



# OFFICIAL RULES

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These rules are free to the public thanks to



Any updates to these rules will be posted to website:

[www.206cup.com](http://www.206cup.com)



These rules have been reviewed and accredited by TAG Racing International / TAG USA



206 Cup was founded simply to provide affordable competitive 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 competitors / handlers responsibility to know the rules and ensure the legality of their equipment. Not knowing the rules is not an excuse for failing to follow the rules. If it is not written that you can do something, you can't do it.

Racing is a hazardous activity. Even when following all the rules in this document and the instructions of race officials, things can happen. 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 206 Cup Series or ran in accordance with this ruleset; you agree that you assume all liability and responsibility for the acts of yourself, your driver and/or your family. You agree to allow Race officials to inspect your race equipment at any time, and to abide by any decisions made by those officials. You also agree to indemnify and hold harmless the owners/personnel/agents/employees of 206 Cup LLC; as well as all the companies, sponsors, host tracks, series or clubs related to the event(s) for any losses, injuries, liabilities, costs or damages you, your family, crew or driver may incur as a result in attending an event ran under the 206 Cup rules no matter the cause.

206 Cup LLC will grant any club or series permission to use our rules so long as a few simple guidelines are met:

- The rules must be followed AND enforced to the letter without variance. (Exception: Race format and scoring section)
- The club/series has adequately trained tech personnel that regularly perform technical inspections as outlined in this document as well as the Briggs and Stratton 206 engine technical rules.
- Agree to discontinue use of these rules if at any time a representative of 206 Cup LLC directs them to do so.
- Understands that 206 Cup LLC accepts no liability or responsibility for losses or legal actions related to any activities or events used in conjunction with these rules.
- Refers to all classes ran under these rules as being ran under "206 Cup" rules.

206 Cup LLC does not provide or offer insurance for karting events. If you are an event organizer wishing to use these rules for your own club / series, please contact the insurance provider of your choice and let them know you plan to use this rulebook for your events. Most of the nationally recognized karting insurance companies are already insuring events using this rulebook.

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Any changes made to these rules from the previously published ruleset will be highlighted in red

These rules will be followed for all 206 Cup events, and may only be superseded verbally in a drivers meeting by the Race Director, or in writing via each events supplemental rules and information flyer to accommodate extraordinary circumstances. Amendments to these rules may be made during the season as 206 Cup LLC sees fit. We will listen to our customers, race officials and other series using these rules to make sure that we continue to offer the most complete four cycle ruleset available. This is a living document. As we have no boards or committees to answer to, we can react very quickly if a short coming is discovered in these rules. If this occurs, reasonable notification will be given to all participants via the 206 Cup website.

Any actions determined by race officials to be in an attempt to circumvent these rules, supplemental rules or the spirit and intent of the z will be met with penalties, disqualifications or suspensions.

## 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 Rated Helmets	Expiration Date	SFI Rated Helmets	Expiration Date
SA2005	12/31/2016	24.1 (Youth)	12/31/2016
M2005	12/31/2016	31.2a	12/31/2016
K2005	12/31/2016	41.2a	12/31/2016
CMR2007 (Youth)	12/31/2016	24.1/2005 (Youth)	12/31/2016
CMS2007 (Youth)	12/31/2016	31.1/2005	12/31/2016
SA2010	12/31/2020	41.1/2005	12/31/2016
SAH2010	12/31/2020	24.1/2010 (Youth)	12/31/2020
M2010	12/31/2020	31.1/2010	12/31/2020
		41.1/2010	12/31/2020

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

**Chest Protectors:** All drivers under the age of 13 must wear a chest protector.

**Driver clothing:** An abrasion resistant suit or jacket and pants will 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 206 Cup events must submit a minor release form at each event. If a driver's age requires verification, that drivers guardians will be required to provide a copy their birth certificate to series officials before the next race weekend.

**Competition age:** A driver's competition age will be determined by the driver's age by 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 and all other requirements made by the Host track or Series of legality and/or safety. 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. Only Legal Entrant's may practice on race day.

