed before the race is called for rain, all paid entrants will be awarded points for the first two heats and the feature.
 - a. If the feature was completed prior to being called due to rain, actual finish order points will be awarded and the day will be complete.
 - b. If the feature has started (or has yet to start for that class) and it starts to rain the points are backed up to the first and second heat and points are awarded based upon the starting position for the feature.
5. There will be no refunds.

2.6 Rules of Conduct

1. All drivers and crewmembers must conduct themselves in an orderly manner. They are expected to maintain a sportsman like attitude throughout the race day. In addition, they are expected to obey all rules of the club, pits racetrack, and be knowledgeable of flags while driving on the racing surface. Violations of the rules or poor behavior may result in sanctions against the driver.
2. No driver and/or crewmember will engage in physical or verbal abuse on the track, in the pits, at the scales or anywhere on the premises. Be aware that race officials may construe a hand gesture as abusive.
3. It is the responsibility of the driver to control the conduct of his/her pit crew and their actions. The driver can be ejected from the track or disqualified due to the behavior of his/her crew.
4. Rough driving will not be tolerated. Any unnecessary/intentional bumping or banging during practice or a race may result in disqualification at the discretion of the Race Director.
5. No blocking. Blatant blocking will result in disqualification.
6. No alcohol consumption is permitted as long as the racing surface is open.
7. No illegal drug use or abuse. See specific rules.

2.7 Penalties for Violations of Rules of Conduct

The MSOKC and track owners reserve the right to eject anyone due to inappropriate behavior. The following penalties will apply to all classes entered:

- First Offense – Driver and crew will be disqualified from the day's events. Race cannot be used as a drop and no refund will be given.
- Second Offense – Driver and crew will be disqualified and season points and records will be disregarded and no refund will be given.
- Third Offense – Driver and crew will be barred from the track for the rest of the season and no refund will be given. Season Points and Records will be disregarded for the race season.

If you are asked to leave the premises, you have 15 minutes to load and go. If at that time you have not left, the Sheriff will be called to assist you.

2.8 General Safety Rules

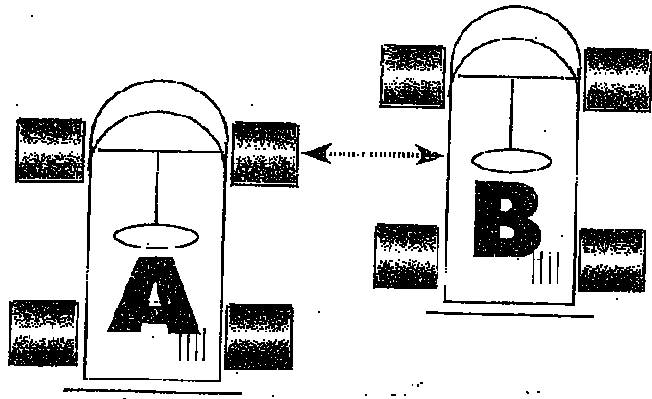
1. Rough Driving will not be tolerated! Rough Driving may result in disqualification from a heat, event, a series, or season.
2. Drivers disqualified from any race for rough driving will not be permitted to use that race day as a throw away for championship points.
3. The Race Director at his discretion may dock race positions and or DQ a competitor for rough driving.
4. It is the responsibility of the overtaking driver to execute a safe pass. If a competitor's front wheels are either in line with or ahead of another competitor's steering wheel, then both drivers must give each other racing room.
5. All karts are to be started on the hot grid area, with the exception of karts started on kart stands in the paddock area that are being warmed up or tested. Testing clutch engagement on the ground must occur in the secondary grid area with caution. When clutch testing, driver must be in full race gear, which includes helmet, gloves and neck collar. No karts may be driven under power in the pit area.
6. During class practice periods, all karts are to enter the track under the advisement of the flagman. In an effort to keep to the schedule, all karts are to take to the track in an orderly fashion and proceed to take a full lap as the prior class will be exiting at the same time.
7. All karts are to be shut off at the designated point in the pit entrance lane. It is the responsibility of all drivers to control their karts when exiting the racing surface. Do not enter the scales under power at any time.
8. If a kart becomes disabled on the track, it is to be moved well off the racing surface to a safe location.
9. In the event of an incident on the racing surface, drivers should use due caution when getting out of their karts or rejoining the race.
10. All flags shall be obeyed. If a driver or crew has an issue interpreting the flags, it is their responsibility to talk to the race director or flagman to resolve the issue.



