



COLORADO KARTING TOUR

**Colorado Karting Tour
2024 Competition Rules**

Version 1.1

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Summary of Changes – all changes highlighted throughout the document

Change Description	Page	Type	Date
Reference United States Race Rotax RMC Technical Regulation and Sporting Regulation	6	Update	Mar 2024
Reference 2024 NKA Rule Set and Rotax Racing RMC	7	Update	Feb 2024
Membership Requirement for Points	9	Update	Feb 2024
Kart Number Assignment	9	New	Feb 2024
Rookie Rule Clarification	10	Clarification	Feb 2024
Rookie Requirement for Kid Kart Drivers Moving Up	10	New	Feb 2024
Qualifying Grid Order	16	New	Feb 2024
DNS Scoring/Points	24	Clarification	Feb 2024
Briggs 206 Cam Profile Rule	38	New	Feb 2024
Junior 1 Gear Ratios	39	Update	Feb 2024
USA-spec Engine Serial Number Requirement	39	New	Feb 2024
2024 Colorado Karting Tour Supported Classes	40	Update	Mar 2024

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General

Spirit and 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 rulebook 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 appeal 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 technicalities. No attempts to test the rules will be tolerated. If this document, approved rule books, and technical documents do not say you can; you can’t!

Approved Rulebooks include:

- The 2024 Colorado Karting Tour Competition Rulebook (this rulebook)
- The International Karting Federation Technical Regulations and Competition Manual
- Superkarts!USA Technical Guidelines
- **United States Race Rotax RMC Technical Regulation and Sporting Regulation**
- National Karting Alliance Regulation Manual

Responsibility for the conduct of all crewmembers and guests at any Colorado Karting Tour event ultimately lies with the driver. Consequently, all offenses will be charged directly to the driver of a team, family, or group involved in disciplinary action.

Each situation will be addressed as necessary by The Colorado Karting Tour through our officiating team, board, or designated representatives. If these infractions occur under racing conditions, they will be addressed by the Race Director. The karting facility, equipment, staff (including volunteers), and participants must be treated with respect.

By participating at any Colorado Karting Tour event, you (the participant, spectator, and competitor) agree that you have read and will comply with the rules set forth. It is understood by each entrant that participation in any CKT event is granted as a privilege to those who participate within the rules set forth herein, and that it is the responsibility of members of the karting community to have knowledge and awareness of all rules and regulations. These rules are accepted upon attending or participating in a CKT event.

Sportsmanship

It is crucial that all competitors, crew, and officials understand and recognize that they are guests of the host racing venue, and that their actions on any race day reflect upon the sport of karting as a whole. As guests and participants at these facilities, Colorado Karting Tour members and associated persons are expected to exhibit the highest level of sportsmanship. Actions by any competitor and/or crew member at any CKT event or function that could have adverse effects on the safety, insurance, or integrity of the host facility is detrimental to The Colorado Karting Tour. Any display of flagrant misconduct by event participants at a CKT Event will be subject to a review by the Race

Director. At their discretion, a penalty may be assessed, up to and including suspension of participant and/or crew member, disqualification of participant, or ejection from the event.

In addition, The Colorado Karting Tour values the partnerships fostered with hosting facilities. As such, CKT will severely reprimand any individual who works to actively harm the property, equipment, or personnel of any racing facility.

Rules

The CKT is sanctioned by the International Karting Federation (IKF) and the National Karting Alliance (NKA). This series, the IKF, and the NKA have rulebooks that are congruent in most aspects but may conflict from time to time. Accordingly, the following order of precedence has been set:

- This rulebook
- 2021 IKF Competition Regulations and Technical Manual
- 2024 NKA Rules and Standards

As a series that features categories that utilize several core engine packages, technical rule sets put forth by the IKF, Briggs & Stratton, United States Race Rotax RMC, and SKUSA shall govern technical aspects of each relevant category (i.e. IKF/Briggs for 206 categories, Rotax regulations for Rotax, etc.) at Colorado Karting Tour events. These rules are available from their respective websites.

Local Option

In the event of a conflict or exception between written regulations set forth in governing rule sets regarding class structure or technical specifications, amendments put forth within this manual by The Colorado Karting Tour shall govern. Exceptions of this type are known colloquially as “local option rules,” and may be referred to as such in this manual. See the Local Option section of this manual for specifics.

Rules Disclaimer

The rules and regulations set forth or referred to in this document are designed to provide for the orderly conduct of practice and racing events, and to establish minimum acceptable requirements. No express or implied warranty of safety shall result from adherence to this publication. Rather, the rules and regulations set forth are intended as a guide for the conduct of the sport of karting, and in no way guarantees against any injury, serious injury or death to participants, spectators or crew members.

The Colorado Karting Tour reserves the right to assert, alter, or post additional or different rules at any time. If the series chooses to do this at an official CKT event, the rule shall be published in written form on the timing/scoring stand at the track.

Liability Forms

All drivers, crewmembers, and spectators shall sign a waiver and release of liability before participating or spectating at any Colorado Karting Tour event. By signing the entry form for any CKT event, the individual agrees to hold CKT, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by said entrant or driver from all claims of said injuries to parties listed above growing out of, or

caused by any construction, condition, other drivers or spectators, over the course of which the event is held.

The Colorado Karting Tour reserves the right to enforce the signature of a parental consent form for minor age drivers at any time before the entrant or event attendee may participate in Colorado Karting Tour events.

The Colorado Karting Tour does not assume responsibility for articles of personal property that become lost, damaged or stolen while at a CKT event.

Safety

Safety is the primary concern of The Colorado Karting Tour at all sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities, competition, and practices are under constant review to protect all participants, spectators, and to reinforce the safety standards of the sport. The Colorado Karting Tour or any of its affiliates does not assume liability for the safety or technical compliance of a competitor's race kart or race/safety equipment.

Officials

CKT officials, in the exercise of their independent judgment, shall report promptly to the Race Director any observed safety inadequacies in the racing facilities, safety personnel or equipment. In addition, if a CKT official observes any safety inadequacy in a competitor's race kart, racing equipment, or conduct that may result in a safety concern, the official shall report these inadequacies to the Race Director, and may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy based on the Race Director's recommendation. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The competitor is required to follow the official's directives.

Competitor Karts

Competitors are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crewmember) in a manner designed to minimize the risk of injury to themselves and others.

Incidents

Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Director's discretion ONLY. Karts involved in an accident may be subject to inspection by officials following the accident at any time. If a competitor, team member, or spectators enters onto any area defined by the Colorado Karting Tour as the racing surface (track and surrounding safety areas), the party culpable (the driver associated) may face severe penalties or ejection, depending on the incident. This restriction of personnel on the racing surface is done for the safety, integrity, and function of The Colorado Karting Tour during normal racing conditions, and especially crucial during incidents.

Continuation of any kart and driver involved in an accident may require approval from the Race Director. The Tech Director may request to approve any repair to a damaged kart after an accident has occurred. All karts returning to the race surface after an accident shall adhere to the safety tech portion of this rule book, and 'shortcuts' will not be permitted. Major damage resulting in the need

to change kart chassis, engine, or tire shall only be undertaken through the approval of the Tech Director, who will inform the Race Director.

Medical personnel shall examine any driver who sustains an injury, or whom they deem necessary for a medical evaluation. Regarding concussions or concussive symptoms, CKT shall follow the “Kenny Bui Rule” regarding official recommendation to qualified medical staff:

- The Colorado Karting Tour shall place the assessment of trackside emergency personnel as paramount with regard to potential for a driver to return to competition.
- If, upon examination after an incident, a driver is determined to have the potential to have a concussion or symptoms thereof that driver shall not be permitted to return to competition for the remainder of the event.

Disclaimer

Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in a kart racing event. While everyone involved including drivers, crewmembers, officials, and promoters have taken measures to reduce the risk of serious injury, the risk cannot be eliminated and will always be present at a high level. The Colorado Karting Tour reserves the right to cancel, reschedule, or delay a race at its sole discretion, if the safety of competitors, spectators, crewmembers, or staff are at risk for any reason. These decisions are not protest-able at any time.

Membership

Membership with the Colorado Karting Tour entitles you to earn points throughout the season and to compete for the season championship as well as qualify for discounted race entry. Non-member competitors will be awarded race finish position and the rewards that are given, but will not be eligible for season championship points. **In order to be eligible for season points, a competitor must be registered as a member of the Colorado Karting Tour by 7 days after the conclusion of Round 3 of the Colorado Karting Tour current year schedule.**

Our members are what our club is about. Additionally, membership in the Club helps us anticipate our volume, participation and attendance at our events, as well as helping us provide a high quality race experience that is safe, fun and fair for all.

Kart Number Assignment

All entrants, regardless of membership status, must complete CKT Kart Number Registration. Competitors may reserve a kart number from the available number pool for the current season. Competitors that reserved a kart number in a class they participated in during the previous season will be given the opportunity to retain that number for that class for the current season. The opportunity to retain that number will be for a specified period of time, prior to those numbers being released back to the general pool. Competitors moving between classes must select an appropriate kart number from the available number pool. Reserved numbers may not be traded or given to other competitors.