**Relief Drivers:** Relief drivers will be allowed during an event (race weekend) in which the primary driver of a kart is injured or becomes ill. For the remainder of the race day the relief driver takes over the kart, he/she will start in the back of the remaining races. The same kart and engine must also be used.

A relief driver may be arranged prior to an event (race weekend) only if a doctor's note states they are recommending a driver not compete due to illness or injury, or if a major medical situation / death occurs in the immediate family of the driver prior to the event.

Prior approval from series officials must be granted before a relief driver is utilized. Relief drivers may be only be used for one event (race weekend) per season, and the points earned will be counted only towards the driver they are relieving.

## **Practice procedures:**

**Practice sessions:** Practice order and length will be posted in each event's supplemental rules. Competitors may only practice in classes of which they are registered.

**Pre-race inspection:** All competitors must present their kart and safety equipment to tech inspectors prior to taking part in any practice or race. Competitors will not be allowed to participate in any on track activities until tech inspectors have approved a racers safety equipment and chassis. Passing pre-race inspection is not a guarantee of safety, nor does it alleviate any potential post-race technical disqualifications.

## **Pre-Race Procedures:**

**Quiet Grid:** Engines may not running while on the way to or from the grid area, or in the grid area itself. The Grid Master 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 they 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 Master is ready to release karts to the track for the parade lap, the Grid Master 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 up prior the start. Excessive swerving, sliding or scrubbing of tires on the parade lap will result in penalties. Any contact caused by "tire scrubbing" on the parade 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 parade 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 move forward in their respective line to fill the vacant spot. 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.

## **Racing 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 are assessed. If a specific driver(s) can be singled out as violating starting procedures in either attempt, race officials will force that driver(s) 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 will be sent to the rear of the field before a third attempt is made.

**Un-sportsman like driving:** Any actions taken by a competitor whether intentional or not on the race track that race officials determine are of an unsportsman like 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". Furthermore, 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 pavement.

**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 who is 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.

A waived black flag, indicating the driver has been disqualified and must exit the track as soon as safely possible.

Post-race penalties may be assessed. 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.

**Kart damage:** Karts receiving damage during a race may be black flagged due to safety reasons. 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 issue. Rear bumpers must still 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.

**Race Stoppages:** In the event of a race stoppage, officials will inspect karts and safety equipment of any racers involved in any incident. Officials may remove any racers from the race prior to the restart if they judge the driver's equipment is no longer safe. Racers allowed to continue that were involved in the incident causing the stoppage will be restarted in the rear of the field. No work or repairs of any kind are allowed during a race stoppage without the express permission of race officials.

**Restarts:** The race order will be reset to the last completed lap for the restart. Karts will restart the race in the same procedure the race was initially started in. The race director may at their discretion shorten the race length in order to keep the race day on schedule, or outright call the race final depending on the situation.

**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 at their discretion delay racing in an attempt to wait out weather. When the decision is made to race in the rain, racers will be given a minimum of 20 minutes to install rain tires before racing will resume. Switching to or from rain tires during a race will not be allowed. With the exception of Kid Karts, competitors will be required to run rain tires if a rain race is called by the race director.

## Post - race :

**Scales:** All karts will be required to weigh in after each race. Nobody from the pit area is allowed past the scale. Only the driver may touch kart prior to it being weighed, and nothing may 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 whether they completed the race or not. 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, 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 karts final weight. Karts that lose any techable item 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 tech officials. Officials may perform inspections at any time they choose, 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 set their qualifying position.

**Qualifying Procedures:** Drivers will be spaced out onto the track by the grid marshal. If multiple qualifying sessions are offered to accommodate large fields, competitors will only be allowed to participate in one qualifying session.

**Splitting classes for Heats:** In the event that more karts are registered for a class than the track safely allows to race at one time, or in the interest of better racing; the Race Director (at their discretion) will announce the class will be split into groups for Heats One and Two. Racers will remain in the same group for all heat races. This split will be determined based on qualifying times. After compiling an ordered list of all racers' best laps from qualifying, the odd ranked competitors will be placed in group A, the even ranked competitors will be placed in group B. If more than 2 groups are necessary, a similar procedure will be followed.