SAFE DRIVING

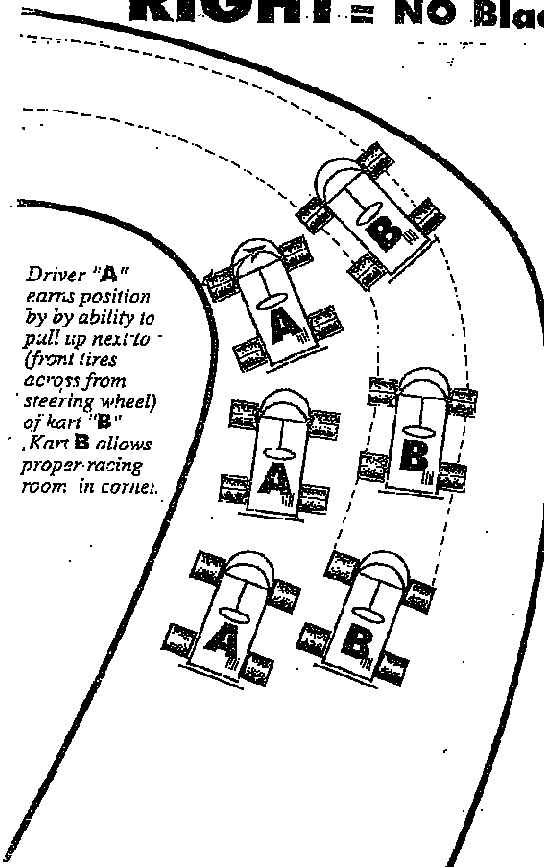
= Driver Etiquette

Many accidents can be avoided by following Grand Prix Open Wheel etiquette. If Driver **A** has the ability to pull up next to Driver **B**, coming off of the same corner or straight-away, then Driver **B** is required to give Driver **A** proper "racing room" in the next corner. (This assumes Driver **A** has the ability to hold his "position" approaching the next corner.) In Karting, this position is earned when the wheels of driver **A** are able to pull up next to an imaginary line intersecting the position of the steering wheel in kart **B**.



1.

RIGHT = NO Black Flag

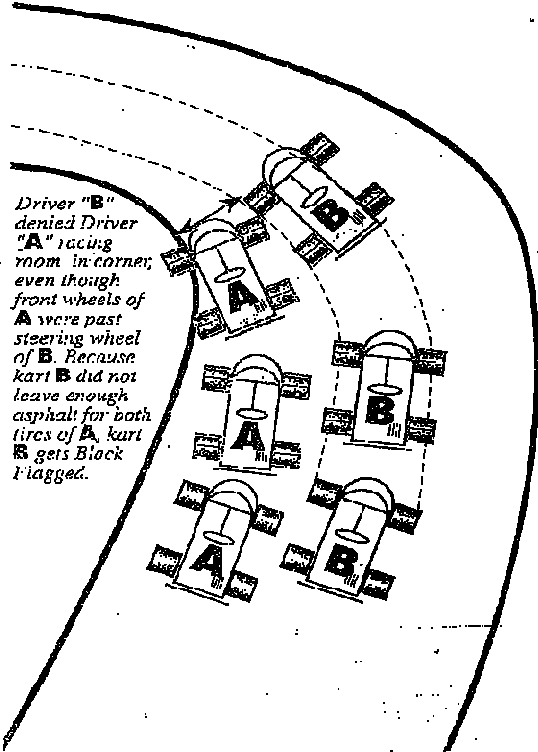


Driver "A" earns position by ability to pull up next to (front tires across from steering wheel) of kart "B". Kart B allows proper racing room in corner.

2.