Entrants

Eligibility

All drivers (new or experienced) shall demonstrate their driving ability to the satisfaction of the race officials during the official practice period on race day morning, prior to being allowed to compete in further events. The Race Director has the authority to remove an entrant from competing at an event if they deem the competitor's inexperience, intentions, or physical and medical condition to endanger the other competitors, spectators, or officials. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of The Colorado Karting Tour. The intent of this rule is not to ban a driver from competition, but to ensure the safety of everyone involved in a Colorado Karting Tour event.

Rookie Status

All new drivers and/or drivers that have not competed at a Colorado Karting Tour event for at least 4 races (within the current year or previously) shall be considered a rookie. As a Rookie, the driver must display their number on the rear of the kart with an accompanying narrow (does not block majority of number) Red stripe diagonally across the number for the first 4 races they participate in. For the purposes of this rule, a race is defined as any Heat or Main event.

As a Rookie, the driver is required to report their Rookie status to the Grid Marshall prior to the first on-track session of the day. The Rookie driver is also required to start each on-track session at the rear of the field as directed by the Grid Marshall. Violation of these requirements will result in disqualification from each applicable session.

Once a Rookie competitor successfully finishes 4 race events without notable incident (as determined by the Race Director), they may remove the red stripe and join the standard grid order procedures.

If a competitor feels their prior kart racing experience outside of the Colorado Karting Tour should warrant an exemption from the Rookie requirements, the competitor may make a formal request for exemption at least three days prior to the start of the competitors' next scheduled event. The request must include, at a minimum, series name, event dates and location, class(es) raced, and any available links to results. Requests for Rookie status exemption will be adjudicated by the Executive Board of the CKT.

Any competitor moving from the category "Kid Kart" into any other category will be required to repeat the above requirements.

Age

The minimum age to compete in a Colorado Karting Tour event depends on the class in which the applicant desires to compete. A driver's age may be determined by the age to be attained by December 31 of that calendar year. A copy of a birth certificate may be required for all minor drivers (under 18 years of age). For more clarification on age with respect to competition eligibility, see the IKF Competition and Technical Manual on "Competition" and "Obtained" age requirements.

Medical Conditions

Competitors are prohibited from participating in any Colorado Karting Tour event if their physical or mental condition makes it unsafe to do so—for themselves or for other competitors. This restriction applies to practice sessions as well as competition at any CKT sanctioned event. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical condition, persons under a doctor's care for physical or mental illness, or persons with any physical condition or disability that would jeopardize their safety and the safety of others, including pregnancy. The Colorado Karting Tour at its sole discretion can keep any driver that may present a safety risk from competing in any race event.

Drugs and Alcohol

Illegal drugs are not permitted at any CKT event, ever.

No competitor, crew member, spectator or track worker are allowed to consume alcohol or THC during a CKT event until after the final event has concluded, as the track / facility rules and local law allow.

Any competitor, crew member, spectator, or track worker determined to be under the influence of any substances commonly considered to be drugs, pot, or alcohol may be subject to the most severe disciplinary action that can be levied by the club.

Ability

All competitors are responsible for judging whether they are able to safely compete on track. However, if a competitor is not demonstrating the ability to race in a safe manner, the Race Director, in their sole discretion, may remove competitors from the event in order to keep the event safe and fun.

Competitor's Responsibility

Accidents

During any Colorado Karting Tour event (practice or race condition) ALL persons entering the paddock, pit or track area must possess and display the proper credentials provided at the time of registration, typically in the form of a stamped and numbered wristband, to be worn around the wrist. All drivers, crewmembers and spectators must pay all associated track fees for all classes they are racing in prior to participation. As with the conduct and behavior of their team, the driver is ultimately responsible for those people who are with him/her, which includes crew and spectators with regard to proper credentials and payment for CKT events. In the event an individual fails to comply with this, they may be ejected from the event and the driver they support may be penalized.

- Kart(s) and driver(s) safety equipment involved in an accident may be required to stop for inspection by officials only. Officials may not allow a kart to continue or safety equipment to be used if there is reasonably visible evidence that the kart or safety equipment is damaged and may pose a safety risk in general. This decision shall be made solely by event officials, and not the drivers involved.
- Parents of a minor may be allowed onto the track only when approved by CKT event officials once the course is clear and the conditions are safe.

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

Dangerous Conditions

Competitors are expected to pay attention to the state of the racing facility, track conditions, safety personnel, and equipment. Therefore, The Colorado Karting Tour recognizes that competitors are able to safely and objectively monitor track conditions on a continuing basis. Competitors should promptly report to the Race Director or The Colorado Karting Tour any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after any event.

- Officials have the right to stop, postpone, or cancel any event if they deem conditions to be dangerous. This includes weather, track conditions, driver(s) actions, civil unrest, or any other condition that may arise and threaten the safety or well-being of competitors, spectators, officials, or other people at or near the event.
- If lightning is observed in the area of the racing facility, event officials may immediately cease all on-track and outdoor activities or be advised to seek their own shelter should a common indoor area not be available. All participants and spectators should be moved indoors. Competition can resume 30 minutes after the last sighting of lightning is observed.
- In the case of impending severe weather, the event officials will evaluate any available information, cease all activities, and advise all parties to take immediate shelter if necessary. CKT is not responsible or liable for any damage to property or individuals during bouts of severe weather. It is the responsibility of the driver and their crew/family to recognize severe weather and take appropriate action to secure their property and protect themselves regardless of the actions of the event.

Fire Extinguisher

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

Safety Equipment

Competitors are responsible to ensure that all safety equipment is always in good operating order and in use during practice or races. All equipment should be within the manufacturer's suggested dates of use. If a competitor's safety equipment is found to not meet the following standards, or is missing from the competitor while preparing for or competing in a CKT event, the competitor may not be allowed to participate, or may be ordered to substitute an approved and appropriate piece of safety gear before returning to competition.

Helmets

All helmets used at a CKT event must be full coverage (full face), with the face-shield installed, and designed for competitive motorsports use with the following certifications:

FIA Helmets	Expiration Date
FIA 8859-2015	10 years from manufacture date if it is in helmet, it expires 10 years after spec
FIA 8860-2010	
FIA 8860-2018	
FIA 8860-2018 ABP	
Snell Foundation	Expiration Date
M or SA 2015	12/31/2025
CMR or CMS 2016 (Youth)	12/31/2026
K, M, or SA 2020	12/31/2030
SFI Specifications	Expiration Date
41.1/2013	12/31/2023
SFI 24.1/2015 (Youth)	12/31/2025
SFI 31.1 or 41.1/2015	12/31/2025
SFI 24.1/2021 (Youth)	12/31/2030
31.1 or 41.1/2020	12/31/2030
24.1/2021 (Youth)	12/31/2031

Note: The chin bar must be an integral part of the helmet structure. Motocross style bolt on chin and face protectors do not meet these standards. Helmet manufacturers recommend replacing helmets every five years.

Gloves

Gloves must be manufactured for racing and possess racing-related grip enhancement, as well as offering a degree of abrasion resistance.

Driving Suits

Driving Suits must be manufactured for kart racing. Suits must be constructed of heavy weight, abrasion resistant nylon or leather. Driving suits must be of enough length to cover the entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jackets and jeans are not permitted. Wet Race – race protection must be fully fitted with no loose pieces away from the body, which could inadvertently encounter revolving components on a kart, or the track surface.

Footwear

Shoes manufactured for racing are preferred; high-top leather-body shoes with a rubber sole are accepted. No portion of the leg or ankle may be exposed when in the driving position. In cases of especially small racers (i.e. the Kid Kart drivers), a “Chuck Taylor High-Top” style shoe may be appropriate but must cover the ankle area for protection.

Neck Braces

Neck Braces are mandatory for all drivers under 15. Neck braces must be manufactured for racing and must include foam insert as originally designed and produced and is required for all “on track” activities. Altered neck braces, including removal or substitution of foam insert are in “Non-Compliance” and will result in a disqualification and impoundment of the said neck brace. Loss of neck brace on course will result in a Mechanical Black flag. Hard shell protection devices such as Leatt, EVS and Valhalla are acceptable. CKT strongly recommends competitors utilize one of the above devices during all periods of kart racing activity.

Chest Protectors

Use of an SFI 20.1/1 (5-8 years) or 20.1/2 (9-12 years) certified chest protector is required for drivers 12 and under. These protective items are highly recommended but not considered required for drivers above the age of 12. The lateral forces generated in kart racing are a serious concern, as well as the forces encountered in serious accidents. All CKT competitors are urged to seriously consider this protective device.

Event Operations

Events are solely under the management of the race director and are carried out by the race officials.