For example, to break into 3 groups:

Group 1 = p1, p4, p7, p10, p13...    Group 2 = p2, p5, p8, p11, p14...    Group 3 = p3, p6, p9, p12, p15...

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

### Heat Points Structure:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th
250	200	160	129	106	90	80	73	68	63	59	55	51	48	45	42	39	37	35	33	31	29	28	27	26

**Tie breakers after Heats 1 and 2:** Any tie in heat points after the conclusion of heats one and two will be broken in favor of the driver whom had the better lap time solely for the purpose of determining starting position for the Feature.

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

**Starting Order for LCQ and Feature:** The starting orders are determined by total points accumulated throughout the heats races. Any ties will be broken by best lap time recorded during the heats. If a tie occurs at the "cutoff" number to make the feature race (**when an LCQ is required**), all tied competitors will race the LCQ and additional transfer spots will be made available. Racers transferring to the feature from the LCQ will be added to the back of the feature field in the order they placed in the LCQ race.

**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 in the drivers meeting. 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 **their finishing position based on the LCQ**, but will not be able to place higher in the **final** standings for the day than the lowest placing competitor in the feature race.

**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 min 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.

**Overall finishing order for the day:** The overall finishing order for the day will be **determined solely by their finish in either the LCQ or Feature race.**

**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 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.

**Rain Outs:** The Race Director may at his/her own 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 four 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.

### Championship points structure:

**Event points:** A racers best 8 out of 10 scheduled Points Races count for the 206 Cup Class Championship. (Two drops allowed) The points are based on the following, plus the number of entries per competition class, per race event.

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

**Rain / Incomplete Event Points:** Any classes that do not complete the second round of heats will be awarded rain points. Rain points are defined as 200 points plus a point for each legal entrant in the class.

**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 Championship season; then most 2<sup>nd</sup> place finishes; then most 3<sup>rd</sup> 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.

**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. 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 3 karts according to end of day points standings must report to the impound area immediately after exiting the scales from heat 3. Karts will be held in impound until released by technical inspectors. Once the kart is placed in impound, the driver/handler/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 karts representative is expected to be "in the area", so they can be easily notified 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:** All 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, pda's and cameras are not permitted to be out or in use in technical inspection areas by anybody other than race officials.

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

**Engines/karts raced in multiple classes:** If an engine/kart is raced in multiple classes, end of day technical inspection of the equipment may be postponed until all classes have been completed the equipment is competing in. Once inspected, if found to be illegal the penalties will be assessed to all classes the equipment competed in.

**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:** All technical decisions will be made the same day. Neither race officials nor competitors have the right/option to appeal the decision to any other entity. All decisions will be made the same day of inspection. The only exception to this will be if race officials decide it is necessary to send any part or fluid off for chemical analysis. If this case, the decision will not be made until results are returned from the lab used.

**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 such a way to gain a performance advantage regardless if it meets the measurements or not. This is 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. At tech's discretion, tires may be confiscated to be sent in for mass spectrometer lab testing.

## **Penalty Guidelines:**

Below are the guidelines officials will use to determine the severity of penalties assessed for various infractions. These are only guidelines. 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 Heat 1 or 2, the kart is only disqualified for that heat race. Once the technical infraction has been rectified, the kart/driver will be allowed to return to the days racing, but will start in the back of the next heat race they participate in. If an infraction is found after the final heat, the disqualification is for the entire day. The tech official will also make a determination 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. If the tech official determines it was an unintentional infraction, the competitor may use the race as a drop if they have one available.

**Tire infractions:** Any competitor caught using tire prep will be disqualified, and face suspension of 1 race to 1 year.

**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 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, and the perceived intent of the drivers involved, and the history of the driver that season. Habitual offenders will receive more severe punishment.

**Conduct violations:** Any penalties assessed to a driver as a result of their off the track actions will not be droppable. 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 still receive zero points for that race, but will still start in their earned starting position for the next round. 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.