WRONG = Black Flag

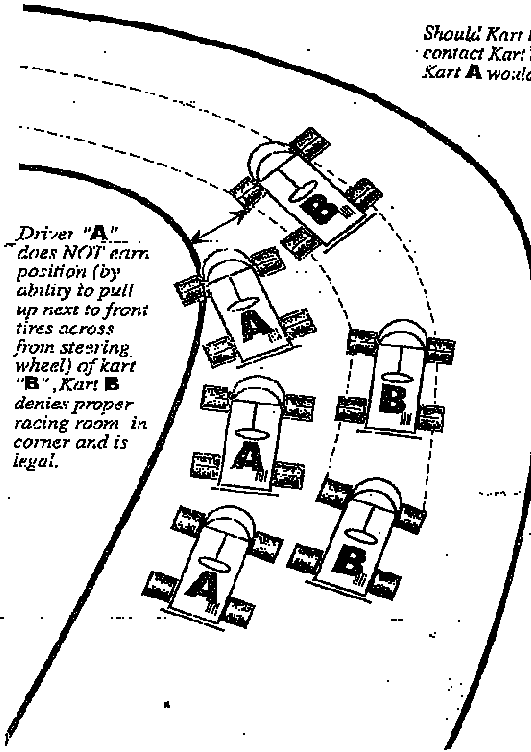
Driver "B" denied Driver "A" racing room in corner, even though front wheels of A were past steering wheel of B. Because kart B did not leave enough asphalt for both tires of A, kart B gets Black Flagged.



RIGHT = NO Black Flag

Should Kart A intentionally contact Kart B as this point, Kart A would be in violation.

Driver "A" does NOT turn position (by ability to pull up next to front tires across from steering wheel) of kart "B", Kart B denies proper racing room in corner and is legal.



11. Red Flag indicates a serious problem on the track and the track is closed. All drivers are to slow down and proceed with extreme caution to the start finish line where they will turn their engines off and await instructions.
12. Black Flag indicates that you are to leave the track. This can be for a mechanical issue or a driving infraction. If it is rolled up and pointed to you, it is a warning for a driving infraction. If it is waved at you, you must exit the track.
13. Yellow Flag means to assume a safe speed though that corner and no overtaking is permitted. If one passes under a yellow corner, they must relinquish the position immediately or will be moved to last place by timing and scoring.
14. Blue and Orange Flag means that faster karts are about to lap you (put you a lap down). You are to move out of the fast groove and point to the side you wish them to pass on.
15. Failure to obey a black flag after three laps will result in disqualification of the driver.
16. Only track workers and race officials are allowed to operate the golf karts.

2.9 Driveway, Pit and Parking Area Safety

1. All safety rules will be strictly enforced due to safety and insurance reasons.
2. All individuals entering the pit area must have at least a Non-Participant Pit Pass. Individuals entering the hot grid, including drivers and starting personnel, must have a Participant Pit Pass.
3. Pit crewmembers will not pass through or onto the scales when karts are being weighed or waiting to be weighed. Infractions of this rule may result in disqualification for the race completed (heat or feature).
4. Only drivers and starting personnel are permitted on the starting grid.
5. Crew members are not permitted to enter the racing surface without permission from race officials.
6. All pets must be restrained; any unrestrained pets will be required to be removed.
7. Driveway and pits will be kept clean at all times.
8. Climbing or hanging on any fences will not be allowed.
9. Exit lane through parking area will be maintained at all times.
10. No roller blades, skateboards, minibikes, motorcycles, bicycles, scooters, etc., will be permitted to operate on the track, in the pits, or in the parking area. Race officials and their designees only will be allowed to use such transportation as needed.
11. No kart shall be driven on the driveway or in the pits.
12. Clutch testing is to be conducted only on the Grid. Driver must wear helmet and protective clothing while in the kart.
13. It is the responsibility of the driver and crew to maintain a clean pit area.
14. It is the responsibility of the driver and crew to dispose of all used oils and fuel. MSOKC and CRP have no provisions for disposing of hazardous waste. Dumping of fuel on the ground is prohibited.