Race Officials

Race Director

The Race Director is the head official at all CKT race events. The responsibilities of the Race Director include all decisions on matters of competition, rule interpretation, and disciplinary action. It is the Race Director's obligation to certify the legality of all aspects of the competition aside from technical inspection. These include track activity, timing and scoring, and protests. **Decisions by the Race Director are final.** Current or retroactive use of video or data analysis in officiating decisions or analysis may be accepted based on the Race Director's availability and discretion.

Grid Marshal

The Grid Marshal directs all pre-grid operations, including releasing karts to the grid, supervising the pre-grid alignment, and overseeing the entry of karts onto the track. The Grid Marshal will also check for credentials, proper safety gear, and consult with the Race Director about starting behavior; may assist in enforcing penalties.

Timing and Scoring

The Timing and Scoring official records the outcome of each on track session and is responsible for making these results available to other race officials and competitors.

Medic

Our events are staffed with a “medic”. The medic meets the requirements set by NKA for insurance purposes. The medic is responsible for handling any medical concerns that happen on-track or off-track with priority given to on-track incidents. The medic dictates what happens when evaluating or administering care to an individual. It is in everybody’s best interest to follow the direction given by the medic. Failure to abide by the medic’s direction could result in denial of insurance claims.

Head Flagger

Responsibilities of the Head Flagger include maintaining a safe competitive environment on the track, running the start procedure, monitoring race order, displaying the appropriate flags of competition, supporting the Race Director during incidents, and in making officiating decisions before, during, and after a racing event.

Technical Director

The Technical Director and associated officials (as appointed by CKT) are in charge of all pre- and post-race inspections based on published safety and technical guidelines and assigning warnings and/or penalties for any infractions. The Technical Director oversees all technical officials and reports any and all safety or technical infractions and assigns penalties to the Race Director. In certain circumstances, the Technical Director also has discretion over track conditions and subsequent action, such as during a fluid spill or heavy rainfall that may affect track conditions.

Scale Operator

The Scale Operator works in tandem with the Technical Director to enforce post-race weight minimums. The Technical Director, Scale Operator, and Timing and Scoring may be called on by the Race Director to deliver penalties to participants as needed / appropriate.

Race Operations

Pit Procedures

Spills / Leakage of Fluids

ANY leakage of fluids from a kart on the track surface will result in an immediate Mechanical Black Flag. No open flames are allowed in the paddock, pre-grid area, or on the track. Smoking (including e-cigarettes) is not allowed in the pre-grid or on track surfaces. Inappropriate disposal of fluids will result in disciplinary action. The extent of such discipline will be determined on a case by case basis.

Operating Engine or Driving Vehicles in Pit Area (AKA "Cold Pit")

With exception to competition on the track, engines may only be run on a kart on an appropriately secured kart stand. Driving a kart to the pre or main grid, revving the engine while lifting the rear of the kart, or generally operating the engine of a kart without the engine and kart properly secured is not allowed. At any CKT event, karts may not be driven (on the ground) under power (with engine operating) at any location of the racing facility with the exception of the pre and main grids for competition, the race track, and the line to queue for the scale/tech inspection area.

Warm-up

Each registered driver will get one timed session to take to the racing surface prior to qualifying. This event primarily serves to familiarize drivers with the course, make last-minute setup changes, and prepare kart mechanically for qualifying. **Additionally, each competitors' best transponder lap time in this session will determine the order in which karts are released from grid for the following qualifying session.** Lap times for warm up sessions may also have bearing on future events in the case of timing system malfunction, or inclement weather preventing the conduction of a formal qualifying session.

Qualifying

Each registered driver will get one timed session to post his/her fastest lap. Lap times will determine grid position in the next heat; fastest in 1st and slowest in last, **followed by competitors designated as rookies (in best lap time order among other rookies)**, followed by any competitors that did not start, followed by competitors that were disqualified.

Unless otherwise indicated during the driver's meeting, all drivers will provide their tech inspection sheets to the Grid Marshall when they come to the grid for qualifying and appropriately assist in having their tires marked.

Release to track

Karts will be released to the track for their qualifying session by the Grid Marshal. Drivers must enter the track when directed. Failure to enter the track when directed may result in penalty up to and including disqualification for the session.

Karts will stage in grid and be released to the track in an order determined by the best transponder lap time from the preceding warmup session. If no transponder lap time was recorded in the warmup session, karts will grid after those with a recorded time, in kart number order.

Grid Closure

Immediately prior to releasing karts to the track, the Grid Marshal will place a cone at the entry to the grid (the "A" grid in the event there is an A and B grid in use) signifying grid closure. Competitors are advised to bring their karts to the grid in a timely manner. Any drivers that are not on grid at the time of grid closure will forfeit their opportunity to qualify and will be scored as a DQ from that session.

In the rare circumstance that a competitor's transponder does not record a time during qualifying, a time from this session may be submitted through the technical inspection team via inspection of onboard telemetry and timing devices (such as a MyChron). Regardless of time obtained from such devices, competitors shall always start behind every competitor that registered a lap time via conventional (transponder) methods. In the case of multiple transponder failures, collected times shall be used to organize competitor starting positions amongst this select group.

Heat

Following qualifying, the organization and order of competitors is set prior to entering the racing surface. It is the competitor's responsibility to position their kart in accordance with Grid Marshal's instructions.

Once karts are released from grid, each registered driver will proceed onto the track in an orderly fashion, and upon reaching the formation cone, resume their assigned starting position as identified while on grid. The competition event commences upon the display of the green flag, and drivers will race for position until the checkered flag is displayed.

In an event with a single heat race and a final race, finishing position of the heat will determine grid position in the Final; 1st in the pre-final begins 1st in the final, 2nd in 2nd, and so on.

In an event with multiple heats, a point system will be used. In each heat of a multiple-heat race, competitors will start according to qualifying times. Finishing positions will be assigned points according to position – 1st place receives 1 point, 5th place, 5, and so on. Heat points will be totaled and the driver with the lowest total will start first. If one or more competitors have the same number of points, the tiebreaker(s) will be awarded in the order the competitors finished in the last heat. For example, if one competitor finishes 3rd in the first heat and 5th in the second, and another finishes 4th in both heats, the competitor that finished 4th in the second heat will be awarded the tiebreaker as they finished higher than the competitor that finished 5th.

Special events may differ from these procedures. These will be fully detailed at the driver's meeting for that special event.

Main

Following the finishing positions obtained at the conclusion of the pre-main, the organization and order of competitors is set prior to entering the racing surface for the main. Once the starting order is established, each registered driver will proceed onto the track in an orderly fashion, and upon reaching the formation cone attain their assigned starting position. The competition commences upon the display of the Green flag, and drivers will race for position until the checkered flag is displayed. The finishing order established at this point in the main event (conclusion) determines the ultimate finishing position of each competitor, and therefore their eligibility to trophies, championship points, and incentives.

Transponder Failures / Scoring Issues

In the rare circumstance that a competitor's transponder does not record a time during a heat or main or fails, falls off, etc. during the heat or main, the timing/scoring staff will attempt to hand score the participant.

If, however, the timing / scoring staff does not realize that the transponder has failed, competitors are allowed to submit to timing / scoring post-race footage or evidence demonstrating their finishing position and running order throughout the race, to be overseen and approved in coordination with the Race Director.

In circumstances where a finish between competitors where one competitor does not have a transponder and the other one does that is 'too close to call', the perceived or actual 'tie' shall go to the competitor with a functioning transponder.

Note that location of the transponder is always subject to technical inspection at any time during the event.

Race Sessions

The scheduled number of race sessions (heats, qualifying, Last Chance Qualifiers, mains) may be adjusted by the Race Director on race day based on the entry count, inclement weather, schedule delays, etc.

Grid Procedures

Pre-grid

The pre-grid allows race officials to stage the forthcoming event. A pre-grid is optional, and will be used as needed based on the discretion of the race director. The pre-grid is an area to line up karts that will be rolled forward to the main grid once karts are released from the main grid for the session.

On-Track Protocol

Once karts are released to the racing surface from the pre-grid, all competitors are under "Race Conditions", and under the direction of the Race Director. From this point forward to the point where the competitor clears post-race tech, no person may assist the competitor unless directed to do so by the Race Director. Course workers are not meant to assist a driver in restarting their kart in qualifying or racing events, but may do so if safely possible during morning warm up or practice, or after the conclusion of a race, so that the competitor may safely return to the pit area. All drivers are expected to obey the requests of the corner marshals, particularly in cases where it is deemed that the competitor must clear the track for safety reasons. Karts stalling on warm-up/formation laps can work on their karts in an effort to rejoin the field prior to the beginning of competition (display of Green flag). Drivers experiencing difficulties to maintain the warm-up pace prior to the start of a competition event will lose and fully forfeit their starting kart position, unless they can regain the position BEFORE the leader of the competition event at that present time reaches the identified commitment/formation cones. A kart not in proper position upon approaching the formation cones is to remain at the rear of the field.