### **Protest procedures:**

**Race official protest:** Protest of any race official's decision must be made in writing 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. The protest will be considered directly by series organizers. The \$50 fee will only be returned if the protest is honored.

**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 cash 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.

Before the protested equipment is touched by tech officials, the equipment of the protester will first be inspected for legality. Once passed, the protested engine will then be checked. At a minimum, the tech official will check the named complaint in the protest. Tech officials may 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 as well.
- The \$100 fee is only returned if the protest procedures find the protesters equipment to be legal, AND find a violation on the protested equipment.

### **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 a 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 racers / handlers 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 engine will follow the official 2015 Briggs and Stratton rule set available at; <http://www.briggsandstratton.com/>

**Animal:** All classes running the Animal engine will follow TAG Racing USA Briggs Animal rules, available at [www.tagracing.net](http://www.tagracing.net) ,

**Engine sealing:** Tech inspectors will at their discretion seal any portion of the engine with marking paint prior to Heat 1. If repairs needed after racing requires a sealed location to be opened, a tech inspector must be present prior to work beginning. The engine must be resealed before it returns to the track.

## Race Classes:

### 206 Sportsman:

Briggs and Stratton 206 Engine  
Green Slide, max opening .490" (Part#555470)  
RLV #5506 or #5507 Pipe  
Fuel: Spec. 87octane gasoline (see event sup. rules)  
265 lbs, kart and driver, aged 8-12 years old  
Dry Tires: Vega FH or V1H\* 4.60 Front, 4.60 Rear  
(6.00 Rear Optional)  
Wet Tires: Vega w5 4.20 Front, 4.20 Rear  
(6.00 Rear Optional)

### 206 Junior:

Briggs and Stratton 206 Engine  
Yellow Slide, max opening .570" (Part#555471)  
RLV #5506 or #5507 Pipe  
Fuel: Spec. 87octane gasoline (see event sup. rules)  
310 lbs, kart and driver, aged 12-15 years old  
Dry Tires: Vega FH or V1H\* 4.60 Front, 6.00 Rear  
Wet Tires: Vega w5 4.20 Front, 6.00 Rear

### 206 Senior Medium:

Briggs and Stratton 206 Engine  
Stock Black Slide (Part#555590)  
RLV #5506 or #5507 Pipe  
Fuel: Spec. 87octane gasoline (see event sup. rules)  
350 lbs, kart and driver, aged 15 years or older  
Dry Tires: Vega FH or V1H\* 4.60 Front, 6.00 Rear  
Wet Tires: Vega w5 4.20 Front, 6.00 Rear

### 206 Senior Heavy:

Briggs and Stratton 206 Engine  
Stock Black Slide (Part#555590)  
RLV #5506 or #5507 Pipe  
Fuel: Spec. 87octane gasoline (see event sup. rules)  
390 lbs, kart and driver, aged 15 years or older  
Dry Tires: Vega FH or V1H\* 4.60 Front, 6.00 Rear  
Wet Tires: Vega w5 4.20 Front, 6.00 Rear

### 206 Masters:

Briggs and Stratton 206 Engine  
Stock Black Slide (Part#555590)  
RLV #5506 or #5507 Pipe  
Fuel: Spec. 87octane gasoline (see event sup. rules)  
390 lbs, kart and driver, aged 35 years or older  
Dry Tires: Vega FH or V1H\* 4.60 Front, 6.00 Rear  
Wet Tires: Vega w5 4.20 Front, 6.00 Rear

### Animal Senior:

Briggs and Stratton Animal Engine  
Fuel: Spec. Methanol (see event sup. rules)  
360 lbs, kart and driver, aged 14 years or older  
Dry Tires: Vega FH or V1H\* 4.60 Front, 6.00 Rear  
Wet Tires: Vega w5 4.20 Front, 6.00 Rear

\*Any club/series starting before April 1<sup>st</sup> will utilize the Vega FH tire. Clubs/Series have the option to change to the V1H compound after April 1<sup>st</sup>

## Chassis Rules:

We have further simplified the chassis rules for 2016. 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 drivers 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.