2.10 Substitute Drivers

Driver of record must race one of the event's three races to earn championship points for that event with substitute driver allowed for other two races under the approval of the race director. The race director will only allow substitute drivers if a scheduling conflict or a medical issues with the driver of record. It is the racer's responsibility to register the substitute driver with timing and scoring prior to that substitute driver taking the green flag. All substitute drivers must start on the REAR of the grid. Lastly, a substitute driver must have a valid pit pass to race. The number of substitutions will be limited to 3 race days per race season. If an entry is found to have a substitute driver that was not cleared by the race director, does not have a pit pass, or does not start at the rear of the grid, that entry will get 0 points for that heat.

2.11 Rookie Drivers

1. Beginning drivers must have a distinctive "X" marking on the back of his/her helmet.
2. Beginning drivers will start in the back of the grid for 2 race days or as otherwise determined by the Race Director.
3. Drivers are permitted to race Rookie Sportsman Yamaha or Yamaha Sportsman, but not both on a given race day.

Rookie Sportsman Yamaha drivers are encouraged to move up to the Yamaha Sportsman class after a maximum of two seasons or 24 race days but may remain in Rookie Sportsman Yamaha after 2 seasons but may not accumulate championship points.

3. TECHNICAL INSPECTION

3.1 Exhaust Systems

1. Approved pipes and mufflers will be required in all 2-cycle classes. Minimum specification pipes are required per WKA tech manual.
2. All 4-cycle classes must run RLV silencer as per WKA tech manual (unless otherwise specified).
3. All 2-cycle classes must run air boxes as per WKA tech manual (excluding shifter).
4. 80cc Shifter Karts will follow **2004** SKUSA rules. 125 shifters will follow S1 rules. Air Boxes are required.

3.2 Nose Cones/Body Work

This GCR is not different from nor take exception to nor modify WKA rules. It, therefore, maintains WKA's intent. It is stated here merely to interpret/clarify. 2 cycle classes must comply to Section 208. (CIK only). 4 Cycle classes must conform to Section 258 (4 cycle bodywork) but also allows section 208 (CIK) bodywork . KidKarts are 2 cycle engines and therefore spec'ed in 214.1. of Manufacturers Cup Rules. (CIK).

DEFINITIONS:

- a. "Nose cone" is CIK style - section 208.2. of the Manufacturers Cup / 2 cycle Rules
- b. "Side pod" is CIK style - Section 208.5. of the Manufacturers Cup / 2 cycle Rules
- c. Solid Nose Cone - Section 258.2 Gold Cup / 4 cycle Rules.
- d. Side panels / pods - Section 258.5 Gold Cup / 4 cycle Rules.

3.3 Data Acquisition Instruments

Lap Timers and other data acquisition instruments are permitted at MSOKC events.

3.4 Post Race Tech

1. Unless directed otherwise by the Tech Inspector, the top three finishers in each class (including Kid Karts) shall report directly from the scales to the impound area. No changes to the kart are allowed between the end of the race and post-race tech. Karts must remain in the impound area until released by the tech inspector. Failure to do this will result in immediate disqualification of that competitor for the day's event. Disqualifications move following competitors up one position.
2. Technical inspection shall follow WKA rules with the exception of Shifters which follow SKUSA. Items examined each week shall be up to the tech inspector. Any violation of the technical rules will result in disqualification.
3. Any disqualification may be appealed in writing to the board of MSOKC. **Notice of such appeal must occur before leaving the impound area.** The equipment in question shall be impounded for further inspection to be returned to the owner if the appeal is upheld. The part in question may not be removed from the impound area by anyone but tech personnel. The board reserves the right to consult with WKA regarding any violations. Members appealing the disqualification must submit \$20.00 with their appeal (see form in appendix). If the appeal is upheld, then this amount will be returned to the member. Should the decision of the tech inspector be upheld, then the fee will be deposited in the general fund of the club and the part will be confiscated by

the MSOKC BOD. The board's decision shall be deemed the final ruling.