Any competitor that attempts to change grid position after the first kart (pole position) reaches the formation cones will result in a position penalty or possible DQ for that competitor. If a driver drops out of formation prior to the start but after the formation cones, the karts directly behind the absent driver will move forward to fill the void.

Mechanical Black Flags or Disqualifications

Any part that breaks or falls off a kart under race or practice conditions is deemed a safety hazard by the Race Director and will result in a Mechanical Black Flag. If at any time the Race Director feels there may be a safety issue with a specific kart, he/she can request that a corner worker remove the kart from the racing surface.

Main Grid

The main grid serves the following purposes: 1) to inspect for safety violations, 2) align karts for release to the formation lap, and 3) to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the main grid there can be no mechanic or crew assistance without penalty. All drivers should be prepared to show their wristbands showing they have registered for practice/race when arriving to the main grid and entering the track.

Anyone arriving to the main grid after the karts have been released, or is unable to enter track with the field for whatever the reason, will be required to begin the event or race at the tail end (rear) of the field. If the field has enough time (as determined by grid marshal and race director) for the competitor to join the event in their assigned position, they may be allowed to do so. If, however, the determination is made by officials that this entrant cannot enter the track safely under cautionary conditions, they may be denied entry for the event. A grid marshal will escort, time, and instruct the potential late entry on their insertion into the flow of traffic or the event if deemed applicable.

Each kart and driver are only allowed two crew members within the main grid/hot pit area. Those two crew members are to assist the driver with starting their kart, or any last-minute changes. Once the driver is released from the main grid to the track, crew members are expected to clear the main grid area, and move to a viewing area to watch the race.

Each crew member at the time of registration must be present to receive their wristbands, pay all fees and sign the waiver. Violating this will have penalties. Close-toed shoes are required.

Track Entry

Karts will be released to the track for their qualifying session by the Grid Marshal. Drivers must enter the track when directed. Failure to enter the track when directed may result in penalty up to and including disqualification for the session.

Race Procedures

Flags

Each competitor is responsible for the adherence to flag signals. It is the competitor's responsibility to look for flags displayed at the start stand on each lap. Competitors continually ignoring, disregarding, or flagrantly disobeying an acknowledged flag signal will be subject to penalties associated with careless driving.

Green Flag

A Green flag is displayed to signal the start of practice or competition and may be displayed at any point within the competition to demonstrate continued racing or competition conditions.

Waving Yellow Flag

A waving yellow flag indicates that there is a problem ahead, on the racing line / surface. The driver is to proceed with caution and may want to consider raising a hand to signal following drivers that he is proceeding with caution or slowing. **A driver is not to pass another driver from the point that the Yellow flag is being displayed until prudently clear of the associated incident.** Passing under a Yellow flag may result in position penalties.

Standing Yellow Flag

A standing yellow flag indicates that there is a problem ahead, off the racing line but still presents a hazard. The driver is to proceed at race pace and may want to consider raising a hand to signal following drivers. **A driver is not to pass another driver from the point that the Yellow flag is being displayed until prudently clear of the associated incident.** Passing under a Yellow flag may result in position penalties.

Rolled Black Flag

A black flag, rolled tightly around the supporting dowel or staff, is displayed to a competitor as a warning of a driving infraction. If in a group, the offending driver may also be presented with a whiteboard with a kart competition number appropriately displayed. If a driver receives this flag signal, they are to continue racing in their present position at their respective pace. A rolled black flag is a WARNING, and as such is meant to provide a visual warning prior to additional penalties being levied. A driver is not required to leave the racing surface and enter the pits upon seeing a rolled Black flag.

Waving Black Flag

An open or waving black flag indicates that the driver has committed an infraction, or his kart is mechanically deemed unsafe for continued operation on track. **Any driver shown this signal is to immediately report to the pits and stop where directed by an official.** Failure to respond to the black flag within 3 laps **will** result in position penalties.

Waving Red & Yellow Flags (together)

Waving red & yellow flags (together) signal a complete restart to the competition event. Drivers should immediately, yet gradually, slow down and come to a stop, in preparation to re-grid for another start in original gridding positions based on track official direction.

Blue Flag

A blue flag indicates that the driver may be overtaken, being **lapped** by another driver. The overtaking action may or may not happen during the lap the flag was shown. The blue flag will be shown at one or two stations on track as stated at the Drivers Meeting. If receiving the blue flag, a driver is to continue in a manner of driving consistent with their current performance. Excessive slowing, altering racing line, or becoming erratic in movement is specifically counter to the intent of the blue flag.

Crossed Flags

A set of crossed flags (green and white), rolled up and displayed as a cross indicates the race is at the halfway point.

Two Vertical Flags side by side

A rolled checkered and rolled white flag, side by side, represents two laps remaining in the race.

White Flag

A White flag is displayed to indicate that the race has one more lap remaining.

Checkered Flag

A checkered flag is displayed at the finish of any on-track session. A driver is to race to the checkered flag irrespective of the lap number. This means that if a competitor becomes overtaken by the race leaders, they must still obey the first display of the checkered flag they are presented with, rather than continue for another lap. The checkered flag signals to racers that the event has concluded, and that they should slow to a prudent and cautionary speed and leave the racing surface via the designated track exit. For clarity, 'prudent and cautionary' speed shall be defined as 10 mph or below, or "walking speed."

Checkered and Black Flag waving

Event finishing under official protest or penalty. If this set of flags is displayed, racers are to conduct themselves in the same fashion as they would under a checkered-flag situation, and safely decelerate, and head into the pit area at the appropriate entrance, utilizing appropriate speed. Upon arriving in the scaling and technical area, drivers are to remain with their karts until further instruction by a series official. For more on this section, see our procedures regarding penalty enforcement.

Race Starts

The pole position driver will control the pace of the warmup and formation laps. The driver should modulate the pace such that it is possible for the field to maintain good order by the time it enters the straight on which the start line is located. If either front row driver does not live up to this responsibility (excessive speed, brake checking, etc.) the front row driver(s) in violation will be moved to a row further back at the Race Director's discretion or be subject to a time penalty. The other rows will move forward in the instance of moving back a row.

If a kart stalls during the formation lap, the driver may attempt to re-start his kart only until the time that the field receives the start command. The driver must push the kart to a safe spot before attempting to work on it. A "safe" spot shall be defined here as one that is as far from the

perceived or actual racing line within the near vicinity of the competitor and vehicle. Ultimately, this decision and area on the track must be reached by utilizing common sense and understanding of the racing course. No outside assistance can be given to the driver. Working on the kart in an unsafe spot causing a delay to the start of a race can result in a disqualification from the race and/or consecutive race. **If you drop out of your grid position on this lap and can regain the appropriate position prior to the formation cones, do so. If not, you must rejoin at the rear of the field.**

Rolling Start

Out Lap

Upon leaving the grid area and entering the racing surface, the competitors will have the opportunity to warm up their kart for at least a ½ lap. The race director may add a warm up lap in colder weather at their discretion.

THIS IS NOT RACE CONDITIONS, PASSING IS NOT ALLOWED, AND KARTS MUST REMAIN IN ESTABLISHED GRID ORDER. If a kart has a mechanical difficulty, the driver MUST indicate to the drivers behind that this is the case and wave them by. Karts behind may pass ONLY when they have received the wave-by or if a kart in front is in obvious difficulty.

Formation Cone / Line

The formation line will be marked with cones on the outer part of the course and will be noted during the driver's meeting. It is the driver's responsibility to retain the proper grid position before the formation line. The head flagger / starter is not obligated to allow any additional formation laps to allow a driver who has lost position to regain it.

At this point the Pole Position Driver is to take control of the Grid, by;

- Slowing to and maintaining a steady pace (between 20 & 30 mph) – erratic pace changes are not allowed at any point in the Grid and will be penalized
- Ensuring as best as he/she can that the grid is formed before entering the main straight. If karts are very far back the decision to start will fall with the Race Director. Pole will not be held responsible for losing contact with karts if he/she has done what they can to make sure the field is tight
- From the point that the Field reaches this line the Field is under the orders of the Starter

Approach / Tram Lines

The front row, consisting of the Pole and Off-Pole (2nd position) driver must maintain a steady and prudent speed (at or below 10 mph). Up to this point all drivers must be in the 2 lanes, delineated by following directly behind the pole and off-pole drivers in appropriate grid positions.

On tracks with painted tram lines, karts shall file into the painted lines and not deviate from these until the start / finish line until the green flag. Any kart observed straying onto, over, or outside these lines will be penalized.

Receiving Green

Once Green is waved (or lights go out) racing has commenced. At this point acceleration to a race pace and breaking formation is allowed throughout the field.

Wave-by

If the head flagger is not satisfied with the orderly approach of the field, they may implement a wave-by. A wave-by is signaled by the flagger turning their back to the field or shaking their head in a 'no' motion and not displaying the green flag.

