



2019 Colorado Karting Classic

Rules, Regulations, Procedure

Event | General Overview

Race Duration	Age Range	Min. Weight	Tire	Fuel	Engine / Carb Package	Rule Set
1 Hour	(7 - 13)	240 lb	Evinco Blue (4.5 x 10-5)	VP MS 93	Briggs 206 / Black Slide	Briggs, IKF
4 Hours	(12+)	345 lb	Duro (4.5 x 10-5 Front, 7.1 x 11 - 5 Rear)	Shell 91	Briggs 206 / Black Slide	Briggs, IKF
4 Hours	(12+)	385 lb	Duro (4.5 x 10-5 Front, 7.1 x 11 - 5 Rear)	Shell 91	Briggs 206 / Black Slide	Briggs, IKF

‘Min Weight’ indicates minimum weight of kart & (1) driver (and all associated safety gear) weighed together before or after any competition event. If event allows for multiple drivers per kart / team, each driver registered with team shall be present at time of weigh-in, and all must meet minimum weight regulation. **NOTE: Adult 206 Min. Weight must be met at time of weigh-in with 1-gallon of fuel in tank, as well as post-race!**

NOTE: Per IKF Mandate, Adult LO206 competitors that are aged 12 *must* be ‘obtained age’ 12. This means that the driver must currently be at least 12 years of age at time of competition, as opposed to the driver ‘aging-in’ to being 12 during the same calendar year.

Event | Entry Pricing

Class	Entry Fee
Junior 1	\$125.00
206 Light	\$350.00
206 Heavy	\$350.00

Pricing | Pricing for each class at The Colorado Karting Classic includes driver entry and registration fees. For the Adult LO206 class, each kart entered is required to pay a \$350 total entry fee, which is divisible among all drivers associated with this kart, per their agreement/discretion. All class awards will be contingent upon the number of entries registered for the event (see below).

Competition Rules | Spirit & Intent

Karting is a sport that is designed to deliver enjoyment to individuals and entire families, set within the context of a competitive environment. As a result, the rules and guidelines in this document are subject to the term **“Spirit and Intent”**. The guidelines herein are **not** road maps of legal loopholes so that competitors may “cheat legally.” Any policy, rule, or procedure that has been in use for 90 days by the series, whether written or unwritten, will not be open to protest or appealable based solely on semantics, and shall be interpreted based on the spirit and intent of said policy, rule, or procedure. The Colorado Karting Tour is not and does not wish to become an organization dealing with internal or external and technicalities. No attempts to test the rules will be tolerated. **If this document, approved rule books, and technical documentation does not say you can; you can’t!**

- **The Colorado Karting Tour officiating team reserves the right to black flag any driver that is demonstrating excessive fatigue, or inability to control their kart safely at any point in the event.** If a ‘replacement’ driver for that team is available that is in sound physical and mental condition, they shall be allowed to re-enter the race upon completion of a normal pit-stop and all required rules.
- **Rain Tires Shall Be Permitted IF Race Has Been “Declared Wet” By Race Director.** In the event of rain, competitors will be allowed to pit and utilize rain tires. Competitors will not be allowed to do so until after the Race Director has declared conditions on-track sufficient to consider the event a ‘wet’ race, upon which competitors may exercise their option to utilize rain tires.

SEE FOLLOWING PAGES FOR COMPETITION RULES



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Competition Rules | Junior 1