4. Any driver disqualified for illegal equipment shall lose all points earned that race day; however that event may be used as one of the competitors drops for the season championship.
5. A permanent record of the infraction shall be kept for the remainder of the race season.
6. It is the driver's responsibility to know if his/her equipment is legal.
7. Only the driver or owner/mechanic for the kart being technically inspected is allowed in the Tech Impound Area. The driver or owner/mechanic will restrict his/her movement to the immediate vicinity of his/her equipment. At no time will a driver or owner/mechanic leave his or her kart to observe the inspection of another competitor's kart.

3.5 Protest and Appeals Procedure

General Protest Procedures: The procedures listed below replace those stated in the WKA Technical Manual in paragraph 110.

3.5.1 General

All protests involving specifications legality and driver conduct shall be submitted by a bona fide (legal) entrant (or the Master Member who is the parent or guardian of the entrant) and from the same class the protest occurred. The protester may be required to submit to similar inspection procedure as protested participant.

3.5.2 Protest Submissions

Protests may be submitted in writing to the Race Director of the race with a \$20.00 filing fee (see form in appendix). All protests must be submitted to the Race Director within thirty minutes after notification of the infraction that is being protested or in case of scoring protest; thirty minutes after the official results have been announced or posted. Protests should refer to a specific: (a) specification and/or, (b) regulation contained within the MSOKC GCRs and/or WKA Tech Manual or SKUSA referenced to by section, page, and paragraph when specifications and/or rules apply. Disqualification rules appeals must also refer to a specific rule provision. A protest form will be available at scoring.

3.5.3 Protest Resolution

Every effort should be made to resolve protests as soon as they are tendered. The Race Director will summons the Board of Directors and then present the protest, interview witnesses, etc. A quorum of 6 BOD members must be present to make a ruling. Depending on the complexity of the protest, it will be resolved on the spot. If the protest is deemed by the Board of Director and Race Director to be too complex and/or time consuming to properly resolve, it will be deferred for resolution by the Board of Directors at its next scheduled meeting. The person filing the protest and, if applicable, the person being protested may be called to give testimony, but will not normally be present when the Board of Directors resolves the protest. If the ruling of the Board of Directors is in favor of the person raising the protest, his/her \$20.00 filing fee will be returned. If the protest is dismissed, the filing fee will be added to the end of year Championship points award fund.

3.5.4 Protest Exhibits

Where protests involve specific components such as engine parts that must be examined by the Board of Directors, said parts will be impounded by the Race Director. The Race Director will maintain in his/her custody the exhibit(s) until the protest is resolved. If the protest will not be acted upon until the next Board of Directors Meeting, the Race Director is responsible for providing the component to the site of the next meeting. Any component presented for protest inspection that does not meet the

specifications of the MSOKC GCRs or WKA Tech Manual shall become the property of MSOKC. Any kart or part(s) may be impounded at the discretion of the Race Director or Board of Directors in the case of unsafe or improper equipment, for review and/or inspection at a later time by the Board of Directors.

3.5.5 Singular Protest Requirement

Protests may not be collective, that a bona fide entrant (or Master Member who is the parent or guardian of the entrant) of the class in which the protest is made must singularly protest. Once a protest is properly lodged, additional protests of the same incident alleged technical infraction, etc., will not be accepted.

3.5.6 Appeals

Appeals will be submitted in writing with a \$20.00 filing fee to the Race Director, MSOKC President, or Vice President (see form in appendix). The appeal will be reviewed by the MSOKC Board of Directors at the next scheduled Board Meeting. The person filing the appeal will be notified of the Board of Directors findings at the next scheduled race day following the Board Meeting. If the appeal is found in favor of the person filing the appeal, the filing fee will be returned. If the ruling for which the appeal was filed is upheld, the filing fee will be added to the end of year point's award fund.

3.6 Tire Rule

Treating of tires is strictly prohibited. Any tires suspected of being treated with a chemical with the intent to soften or change its properties will be confiscated by the BOD and sent to WKA for testing. If a tire is found to have been treated (or doped as commonly called) that member will lose all championship points for the year and not be eligible for year-end awards.