On receiving a wave-by from the head flagger / starter, the grid should remain in general order. Full course Yellow may be displayed by corner workers. Passing is not permitted.

At the discretion of the Race Director, Starter/Head Flagger and the Timing and Scoring Official, a lap may be removed from the total event duration as a result of a failed start. At the race official's discretion, penalties may be assessed at the end of the race for infractions that caused the wave-by or that may happen after the start.

Penalties

- Jump Start:
 - Breaking formation before the Green flag
 - Excessive acceleration (deemed as race acceleration OR unexpected acceleration) in advance of the Green flag – thus gaining an advantage on the other karts in the field
 - A jump start penalty may also be given if a kart causes another kart to lose position or speed in advance of the Green being shown
- Tire Warming beyond the formation line
- Attempting to take back a grid position after the formation line
- Pushing and/or Bumping excessively after the formation cone
- Breaking formation before the green flag

Standing Start

One warm up lap will be provided followed by a formation lap. At the direction of the officials, the field will slow and proceed to their designated grid position in two abreast, staggered format (in rare cases, 2-abreast arrangement may be utilized at certain tracks with uniform grid boxes). Upon approaching the starting zone, 'prestarts' or 'clutch tests' may be conducted if prudent caution is followed.

Grid

It is the driver's responsibility to know their proper position, and to place their front bumper even with painted lines delineating grid positions on the main straightaway of the track. The kart must be square to the track, with no angling of the kart. If a competitor stalls their kart prior to the Green flag to start the race being displayed, and signals to the Head Flagger and Race Director, the start will be delayed, and ONE attempt will be made to restart the kart. The signal to competitors and to the officials shall be the right hand raised straight upward, with hand open to be visible to everyone.

Flagging Procedure

Once the field is set:

1. Starter will raise his non-flag hand, with the Green flag furled (non-waving) and pointed downward.

2. The starter shall begin to slowly rotate their non-flag arm downward at full arm extension away from their body and to the side (at 90 degrees to direction of track direction), in a half-circle motion.
3. Upon reaching the bottom of this motion (arm and hand near the side or leg of the starter), the starter shall have a five second window, in which the GREEN flag will be raised, signaling the start.

Penalties

- Jump Start: Karts moving after the starter raises their hand and before the green flag is waved.
- Contact between karts after the start.

LeMans Start

A LeMans Start is one where karts are lined up on the side of the track, and drivers sprint a short distance and get in their karts and race away (reminiscent of the classic start of LeMans races when drivers sprinted across pit lane).

Grid / Line-up

Karts will line up along one edge of the track, perpendicular to the direction of the track. Drivers will line up a set distance from that edge further back from the track. This line up will be arranged such that drivers do not have to run across the track to get to their karts.

For Junior drivers (classes with members under 15 years of age), a mechanic may be present at the kart in order to ensure the kart remains running and assist with a restart if needed. All other classes have the opportunity to leave their kart running, unattended, or to start it when they get to it.

Flagging Procedure

This will be flagged as a standing start (see above).

Penalties

- Jump Start: Drivers running after the starter raises their hand and before the green flag is waved.
- Contact between karts after the start.
- Pushing the kart.

DNS

Any driver failing to take the Green flag from the main race start, but registers at least one completed lap via their transponder during any official timed session (warmup, qualifying, heats, or main), will be scored DNS ("Did Not Start"), and will be scored in the last place position. Multiple DNS competitors will be scored according to starting position (i.e. Two competitors qualify but both DNS, the higher qualifying position will be scored as finishing above the other). In the event of multiple DNS competitors prior to qualifying (i.e. warmup), all will be scored as tied. A DNS driver will still be eligible for points for that event if applicable. Any competitor that does not register at least one timed lap in an official timed session will not receive points for that event.

Red Flagged Event

When a race is halted due to a Red flag, there are three scenarios that can dictate subsequent procedures and action taken regarding the race.

Situation #1: The Red flag was displayed before the completion of one lap of the total scheduled laps or distance. In this situation, the race will be considered a 'complete' restart, meaning that all karts able to continue (subject to discretion of technical and race directing staff) shall restart the race in their original grid positions, conditions permitting, in double-file formation.

Situation #2: The Red flag was displayed after the completion of one lap of the total scheduled distance, but before the halfway point in the race. In this situation, the grid order shall be determined by the timing/scoring information from the last complete circuit of the track. The race shall be restarted in a single-file formation.

Situation #3: The Red flag was displayed after the halfway point of the race. In this situation, at the discretion of the Race Director, the race may be declared complete and the results will be based on the last completed and scored lap, or the race may resume with a lineup in accordance with the last completed lap. Any passing or position changes taking place during the (Red flag) period shall be negated.

For all three scenarios, drivers involved in the Red flag incident and unable to continue may be scored behind the last running kart in the lineup, or in the position they were in on the last completed lap, depending on circumstances of the incident. If multiple karts are involved in an incident creating the Red flag, finishing positions (at rear of field) shall be determined in accordance with the qualifying order of those drivers/karts.

In the case of a Red flag, a driver is to slow down and come to a stop carefully and safely, within short order of receiving the Red flag signal. This can be defined as coming to a reasonable and safe stop (NOTE, not slamming on brakes and spinning out and causing further incidents) within 200 feet of receiving signal.

If the track is blocked due to a Red flag incident and one or more competitor(s) stop in full control of their kart and are not involved in the incident, the Race Director has discretion, when the track is clear and safe, to allow the competitor(s) to continue to the start/finish line and be placed in grid position determined by the last completed and scored lap.

NO crew or other persons may come upon the racing surface without SPECIFIC authorization from the Race Director. Drivers waiting for restart may not go to the pits or work on their karts. Crew Members may not approach the kart or driver for restart or work UNDER ANY CIRCUMSTANCE unless directed to do so by the Race Director.

Restarts after Red Flag

Race Progress

If less than 25% of the race has been completed, a restart will be called. If more than 25% of the race has been completed, the race may be considered finished, at the discretion of the race director.

Restart Procedure

Restarts will be single file, rolling starts, regardless of class or event. rolling restarts will start in the same order as the last fully completed and scored Green flag lap prior to Red or full course Yellow condition. If at least one complete lap has not been recorded, Race Director may choose a complete restart. A lap is considered complete when the leader crosses the finish line to begin the next lap.

Karts that caused or were involved in the incident resulting in the need for a restart may be required, in the case of a full course Yellow flag, or will be required, in the case of a Red flag, to restart at the rear of the field.

Miscellaneous Procedures

Loss of Ballast or Wheel

In the case of ballast or a wheel coming off a competitor's kart during a competition event, the competitor shall be disqualified from that competition event in the form of a technical disqualification (DQ). Such disqualification is only applied to that particular on-track session, and not the entire event. If this occurs during the main event, this DQ may be used as a drop. However, if the competitor has lost ballast on track, they may not retrieve that ballast for use on the scales. If the competitor cannot make the minimum weight without the ballast that came off the kart, they will receive a DQ that cannot be dropped.

Abnormal Slowing

A driver will raise one arm overhead to signal following drivers when slowing abnormally, exiting the track, or in the case of an imminent or current vehicle failure when obstructing forward progress (i.e. in the racing line) of other racers. Either hand / arm is acceptable – the customary hand is driver's right.

Break-downs

If a driver is obstructing the racing line with a kart that is unable to operate under its own power, it is the driver's responsibility to immediately remove the kart and themselves from the racing surface. If the kart cannot be re-started, the driver is to exit his kart, and (if over the age of 12) assist course workers to get the kart to a safe position. If a minor, the driver is to exit his kart and move to a position far away from the racing line and area of competition, ideally to the inside (side of track in a corner closer to the apex of a corner) of the track. Once the kart is secured, the driver is to remain with the nearest corner worker at his corner worker station until the race has been completed.

Track Re-entry

A kart that intentionally or inadvertently cuts the track, a corner, and/or has 4 wheels off the racing surface must yield right-of-way to competitors already on track moving at racing speed.

Blue Flag Procedure

A driver at any point in the running order being overtaken by competitors further ahead in the field is not to block or race a lapping kart. This is most commonly at issue when leaders of an event 'lap' a kart at the tailing end of the running order. **In these situations, it is the responsibility for the overtaking driver to make a safe and effective pass on other competitors.**

If in the opinion of the race officials the kart being lapped will be overtaken before the driver completes the present lap, corner workers may display a blue flag to the kart being overtaken. It may be by more than one vehicle, often indicated by fingers from the official presenting the flag. Or, this flag may be displayed at the start/finish line.

Failure by the overtaking driver to overtake lap karts safely may result in a penalty. All drivers that are being overtaken in a lapping situation are expected to and should attempt to remain on their consistently used racing line, and avoid making sudden movements (swerving, braking sharply, or accelerating unpredictably).

Competition Penalties

Competition penalties are those that occur on track during a qualifying, heat, or main event. Competition penalties will result in position or time penalties at the race director's discretion.