- **Setting Starting Grid Order:** Junior 1 will “pea-pick” for starting position. The Pea-pick process involves drawing a number from a hat/bowl that will determine your starting position.
- **Chassis Wheelbase:** 950mm/1010mm chassis only for Junior 1. The Colorado Karting Tour wishes to remind competitors that Junior 1 is a class intended for ‘cadet’ size chassis. Karts that are determined to be mechanically un-sound by the technical inspection team shall be subject to disqualification per IKF guidelines.
- **Fuel Jugs, Fuel:** For all competitors that require refueling, the 5-gallon Scribner (stock, unmodified) fuel container shall be the only fuel jug permitted for use. Fuel containers will be held in a 'fuel jug corral,' staffed by an official that will release fuel jugs to competitors in exchange for valid photo ID credentials. Upon completion of service, fuel jugs are to be promptly returned to the fuel corral. For Junior 1 competitors may bring MS93 fuel that they wish to use, as well as a Scribner 5-gallon fuel jug. Competitors are urged to label or uniquely mark their fuel jug prior to beginning of the event.
- **1 Kart, 1 driver, 1 engine ONLY for event.** Each driver shall compete in only one (1) kart. Each entry/team will be composed of only one (1) driver.
- **Minimum 1 stop per driver/team for event.** Each team/driver shall be required to pit at least (1) one time during the duration of the competition. The hot pit will close with 5 minutes to go in the event, therefore drivers are required to stop within the first 55 minutes of competition.
 - A “stop” is defined as pulling into your pit space, coming to a *complete* stop, then exiting your pit space and returning to pit road speed safely. Additional service is of course allowed, per other rules stated during these stops.
- **Maximum 3 persons allowed in hot pit per kart at any time.** “Persons” may include drivers, mechanics, or team members, in any combination, BUT MUST NOT exceed 3 in total at any time for servicing, driver changes, etc. Work may NOT be conducted on the kart outside of a team’s designated hot pit area at any time during the race.
- **Engines must be shut off during servicing. Kart must also be raised onto kart stand.** Upon entering the hot pit area, any work performed to the kart such as setup changes, driver changes, or fuel addition must be conducted only upon turning off the engine, and once kart is safely on a kart stand. Engines may be restarted by the driver or additional team member ONLY upon completion of service. ***A 5 Minute time penalty will be assessed to any team that does not shut off their engine and place kart on stand during servicing, driver changes, or when conducting work on a kart. ***
- **Only 1 gas tank per kart.** “Quick Change” gas tanks will not be allowed. Multiple gas tanks will not be allowed. Tank must fit in standard mounting location (near floor tray mounted to steering shaft stays) and must be secured properly. Tank must remain in the kart the entirety of the event.
- **Maximum pit road speed = 10 mph.** Speed enforced by radar. Ensure your MyChron can show speed upon entering pit to avoid violation. *****A 10-second-per-mile-per-hour penalty***** will be assessed to any team exceeding pit road speed limits. Example: A driver clocked at 12 mph on pit road will be assessed a 20-second penalty.
- **One spare rear, and one spare front tire allowed for race.** Teams will be allowed to have and replace up to one (1) front tire, and one (1) rear tire. This is allowed in case of puncture or severe accident.
- **Radios shall not be permitted.** No wireless or radio communications shall be allowed between drivers of different teams, or from crew to driver. The use of hand signals, pit boards (within reason) shall be permitted, however. If a radio communication device is observed in use by any competitor or driver, that team/kart shall be subject to immediate disqualification from the event.



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Competition Rules | Adult LO206

- **Setting Starting Grid Order:** All teams will “pea-pick” for starting position. The Pea-pick process involves drawing a number from a hat/bowl that will determine your starting position.
- **Full-Size Sprint-Style Karts Only.** Karts that are determined to be sized inappropriately for an adult (12+) driver or are determined to be mechanically un-sound by the technical inspection team shall be subject to disqualification per IKF guidelines.
- **Fuel Jugs, Fuel:** For all competitors that require refueling, the 5-gallon Scribner (stock, unmodified) fuel container shall be the only fuel jug permitted for use. Fuel containers will be held in a 'fuel jug corral,' staffed by an official that will release fuel jugs to competitors in exchange for valid photo ID credentials. Upon completion of service, fuel jugs are to be promptly returned to the fuel corral. For Junior 1 competitors may bring Shell 91 fuel that they wish to use, as well as a Scribner 5-gallon fuel jug. Competitors are urged to label or uniquely mark their fuel jug prior to beginning of the event.
- **All Karts must start race with EXACTLY 1 gallon of fuel in gas tank.** Competitors will be required to bring their karts with a completely empty fuel tank to the designated fueling area prior to the beginning of the race. Competitors must then put exactly 1 gallon of racing fuel in their tank to begin the race, which will be monitored and/or administered by a fuel station attendant.
- **Minimum of 2 drivers per kart.** We strongly encourage entrants to consider allowing multiple drivers or friends per kart, but will not mandate more than (2) drivers.
- **1 Kart, 1 engine per team for event. A “backup” engine as replacement in case of failure is permitted.** Each team will be allowed only (1) one kart for the entire team for the duration of the race. The changing of the engine during the competition shall be permitted upon submission of initial engine to tech director. If team/driver completes the race and is required to go to post-race inspection, both engines shall be subject to inspection. Failure to deliver damaged engine to tech team during event may result in penalties or disqualification.
- **Minimum of 2 stops per team for event.** Each team shall be required to pit at least (2) two times during the duration of the competition. ****The hot pit will close with 5 minutes to go in the event (at 03:55)****, therefore drivers are required to stop (2) two times during the first 3 hours and 55 minutes of competition.
 - A “stop” is defined as pulling into your pit space, coming to a *complete* stop, then exiting your pit space and returning to pit road speed safely. Additional service is of course allowed, per other rules stated during these stops.
- **Maximum pit road speed = 10 mph.** Speed enforced by radar. Ensure your MyChron can show speed upon entering pit to avoid violation. *****A 10-second-per-mile-per-hour penalty***** will be assessed to any team exceeding pit road speed limits. Example: A driver clocked at 12 mph on pit road will be assessed a 20-second penalty.
- **Maximum 3 persons allowed in hot pit per kart at any time.** “Persons” may include drivers, mechanics, or team members, in any combination, BUT MUST NOT exceed 3 in total at any time for servicing, driver changes, etc. Work may NOT be conducted on the kart outside of the hot pit area at any time during the race.
- **Only 1 gas tank per kart.** “Quick Change” gas tanks will not be allowed. Multiple gas tanks will not be allowed. Tank must fit in standard mounting location (near floor tray mounted to steering shaft stays) and must be secured properly. Fuel Tank volume may not exceed 8.5 Liter. Tank must remain in the kart the entirety of the event. "Flip Up" style fuel caps are not permitted.