To receive points towards the Club Championship, you must run listed "Club" compounds :

Kid Karts – Open Tire compound.

All other classes: Bridgestone YLC, YHC, YKC; Vega Blue; MG Reds and Yellows; Dunlop SL4, DDS, DES, Hoosier B60 and R60A, Burrell 44 and 55.

A durometer will become a tool used by Tech personal. Baseline will be established.

Tires may be marked each race day at the completion of heat one (or qualifying). Tires may not be changed after the first heat or qualifying without reason and permission from the Race Director.

3.7 Fuel Tech - Digitron Fuel Tester

3.7.1 2 Cycle

A base line will be determined by testing a sample of any 110 octane leaded racing fuel with any WKA-approved oil or combination of oils. Participants' fuel must test +/- 10pts of the base line sample.

3.7.2 Shifters and Kid Karts

Shifters have open oil; The spec for Shifters will be set by determining which synthetic oil when mixed at 4oz per gallon produces the higher number on the meter. That will be the standard to be used for the rest of the season.

Kid Karts are allowed to run on pump gas.

3.7.3 4 Cycle

A base line will be determined by testing a sample of any 87 octane unleaded pump gas.

TABLE 4

CLASS	AGE	TIRES	MINIMUM wt	EXHAUST / Carb
4.1 Kid Karts	5-7 years	4 ½"	N/A	
4.2 Rookie Sportsman Yamaha	7-10 years	4 ½"*10.0*5	225 lbs.	YBX 3 hole /small carb
4.3 Spec 100 Pipe	15 years +	Front 4½"*10.0*5 Rear 7.1*11.0*5 or 6" wide	Yamaha – 350 lbs HPV 3 – 350 lbs HPV 4 –370 lbs	
4.4 Yamaha Sportsman	8-12 years	4 ½"*10.0*5	255 lbs.	SSX 4 hole /small carb
4.5 Yamaha Junior SSX Can)	12-15 years	Front 4½"*10.0*5 Rear 6.0" 11.0*5	305 lbs	SSX 4 hole /big carb
4.6 Yamaha SuperCan	15 years +	Front 4½"*10.0*5 7.1*11.0*5 or 6" wide	360 lbs	SSX 4 hole
4.7 80 cc Shifter	15 years +	Front 4½"*10.0*5 Rear 7.1*11.0*5	360 lbs without front brakes 370 lbs with front brakes	
4.8 Touch And Go (TaG)	15 years +	Front 4½"*10.0*5 Rear 7.1*11.0*5	Variable by engine per WKA TaG 1	
4.9 Senior Box Stock (Clone)	15 years +	Front 4½"*10.0*5 7.1*11.0*5 or 6"	360 lbs	
4.10 Jr Box Stock (Clone)	7-15 years	Front 4½"*10.0*5 Rear 6.0*11.0*5	280 lbs	Blue restrictor
4.11 LO206 Senior	15 years +	Front 4½"*10.0*5 Rear 7.1*11.0*5 or 6" wide	360 lbs	
4.12 Rookie Box Stock (Predator)	8-12 years	Front 4½"*10.0*5 Rear 6.0*11.0*5	250 #	

4. CLASSES - See TABLE 4 for driver age, tires, weight, exhaust, carb, and restrictor plate specs.

Some classes may be combined depending upon turnout. If combined, they will be closely matched and scored separately. MSOKC will attempt to accommodate any class for which there are a sufficient number of participants and eliminate classes for which there are consistently an insufficient number of participants.

4.1 Kid Karts -

Introduction: The intention of the Kid Kart class is to teach young drivers how to safely and responsibly race a kart. It is expected that parents help to provide guidance and help to their karter and support the officials as much as possible.

4.1.1 Race Description

The racers grid randomly and go out together. At the discretion of the Race Director, they will do rolling or standing start and receive the same flags as normal races. The class will run two 4-lap heats and one 6-lap main. On qualifying days, the first heat race will be substituted with a 3 lap qualifying session. Kid Kart Feature race will be run during the break between the heat and feature races. One parent per racer will be required to be on or near the track for the purpose of being corner workers. No scoring will be done.