Avoidable Contact

Avoidable contact is when one kart makes contact with another when it could be avoided by braking, slowing, or providing adequate racing room. This is usually (but not always) enforced when the "offending" kart gains a position due to the contact.

Punting

Similar to avoidable contact, Punting is when two karts are following each other into a brake point and the trailing kart does not brake in time and contacts the kart in front, causing it to miss the turn-in point. This is usually enforced when the kart in the rear gains a position due to the contact.

Cut-in

When two karts are entering a corner and the kart on the outside turns into the corner and makes contact with the kart on the inside, forcing the kart on the inside off the track. In order to be a cut-in, the kart on the inside must have an established position, with their front tire ahead of the outside kart's rear tire. If not, this can be considered "shutting the door".

Push-out

When two karts are traveling side by side, one kart restricts the drivable surface such that the other kart will not have "racing room" on the track. Racing room is defined as one kart width. In order to be a push-out, the affected kart must have established position, with their front tire ahead of the offending kart's rear tire. If not, this can be considered "a defensive move".

Ignoring Black or Red Flags

If a competitor ignores an open/waving black flag or a red flag, they will be disqualified from the session, and at the discretion of the Race Director, may be removed from the event.

Blocking

Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. Blocking is considered to have taken place when a driver makes *more than one move* off the preferred racing line on a given straight away.

A driver is entitled to defend his position by one move along a straightaway, with no deviation from this decision at subsequent points along the remainder of the straightaway. In summation, all

attempts to 'weave back' to a wider or altered turn-in point is considered deviation from their line, and therefore blocking. Any further attempt to close the corner will be deemed as blocking, and may be subject to penalty.

Contact to gain position

If a kart makes contact with another in a manner that meets the above or would otherwise be considered a penalty and the offending kart gains one or more positions, the offending driver may concede the positions gained by giving a "point-by". If implemented as soon as practicable after the incident, the potential penalty may be rescinded.

Exceeding Track Limits (corner cutting)

A kart that goes "4-off" and returns to the track at a different location has exceeded track limits or cut a corner. It is irrelevant why the kart left the track. This is usually enforced when an advantage is gained as a result of the infraction OR when a kart makes contact with barriers or cones that are established as the track limit and described as such by the race director prior to the event.

Unsafe Re-entry

If a kart leaves the racing surface, yet the driver is able to continue, they are obligated to do so in a safe manner. However, if the kart re-entering the track impedes other requiring the other karts to take evasive action by suddenly braking or swerving abruptly to avoid the re-entering kart, an unsafe re-entry penalty may be called.

Rough Driving

Rough driving is a term commonly applied to knocking (punting) another competitor from the line or course, 'nerfing', swerving at competitors, signaling with rude gestures, or engaging in other avoidable contact with another kart.

All observed incidents of kart-to-kart contact will be evaluated on an individual basis, agnostic to intent. This is understood by the Race Director and officials, who will evaluate each incident based on the merits of the associated conditions that contributed to the incident. Officials will look for such infractions and take the prescribed action. CKT shall employ the assistance of all race officials to identify rough driving and enforce appropriate penalties if such driving and behavior is observed.

Inappropriate Conduct / Gestures

Karting is intended to be safe, fair and fun. While on-track action can rile up even the most reserved of competitors, expressions that would be considered inappropriate during an event that includes children as young as 5 years old may result in the enforcement of this penalty.

Enforcement and Administration of Competition Penalties

On-Track Procedures

Marginal driving infractions shall be met with a rolled black flag warning. Usually, this will be displayed at the start/finish by the head flagman, and be directed at the driver in question, or displayed along with a number held on a board.

More egregious violations are NOT subject to a warning, but instead a full waving black flag. Ignoring a black flag shall result in disqualification from the event. If a driver does not exit from the

track within a timely manner after receiving the black flag, timing / scoring will cease to score them in the race.

Post-Race Administration

Once a penalty has been determined by the Race Director, the following procedure takes place:

- Regardless of severity of penalty, any event with an infraction levied will be finished under Checkered and Black flags, waved together, which is per exact IKF regional racing procedure.
- Once a penalty has been levied, the scale area / worker shall place one or multiple cones across the scale, signaling that no progress can be made by any competitors in the scale line until all penalties are administered.
- Upon completion of the race, all racers will enter the pit area and the scale line. Once safe to do so, the scale volunteer, timing/scoring, or tech director depending on availability shall receive a written penalty slip from timing/scoring, signed and time dated from the moment of race conclusion. These forms will be delivered, in person, to the competitor at their kart in line.

All racers receiving a penalty form will retain their copy of the form.

Repeated Violations

Competitors exhibiting tendencies toward repeated on or off-track conduct violations will be susceptible to suspension penalties and formal sanction from The Colorado Karting Tour or any of CKTs sanctioning organizations.

Race Completion

All races will be run until the leader has completed the prescribed distance or the checkered flag has flown. If conditions prevent the completion of the prescribed distance, the race can be considered officially completed if half of the prescribed distance is completed.

Exiting the track

When exiting the track, drivers must raise their hand to signify that they are slowing and move off the racing line. This signal must be given at least 10 kart-lengths before the track exit.

At the end of a qualifying session, heat or main race, the driver may drive slowly to the scales and tech area.

For the integrity of the competition, no crew member may touch the driver or kart until the kart and driver has passed through the scales or upon instruction by the tech or appropriate officials.

DNF

Any driver that receives the Green flag (race start) and is unable to complete the race will be scored DNF ("Did Not Finish") and will be scored in the position in which they end up finishing, likely in last or near last. If multiple karts fall out of the race on the same lap, points for those last positions will be fairly and appropriately allocated.

DQ

For the purposes of this paragraph, a “session” means qualifying, pre-final races, heat races, and final race. Drivers disqualified (“DQ'd”) from a session shall forfeit any points or awards earned from that session, and will start at the rear of the field for the next session. Drivers DQ'd from a final or main do not receive points or other awards for that event. **DQ's will not be eligible to use as drops in season points total.**

Technical Procedures

Pre-race Safety Inspection

At any CKT event, it is the responsibility of the entrant/ driver to maintain all facets of safety for their vehicle, and not the CKT, for all sessions related to the event. To ensure that the entrant/driver is aware of this responsibility CKT requires the use of the Pre-tech Sheet. This form is to be filled out and signed by the entrant and handed in as they enter the grid prior to their qualifying session. The event officials may do spot checks during an event. It is acceptable for a CKT event to require a pre-tech inspection as opposed to the Technical Inspection Form, and is at the discretion of the event officials.

Post-race Inspection

At the end of competition, all required karts and drivers (as requested by the Tech Director) shall proceed directly to the designated post-race tech area to be checked for maximum kart size, engine legality, exhaust system legality, legal attachment of weights, etc. **DO NOT LEAVE THE POST-RACE TECH AREA UNTIL DISMISSED BY THE TECH DIRECTOR.**

Only one driver and one designated crew member per kart is allowed in the post-race technical inspection.

Tech Penalties

Technical Inspection Failure

Penalties that are a result of technical inspection are enforced through disqualification from the session or the event. The Technical Director, in their sole discretion, determines if a competitor is subject to penalty.

Confiscation and/or Destruction

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

Any driver, in the opinion of the Tech Director, who competes with illegally modified equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modification, is subject to suspension and loss of all points and awards for the entire season. Such a penalty shall be made at the event.

Additionally, any driver who falsified their age during race registration in order to meet age requirements is subject to suspension or severe penalty.

Competition and Tech Penalty Protest

A protest is a formal contest of an officiating ruling and is meant to be submitted to the acting primary race official (usually the Race Director) as a request for appeal. Such protests must be submitted in writing, following the procedures to appeal and protest outlined by the Tech Director at any CKT event, and in accordance with the International Kart Federation, for the Protest to be taken under consideration.

- Once a penalty is received, a competitor and their team will have exactly 30:00 minutes within which to file a formal protest against the ruling. Protest forms will be available from the tech director in the tech area. Per IKF regulations, a fee of \$100.00 is required in addition to filing a formal protest. Once 30:00 minutes have followed an event, protests may no longer be filed, and all rulings and therefore finishing positions barring a technical infraction are final.
- If, however, a protest is filed properly within the allotted time window, the event is considered under review pending protest. Depending on availability, the race director may or may not elect to address the protest immediately upon filing and reserves the right to evaluate the protest at a later moment on the race day, or indeed at a later time. However, the filing of a formal protest requires the race director to respond to the protest and evaluate to the fullest-extent possible.
- If it is determined that the protest is ruled in the competitor's favor, then the \$100.00 is returned in full, and the race director may overturn the ruling entirely, or modify the penalty. In modifying the penalty, the race director may not and shall not increase the penalty, but only serve to decrease or maintain the existing level of enforcement.
- If it is determined that the protest shall be upheld, the penalty stands as-levied, and the \$100.00 fee is retained by CKT, to be utilized to fund the season-ending banquet.