Shell 91 Pump Gas only. At the tech director’s discretion, all fuel used on race day is subject to inspection, and will be expected to fit the standards and specs of Shell 91 Octane pump gas. We recommend racers fill all containers, fuel tanks, and karts with fuel from the pump *after* the first gallon



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has pumped through the gas station system, to eliminate false readings. For this event, fuel shall be provided on the premises.

- **Engines must be shut off during servicing. Kart must also be raised onto kart stand.** Upon entering the hot pit area, any work performed to the kart such as setup changes, maintenance, or fuel addition must be conducted only upon turning off the engine, and once kart is safely on a kart stand. *The only exception to this rule shall be for a driver change – that is, no additional service is conducted.* **In the case of a driver change,** engine must be turned completely off by driver exiting kart, then restarted by new driver, or by attending crew member. For all other forms of service, engines may be restarted by the driver or additional team member ONLY upon completion of service, and when kart is on ground, off stand. ***A 5 Minute time penalty will be assessed to any team that does not shut off their engine and place kart on stand during servicing, driver changes, or when conducting work on a kart. ***
- **One spare rear, and one spare front tire allowed for race.** Teams will be allowed to have and replace up to one (1) front tire, and one (1) rear tire. This is allowed in case of puncture or severe accident.
- **Radios shall not be permitted.** No wireless or radio communications shall be allowed between drivers of different teams, or from crew to driver. The use of hand signals, pit boards (within reason) shall be permitted, however. If a radio communication device is observed in use by any competitor or driver, that team/kart shall be subject to immediate disqualification from the event.
- **Rain Tires Shall Be Permitted IF Race Has Been “Declared Wet” By Race Director.** In the event of rain, competitors will be allowed to pit and utilize rain tires. Competitors will not be allowed to do so until after the Race Director has declared conditions on-track sufficient to consider the event a ‘wet’ race, upon which competitors may exercise their option to utilize rain tires.
- **Maximum length of primary fuel line, 5ft total:** Primary fuel line shall be length necessary to supply adequate fuel to engine from fuel tank, without excess. Attempts to increase the length of fuel line, alter fuel supply method, direction, or line diameter beyond dimensions specified within Briggs & IKF regulations will not be allowed in competition at 2019 Colorado Karting Classic. Only one (1) fuel filter may be used in the primary fuel line from fuel tank to engine. Return lines from any engine component to the fuel tank are not permitted at any time. Fuel pump must be pulsed from the crankcase. Excessive use of cooling materials or fuel additives is not permitted, either out of or in the fuel tank. Fuel filter shall not be larger or of a flow-rate than what may be readily purchased for kart racing by major suppliers - dimensions of unit to be regulated to 2" diameter by 2" in total length of filter (including adapters, element, casing, etc.) A filter element of 40-50 micron is recommended for carburetor applications. Large displacement filters, check valves, reduction systems (from 1/4" diameter line / bore) are not permitted. Additional attempts to regulate fuel supply, flow direction, or flow rate within fuel system, through manual or electronic system alteration beyond components specifically included by Briggs & Stratton or approved component kits are not permitted.

For all regulations governing fuel supply system, see Page 148, Section 716.6 (Fuel Pump), or Section 112.17 (page 74).

If you have further questions, contact The Colorado Karting Tour: colokarting@gmail.com

Or, text/call Eric Gunderson: (858)-335-7545