4.1.2 Kid Kart Awards

At the conclusion of the race all racers will receive 1st place trophies. At the award banquet all Kid Kart participants that attend 7 or more races will be awarded Kid Kart class trophies. The driver's parent or legal guardian must be a Master Member.

4.1.3 Driver Eligibility

Drivers are required to be at least 5 years old at the time of racing. Maximum driver "competition age" is 7 years old using WKA definition; i.e. actual driver age on Dec. 31 2015 shall be their competition for the entire year of 2016. Drivers are expected to know the flags before entering the race.

4.1.4 Technical Rules

Comet C50 and C51 Engines. Rear bumpers are required to cover the width of the rear tire as viewed from the rear. Bodywork spec'ed in 214.1. of Manufacturers Cup Rules (CIK). Must report to post-race tech.

4.1.5 Kid Kart Claimer Rule

Since it is the intention to keep this class fun and cost effective, a claimer rule will be in place for the engines.

The intention of this rule is to keep parents from feeling pressured into spending extra money into blueprinting Kid Kart engines. Again, all competitors win and no scoring is done.

In the event that a competitor's parent or crew wishes to purchase another competitor's complete engine, that parent or crew will make that request in writing to the race director before the start of the last Kid Kart race of the day. For a fee of \$765 (current cost of motor at Comet + \$20 for shipping), the requested engine will be purchased from the owner. The payment must be made in cash witnessed by a

MSOKC BOD member before the end of racing for the day.

In the event that the requested engine's owner does not allow the sale of the engine for the claimer fee, that competitor will not be permitted to participate in any remaining MSOKC Kid Kart races for the season.

4.2 Rookie Sportsman Yamaha

This class is intended for novice, less experienced racers that need time to adjust to the racing environment and speeds. Class Champion in must move up to the Yamaha Sportsman class for the next racing season.

4.3Spec 100 Pipe

Refer to **2010** WKA Tech Manual for Yamaha. Also, the HPV/KPV per the **2010** WKA Tech Manual with the addition of permitting the HPV 4 Pipe and any clutch. Flex pipe on the HPV 4 pipe will be required to have a minimum length of 10.00" and a maximum length of 10.50". **HPV/KPV karts will be required to have a sticker on the side pod to identify the pipe and weight requirement.**

4.4Yamaha Sportsman

4.5Yamaha Junior

4.6Yamaha SuperCan

4.7Shifter Classes

SKUSA technical rules apply. It is the driver's responsibility to be familiar with SKUSA rules as well as MSOKC GCRs.

It is not recommended that novice racers start in the shifter classes. In order to race a shifter, it is recommend that the racer has at least 1 year of karting experience and show the ability to run competitive lap times in order to not cause a hazard on the track or a detriment to the leaders of the class. The Race Director at his discretion may ask a racer not meeting these requirements to sit out a number of races until the required skills are demonstrated.

Beginner shifter drivers are required to start at the tail for the first 2 races regardless of other kart racing experience. This is to give to time to get used to standing starts without being a hazard to other racers.

4.7.1 80cc Shifter

- 4.7.1.1 **2012** SKUSA K1 will govern 80cc Shifter class.
- 4.7.1.2 Airbox is required at MSOKC on 80 cc shifters.
- 4.7.1.3 Only OEM stock CDI boxes are allowed at MSOKC on 80 cc shifters.

4.8TaG (Touch and Go)

All TAG karts must have a **2" x 3" label affixed to the top left side of the side pod** designating the **class, engine type, and weight**. Letter and background must be in contrasting colors (white on black or black on white).

4.9 Senior Box Stock (Clone)

Engine rules are per AKRA Box Stock Engine Specs except that billet aluminum flywheels are required and the bigger pipe with the RLV B91 muffler is allowed. Senior Box Stock karts are to run on 87 octane pump gas (See 3.7.3).

4.9.1 Senior Box Stock Class Claimer Rule

Since it is the intention to keep this class fun and cost effective, a claimer rule will be in place for the engines. The intention of this rule is to keep competitors from feeling pressured into spending extra money into blueprinting Senior Box Stock engines.