Video Review

You have the right to supply on-board video evidence as a part of your request for review. In order to be eligible to submit on-board footage, you must declare at registration prior to qualifying that you will be running an on-board camera.

- By declaring that you have a camera on-board, you are also agreeing to provide your on-board footage to race officials at any time they request it.
- Refusal to provide video upon an official's request will result in disqualification.

If on-board video is supplied as evidence in a request for review, you must bring your own laptop or other device for officials to review the footage on. Be prepared to leave it with the official AND provide them any password required to unlock it in case the screen times out. The device must have the full video available, not just the clip in question.

Up to two angles (or one 360°) of on-board video footage may be submitted along with your request for review. Video will only be reviewed in Heat or Feature races (exception for bump drafting penalty in qualifying only)

The following circumstances are the only ones available for video review:

- Competitor was issued a penalty for bump drafting in qualifying
- Competitor was issued a penalty for a contact related infraction
- Competitor was issued a penalty for going off track and gaining a lasting advantage
- Competitor was issued a penalty for passing under waiving yellow conditions
- Competitor was issued a penalty for TRAM LINE violation

On board footage cannot be used to create a call or penalty that was not originally called on track.

A high standard of evidence will be required to have a successful video review. The video must show clear visual evidence that the on-track call was incorrect, or the incident was created by another competitor's actions.

The officials will notify you of the result of the process. Leave a valid cell number to be contacted at.

The review fee will only be returned if the review results in the protest being found valid. Any request for review of an official's decision that cannot be resolved within 60 minutes from the time the Review begins will be found invalid.

Competitors are only permitted to submit one request per event/weekend, regardless of the number of classes they have entered. Only upon a successful review will a competitor be allowed to submit a second review later in the event/weekend.

Race officials reserve the right to review any other officially obtained video at the Race Director or Review Official's discretion. Competitors will not be permitted to request this additional review.

Although a Request for Review cannot be used to create a penalty that was not called during the race, Officials reserve the right to use any officially obtained footage to confirm a call if the race finishes under review (Black and Checkered flags together). Officials will have no more than 60 minutes to resolve any race that finishes under these review conditions.

Appeals

All decisions by the Race Director are final. There is no appeals process for failed protests to competition penalties.

Off-Track Conduct

General

It is the mission of the Colorado Karting Tour to maintain a safe, fair, and fun atmosphere for all participants. This atmosphere extends to off-track conduct as well as on-track.

Interaction with Officials

All concerns or disputes from drivers, crew, mechanics, or kart owners shall be submitted to an official for redirection (accompanied by an official) to the Race Director. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor (including the driver) shall subject the driver to disciplinary action.

Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any Colorado Karting Tour official will not be tolerated. This particularly applies during the running of an event while the driver is away from his pit area. The responsibility also extends to conduct in the local area of an event or related function (e.g. banquets, seminars, televised events, etc.). Such conduct will be treated with “ZERO TOLERANCE.”

Flagrant incidents including and threats of physical violence (whether real or perceived) will result in the disqualification of the associated participant and the expulsion of the violator. Any such conduct aimed specifically at an official will result in immediate disqualification of the associated driver. Any physical violence and threats directed at an official will result in a suspension from Colorado Karting Tour events.

Social Media

Social media is a part of our daily lives, and when used correctly is an important place for the sport of kart racing to discuss between participants issues and promote race activities. The policy stated here is intended to curb more dangerous or damaging activities that have become or may become an issue in the past or future. The Colorado Karting Tour Social Media Policy covers all those involved with a Colorado Karting Tour event (governed by International Karting Federation and National Karting Alliance), such as a driver, participant, official, or family / crew, or indeed a general third party.

Occasional differences of opinion may arise regarding IKF rules and regulations, decisions by event officials, or event policies. However, communication and discussion of these differences must be handled directly between the IKF and their official, or the parties involved.

Any content submitted online, through the medium of the internet, by a participant or officiating member at a CKT event should not contain material that could be deemed harassing, threatening, bullying, or illegal. Obscene, defamatory, slanderous, or hostile content towards a specific individual, team, or entity participating in a Colorado Karting Tour sanctioned event will be addressed with potential severe penalty. This content may be defined as text, images, audio, or video knowingly uploaded to the internet.

Potential violations may be met with sanction including warning, suspension, or additional disciplinary action such as forfeiture of an event, or right to enter further Colorado Karting Tour events.

Legal Action

Any individuals that threaten, imply, or enact legal action against the club shall be barred from future events at the discretion of the board of directors.

Disciplinary Actions

Defining Violations

The Colorado Karting Tour shall utilize The International Karting Federation's section 114.3 as a guideline for driver and pit crew behavior, and associated transgressions. These definitions are presented to aid in establishing a universally understood language surrounding on-and-off track behavior or incidents:

114.3.1 Careless: departing from the standard of a reasonably prudent competent driver and/or personal conduct.

114.3.2 Reckless: performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences.

114.3.3 Dangerous: performing an act, or omission which creates an obvious and serious risk to others and with deliberate disregard of the consequences.

Repeated Violations

Discipline: Scope and Scale

The penalties that follow apply to driver conduct as well as personal conduct for any person attending a Colorado Karting Tour event. Any crew member's actions resulting in penalties can/will be levied on that person's associated driver(s).

1. Verbal Warning and/or Probation
2. Loss of practice or practice time
3. Docked time or position(s) depending on incident
4. Docked time or all positions gained - Plus 1 to 3 depending on incident
5. Moved to rear of the field
6. Disqualified from Qualifying, Heat, Pre-Final + loss of points for that qualifying session, Heat, Pre-Final
7. Disqualified for Final or Event + loss of Points for that Final or Event
8. Suspension for One or More Races + No Points for that/those Events - Must leave premises
9. Suspension for Present Season and/or Next Season. If #7 and #8 do not impose a penalty, the penalty can be moved to the next season or previous race(s) - Must leave premises

Appeals to the Colorado Karting Tour Board

In the event a competitor wishes to appeal a ruling made by the Tech Director or by the Board (in the event of a disciplinary penalty), the following procedures shall apply.

1. The appealing party should attend a formal board meeting or Colorado Karting Tour function, or contact us with their intent to appeal an officiating decision via email, and provide the parties a fast, fair, and concise resolution.
2. Any appeal shall include a \$500 (five hundred dollar) fee, which is nonrefundable, regardless of the decision.
3. No appeal should be filed regarding a race event decision.
4. Whenever an appeal regarding an event is received, the results of that class shall be deemed unofficial and all awards are provisional until the appeal is decided.
5. If the person wishing to appeal does not provide the appeal in a proper, written format, and supporting information in the time frame stipulated by officials or the CKT Board, the appeal will be subsequently denied. If information requested from a third party(s) is not received in five (5) business days, the appeal will be considered without that information, and a resolution may be delayed until requested information is provided.
6. An appeal of a technical ruling will only be heard if the part or parts in question has been in the possession of the Tech Director since the ruling was made.
7. The decision of The Colorado Karting Tour Board shall be final. Once the final decision has been made, the results shall be mailed to pertinent parties, or emailed in a formal letter.

Technical Challenge and Claim

The technical challenge and engine claim rules are intended to ensure the club maintains a fair and fun environment for all participants. There are two options under this rule:

- A Technical Challenge
- An Engine Claim with Technical Challenge.

Each option is prefaced with a quoted notional statement that may help determine which option is appropriate. These notional statements are not part of the rule.

Challenge Procedures

“I don’t believe that a motor or kart component will pass technical inspection, and I’d like to prove it.”

A technical challenge will determine if the challenged motor is within technical specification or not. A technical challenge can be initiated by any competitor at a race event. The challenger must complete the Technical Challenge and Engine Claim form and file it with the Technical Director, accompanied by the \$250 fee, before the beginning of the final.

A technical challenge consists of a complete technical inspection of the motor or component listed on the challenge form. This process will commence following the conclusion of the main race event and subsequent scaling of competitors and post-race technical inspection applied to all appropriate

competitors. The engine or technical components specified in the claim will be confiscated from the participant being challenged for this inspection, performed by the Technical Director.

The participant under technical challenge will be awarded their finishing position as normal, pending further review, with the results for the competition event posted as “unofficial.” The Colorado Karting Tour will endeavor to complete this inspection within three (3) days after the event.

If the inspection finds a technical infraction, the information will be given to the Race Director for a ruling and response to the party that filed the challenge and the owner of the challenged engine or component(s). The results of the main event shall then be made “Official.”

The challenged party, deemed to have committed a technical infraction, is required to pay the claiming fee into The Colorado Karting Tour, and the Colorado Karting Tour will return the \$250 fee to the challenger. Upon the return of the unassembled components, any which are deemed illegal for competition in Colorado Karting Tour events are to be destroyed or marked in such a way that these components may not be used at a Colorado Karting Tour event in the future.