## F r a m e / C h a s s i s

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 .078" min. Tubing of 1.125" - 1.4" diameter must have a wall thickness of .060" min. Material must be cold-rolled electrically welded steel or stronger.
Wheelbase	Cadet Chassis: 35" - 41" Standard Chassis: 39.75" - 43"
Overall Max Width	All classes: 55.125"
Overall Max Length	<b>Cadet (CIK only) Chassis: 71"</b> <b>All Other Chassis: 82"</b>
Height	26" maximum at any point
Suspension	Use of any type of suspension is illegal

## A x l e s   a n d   W h e e l   H u b s

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. .075" minimum wall thickness.
Axle Characteristics	Solid or tubular, with a diameter of 25-50mm ( <b>0.98" - 1.97"</b> ). 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 <b>or tires</b> may extend <b>more than 1.5" past half way outside</b> the perimeter of the bodywork. <b>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.</b>

## D r i v e l i n e

Clutches	206: see Briggs engine Rules Animal: Any Crankshaft mounted dry centrifugal clutch
Chain Guards	Chain 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 / transmissions	Not permitted
Chain	#35 or #219 chains are permitted
Chain Oilers	Not permitted

## S t e e r i n g

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. <b>Butterfly wheels with min 10" diameter and 5" grips are legal.</b>
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	<p>Vega Tires FH or V1H tires for Dry:*</p> <p>Sportsman= 4.60" Front, 4.60" Rear (6.00" Rear optional)</p> <p>Junior/Senior=4.60" Front, 6.00" Rear</p> <p>*Any club/series starting before April 1<sup>st</sup> will utilize the Vega FH tire only. Clubs/Series may elect to use the Vega V1H at the beginning of their season, if their start date is after April 1<sup>st</sup> 2016</p> <p>Vega w5 Tires for Rain:</p> <p>Sportsman= 4.20" Front, 4.20" Rear (6.00" Rear optional)</p> <p>Junior/Senior=4.20" Front, 6.00" Rear</p> <p>Absolutely no tire prep allowed</p>
Wheels	Any commercially available 5" diameter wheels
Wheel coverings	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.

## Bumpers 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. 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.

# B o d y w o r k

Bodywork General	<p>Bodywork is defined as nose cones, side panels/pods and steering fairings attached to the kart. All bodywork components must be publicly available for at least 30 days prior to their use in competition.</p> <p>Other than data acquisition equipment, motorsports camera or graphics; no items may be attached to any bodywork components.</p> <p>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.</p> <p>Plastic, fiberglass or similar materials only. No metallic or carbon fiber bodywork permitted. CIK cadet karts must use CIK cadet bodywork only.</p>
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## The two different types of bodywork may now be mixed.

Each individual bodywork component must follow the guidelines from it's individual column below

	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.</p> <p>If utilizing this style nose in a Sportsman class, no drivers fairing may 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.</p> <p>Both tubes must be used to attach the nose cone to the kart.</p> <p>Nose cone must attach to both tubes making up the front bumper of the kart.</p> <p>If utilizing this style nose in a Sportsman class, a drivers fairing must be equipped on the kart.</p>
Steering / Drivers 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)	<p>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.</p>	<p>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.</p>
Cadet Chassis Bodywork	N/A	Must utilize CIK Homologated cadet bodywork only.

## B o d y w o r k ( c o n t i n u e d )

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.
Numbers / 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. <b>Up to 3 digits will be allowed.</b> Letters will not be recognized. <b>Duplicate numbers in a class will not be allowed.</b>

## S e a t

Seat styles	Any commercially available <b>karting</b> seat
Seat Height	As measured from a vertical plane from ground to top center of seat back with driver in seat. Sportsman classes = 10" 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

## C o n t r o l s

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.

## K a r t B a l l a s t

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.

## F u e l S y s t e m

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. A fuel filter may be used in either/both of these lines.

## M i s c e l l a n e o u s

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 can not become dislodged due to contact during a race. No portion of the camera can be outside the perimeter of the kart.