- 4.9.1.1** Claiming is per AKRA rules for engine configuration, except that fees are \$400 without flywheel and \$500 with billet aluminum flywheel.
- 4.9.1.2** Only a competitor in the same class/weight division having registered for the event of the claim may enter a claim. Said party is designated the "claimer". If more than one claim is made on the same engine, a lottery will determine who has rights. At the discretion of the Race Director, an unsportsmanlike claim may not be accepted.
- 4.9.1.3** A claim must be registered prior to the start of the feature race for that class.
- 4.9.1.4** Claim Form and cash are to be submitted to the Race Director or designate. If the claim is withdrawn, \$50 is forfeited to the club.
- 4.9.1.5** Claimed engine, carburetor, block, and head are to be tagged/marked when the kart comes off the scales and taken to the impound area for inspection.
- 4.9.1.6** Inspection may not be waived by any party.
- 4.9.1.7** Both claimer and claimant (owner of the claimed engine) may be present during the inspection.
- 4.9.1.8** If a component/dimension is found to be out of specification, the inspection is to be continued to check the remainder of the engine within reasonable efforts.
- 4.9.1.9** If the engine is found to have a part or parts that are out of specification, the engine is disqualified. The claimer may void the claim with no forfeiture of any part of the claiming fee.
- 4.9.1.10** The penalty for use of an engine that is found to be illegal (for a reason other than normal wear and tear), or for refusing to cooperate (see below), is as follows:

4.9.1.10.1 First offense - Forfeiture of points accumulated for the season and suspension for the next 3 race days.

4.9.1.10.2 Second offense - Forfeiture of points accumulated for the season and suspension for the next 12 race days.

Suspensions include any end-of-season special events and can extend into the following season if applicable.

Any refusal of claim, destroying or withholding of an engine for inspection, lack of cooperation, or poor sportsmanship will be interpreted as an admission that the engine is illegal.

4.10 Junior Clone

Engine rules are per AKRA Box Stock Engine Specs except that billet aluminum flywheels are required. Junior Box Stock karts are required to run the bluerestrictor plate. Run on 87 octane pump gasoline (See 3.7.3) .

4.11 LO 206 Senior

Per current WKA rules Briggs & Stratton rules
(http://www.briggsandstratton.com/us/en/~/_/media/Files/Racing/Briggs%202014%20LO206%20Rules%201-15-14.pdf). RLV 5507 pipe and the RLV 4104 muffler and be equipped with a chain guard.

4.12 Rookie Box Stock (Predator)

This is an entry level class for ages 8-12 yrs old.
Harbor Freight 212cc. Predator engine

Governor removed
stock carb and air box. Stock exhaust system
restrictor plate - Green plate (.425)
Stock Valve Springs
Stock Predator flywheel with stock coil
Engine to be sealed at valve cover and carb.
Clutch to be spec Max-Torque Clone engine clutch (\$65.) (17tooth driver.)

Engines to be purchased by racer. Governor removal and engine sealing to be done by Tech Official...(1 person) as to all engines to be the same. minimal charge

Weights to be 250lb minimum with driver. Any straight up racing chassis
Tires: 4 ½" fronts. 6.0" rears
Any Questions, Please contact me.

Butch McCall
MSOKC Technical Inspector
614-595-2029



Staple \$20
filing fee here

**Mid-State Ohio Kart Club
Protest Form**

Race No. _____ Heat No. _____ Date _____

Class _____ Kart No. _____ Driver _____

Reason for Protest (infraction, scoring, etc)	
Explanation	

Notes:

- Protests must be submitted in writing to the Race Director with a **\$20.00 filing fee**. Protests submitted without the \$20.00 filing fee will not be considered.
- Protests must be submitted to the Race Director within thirty minutes after notification of the infraction that is being protested, or in case of scoring protest; thirty minutes after the official results have been announced or posted.
- Protests should refer to a specific specification and/or regulation contained within the MSOKC GCRs, WKA Tech Manual, and/or SKUSA regulations.