If, however, the inspection fails to find a technical infraction, the components will be returned to the participant in an unassembled state. The challenger will subsequently forfeit the challenge fee filed with The Colorado Karting Tour.

Claim Procedures

“That motor is better than mine, and I suspect it may be illegal. But if not, I’d like to own it”

The engine claim with technical inspection is intended to both level the playing field through the engine claiming process, but adds a technical inspection to ensure the engine is legal before acquisition.

An engine claim with technical inspection can be initiated by any competitor at a Colorado Karting Tour event. The “claimer” may only initiate a claim for an engine of another participant that they compete with in the same class (the “claimee”). The claimer must complete the Technical Challenge and Engine Claim form and file it with the Technical Director, accompanied by the appropriate fees (\$250 for the technical challenge plus claim fees outlined in the table below), before the beginning of the final.

The process begins with a technical challenge (as described above), and if the challenged motor passes tech, it is handed over to the claimer, unassembled, as soon as practical after the inspection has been completed. In the event a technical infraction is found, it is handled as described in the Technical Challenge section above, including shifting responsibility for the \$250 challenge fee. However, the engine claim will be canceled and the claim fee will be refunded to the claimer.

NOTE: Only the engine models listed below are valid for an engine claim. All claims of motors shall include the Engine, Clutch, and Fuel Tank (in the case of the Honda GXH50) as a complete, working motor for claim.

Claimed Engine Type and Associated Fee

Claimed Engine	Claim Fee
Kid Kart Honda GX50	\$1,200
Briggs and Stratton LO206	\$1,200
IAME KA 100	\$3,200
ROK VLR 100cc	\$3,200

Inclusions and Exclusions to Claims

Claimed Engine	Include	Exclude
	Motor, Gas Tank, Clutch/Driver Sprocket, Exhaust, Carburetor, Chain/Clutch Guard	Motor Mount, Chain, Rear Sprocket, Throttle Cable, Electronic Accessories (Engine Runtime Timers, MyChron, etc.)
	Briggs 206 Engine, Air Intake, Carburetor Assembly and Slide, Air Cleaner (filter), Clutch and Driver Sprocket, Chain Guard, Exhaust and Exhaust Muffler, Pulse Fittings, Fuel Pump, Exhaust Bracket Support (If Applicable)	Motor Mount or Motor Mount Fasteners, Chain, Rear Sprocket, Catch Cans, Electronic Accessories (CHT Temp Probes, Engine Runtime Timers, etc.), Throttle Cable.

Local Option

Kid Kart

Gearing:

A gearing ratio of 15/89 (front sprocket / rear sprocket) is mandatory for all Kid Kart drive trains. This shall be enforced strictly with all competitors.

Tire Pressure:

No tire on a Kid Kart shall be measured at higher tire pressure than 20.00 PSI at any point in a competition event (pre / or post event). Attempts to 'soak,' shade, cool, or otherwise artificially adjust the ambient or internal conditions of the tire environment are not permitted.

Tires (Amount Allotted):

Only one (1) set of tires is permitted for use during the entirety of the CKT Championship Series season in official CKT events (qualifying, heat races, finals) by all competitors.

Briggs & Stratton 206 – Powered Classes Governing Ruleset(s):

All Briggs & Stratton 206 – powered classes shall be governed by all current IKF regulations, as well as the most current Briggs & Stratton Weekly Racing Competition Rules. A copy of these can be found on our website, or on www.briggsracing.com

In addition to the various cam profile checks specified in the Briggs and Stratton rule set, CKT tech inspection will verify that the intake lobe center is between 105°-107°. Any camshaft measuring outside of this specification will result in disqualification and confiscation of the short block (defined as all components in the sealed engine including cam, lifters, crank, rod, piston, etc.) for further inspection. If further inspection finds evidence of tampering with sealed components in the short block and/or an obvious attempt to circumvent the rules, suspensions may also be issued post-race. If CKT tech deems it necessary to cut the engine seal for further inspection, a replacement short block may be provided at the organization's discretion based on availability. Only competitors whose camshaft checks .5 degrees or less outside of the specification may be eligible to receive a replacement shortblock.

Junior 1

Engine Throttle Slide:

All Junior 1 competitors shall utilize the stock Briggs 'Blue' slide, as delivered, unaltered, by Briggs & Stratton. **All engines must utilize a locking throttle cap in position, with cap fully tightened (Briggs P/N 555726)**

Gearing:

All Junior 1 Competitors shall utilize the following gearing ratios (designated in the format of 'front sprocket / rear sprocket') for the appropriate tracks:

(22/66 or 15/45): Grand Junction Motor Speedway, IMI Motorsports Park

(22/69 or 15/47): Pikes Peak Int'l, SBR Motorsports Park

At the discretion of the CKT Executive Board, the gear ratio requirements may be changed depending on track configuration.

Briggs L0206 (Adult Light, Heavy, Masters)

Tires:

All Adult L0206 competitors must utilize the MG RL2 tire with sizing 4.5 x 10-5 (front) and 6.0 x 11-5 (rear). The regional distributor for all Colorado MG RL2 tires is the Colorado Karting Tour, and where approved for re-sale.

Rotax (Micro Max, Mini Max, Junior Max, Senior Max, Master Max):

All engines must be USA-spec, as determined by the engine serial number.

IAME KA100:

All engines must be USA-spec, as determined by the engine serial number.

Shifter (ROK Shifter):

CKT will allow 'local option' adoption of additional air boxes / 'hi-flow' boxes with filters for ROK shifter engines. All air boxes utilized by competitors outside of the existing stock ROK Shifter airbox must comply with current CIK / FIA regulations. In particular, the Righetti NOX active air box (Righetti Ridolfi P/N KE081RN, KE082RN) has been approved.

2024 Colorado Karting Tour Supported Classes

Class	Ages	Engine	Rule	Weight	Tire Compound	Tire Dimension	Fuel / Oil
Kid Kart	5-8	Honda GX50	IKF	150	Evinco Blue (One set of tires allowed for the entire season)	4.5 x 10-5 (all)	Maverick 87 Ethanol Free / 10W30 Synthetic
Junior 1	7-13	Briggs L.O.206 (Blue Slide)	IKF	240	Evinco Blue	4.5 x 10-5 (all)	Maverick 87 Ethanol Free
Junior 2	12-16	Briggs L.O.206 (Black Slide)	IKF	310	Evinco Blue	4.5 x 10-5 Front	Maverick 87 Ethanol Free
						6.0 x 11-5 Rear	
Micro Max	7-11	Rotax FR-125	Rotax	235	Evinco Blue	4.5 x 10-5 (all)	4VP MS 93/ XPS
Mini Max	10-13	Rotax FR-125	Rotax	255	Evinco Blue	4.5 x 10-5 (all)	VP MS 93/ XPS
Junior Max	12-16	Rotax FR-125	Rotax	320	Evinco Blue	4.5 x 10-5 Front	VP MS 93/ XPS
						7.1 x 11-5 Rear	
Senior Max	15+	Rotax FR-125	Rotax	360	Evinco Red	4.5 x 10-5 Front	VP MS 93/ XPS
						7.1 x 11-5 Rear	
Master Max	32+	Rotax FR-125	Rotax	395	Evinco Red	4.5 x 10-5 Front	VP MS 93/ XPS
						7.1 x 11-5 Rear	
Open TaG	15+	125cc 2-Cycle	IKF	365	Evinco Red	4.5 x 10-5 Front	Unaltered Race/ 2-Cycle Oil Fuel
		250cc 4-Cycle				7.1 x 11-5 Rear	
KA 100 Senior	15+	IAME KA 100	SKUSA	355	Evinco Blue	4.5 x 10-5 Front	VP C-12/ Motul KGP 2T
		ROK VLR 100	ROK			7.1 x 11-5 Rear	
KA 100 Master/Heavy	30+ or 200lbs driver	IAME KA 100	SKUSA	390	Evinco Blue	4.5 x 10-5 Front	VP C-12/ Motul KGP 2T
		ROK VLR 100	ROK			7.1 x 11-5 Rear	
Shifter	15+	Stock Moto	SKUSA	385	Evinco Red	4.5 x 10-5 Front	VP C-12/ Motul KGP 2T
		Open CR125	IKF	395			
		ROK	ROK	395		7.1 x 11-5 Rear	
		IME 175 / KZ	SKUSA	405			
206 Light	16+	Briggs L.O.206 (Black Slide)	IKF	345	MG RL2	4.5 x 10-5 Front	Maverick 87 Ethanol Free/ 4T
						6.0 x 11-5 Rear	
206 Heavy	16+	Briggs L.O.206 (Black Slide)	IKF	385	MG RL2	4.5 x 10-5 Front	Maverick 87 Ethanol Free/ 4T
						6.0 x 11-5 Rear	
206 Masters	40+	Briggs L.O.206 (Black Slide)	IKF	405	MG RL2	4.5 x 10-5 Front	Maverick 87 Ethanol Free/ 4T
						6.0 x 11-5 Rear	