



COLORADO KARTING TOUR

**Colorado Karting Tour
2024 Supplemental Rules**

Version 1.2

04SEP24

Miscellaneous Procedures

Loss of Ballast or Wheel (UPDATED)

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.

The rule titled Loss of Ballast or Wheel in the Colorado Karting Tour 2024 Competition Rules has been retitled Loss of: and revised to the following. This update supersedes the prior rule and is effective 14JUL24. Disqualifications cannot be dropped.

Loss of:

INFRACTION	SPECIFICS	MINIMUM PENALTY
Loss of: Battery, Weight, Tire/Wheel, Chain Guard, Timing Cover, Clutch Cover, Camera	Practice	Loss of Next Session
	Warm up before Qualifying	Loss of Fast Lap in Qualifying
	Session before Pre Final or Final	Start in Rear
Improper Camera Mounting, Improperly Secured weights	Qualifying, Pre Final, Final	Technical Disqualification from Session

Disqualifications cannot be dropped

The following rules (Fuel Testing and Tire Testing) have been added to the Colorado Karting Tour 2024 Competition Rules. These rules are effective as of 23AUG24.

Fuel Testing (NEW)

Fuel Testing: It shall be the right of the technical director at their sole discretion to conduct any type of fuel testing deemed necessary at any time. A competitor’s failure to comply is grounds for disqualification. Disqualifications cannot be dropped

Fuel: It shall be the right of the technical director at their sole discretion to announce the specific fueling station, fueling location, fuel type, and/or pump number/s for each class. It is the competitor’s responsibility to provide proof of purchase when requested by the technical director. This announcement may be made through the Colorado Karting Tour’s website, social media, and/or race packet.

Digatron Meter Testing: The technical director will use a sample of their choosing for the specified fuel as their base. The technical director will calibrate the Digatron Meter to their base, +/- 25 is the permitted variance on DC1 and +/- 3 is the permitted variance on DC2. The technical director at their discretion may widen or narrow the variance on DC1 and/or DC2 from their base, the technical director may announce the widening or narrowing of the variance from their base at the driver’s meeting. Testing will be completed by inserting the probe in to the competitor’s fuel tank mounted to their kart. Shall a competitor not have enough fuel in their fuel tank to complete the test the competitor will be allowed to remove their fuel tank and empty it in to a supplied plastic container. Failure to provide enough fuel for testing is subject to disqualification at the technical director’s discretion. After completing the testing if a competitor’s fuel falls outside of the permitted

variance on DC1 and/or DC2, the competitor is subject to disqualification at the technical director's discretion. Disqualifications cannot be dropped.

Fuel Sample Testing: The technical director will use a sample of their choosing for the specified fuel as their base. Upon request, the competitor shall draw as many samples as requested from their fuel tank and/or container (technical director's preference) into a suitable, clean container. Failure to provide enough fuel for testing is subject to disqualification at the technical director's discretion. Disqualifications cannot be dropped. The technical director shall seal with tape and mark the container with the kart number. Samples may be tested onsite, at an offsite location, or in a laboratory at the technical director's discretion. Testing may include but is not limited to specific gravity, fuel to oil ratio, octane, additives, ethanol percentage, methanol percentage and any other test at the technical director's discretion. Race results will not be final until testing results that are being performed offsite or in a laboratory are received. The technical director may or may not provide the variance from their base that is permitted.

Tire Testing (NEW)

Tire testing: It shall be the right of the technical director at their sole discretion to conduct any type of tire testing deemed necessary at any time. A competitor's failure to comply is grounds for disqualification. Disqualifications cannot be dropped.

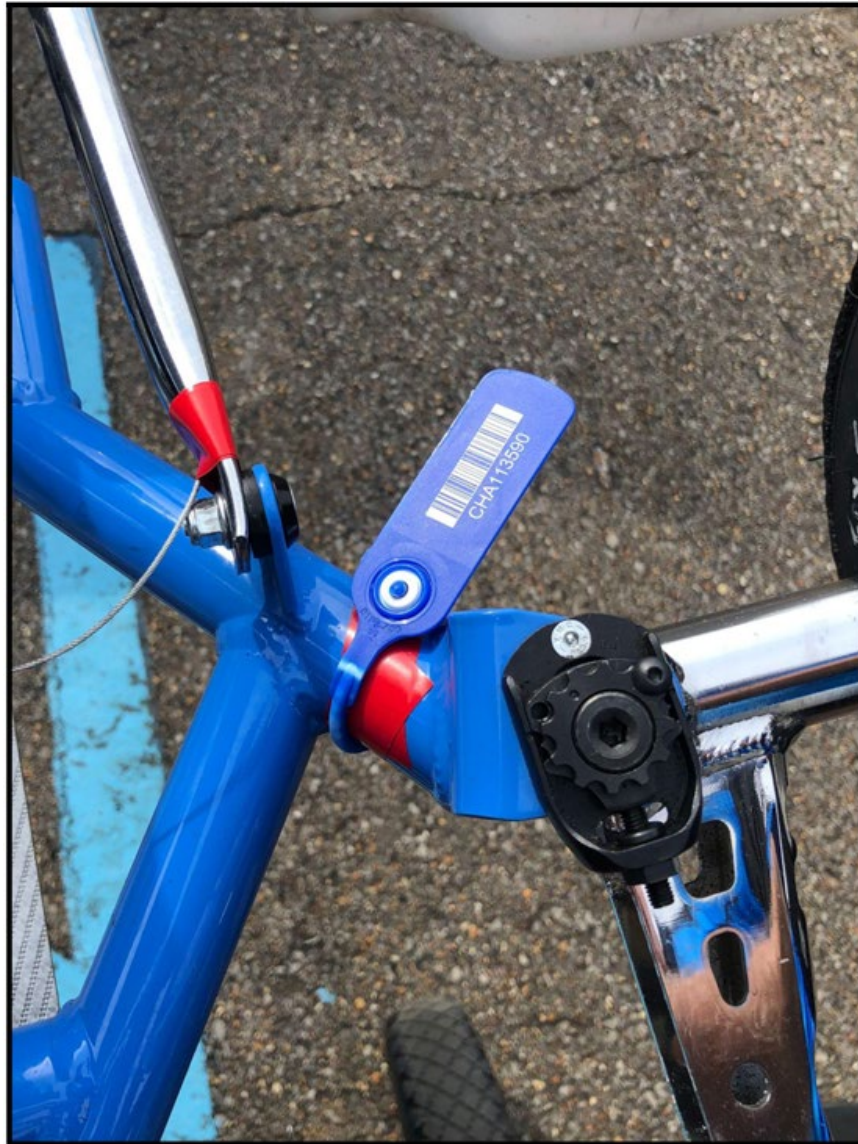
Durometer Testing: The technical director may announce during the driver's meeting the variance allowed when testing is completed with the technical director's durometer.

Temperature Testing: The technical director may announce during the driver's meeting the temperature variance allowed when testing is being completed with the technical director's infrared thermometer, pyrometer, thermometer, and/or the like.

Chassis and Engine Sealing Procedure (Update)

Chassis Sealing

Chassis tag photo (refer to SKUSA 252 for specifics). Chassis tag may differ from the photo. Chassis tag to be attached on drivers right, behind the spindle yoke around the tubing. All other tags should be removed from the chassis. Chassis tag may differ from the photo.



Engine Sealing

It shall be the right of the technical director at their sole discretion to require competitors to seal their engine in addition to factory seals. The technical director at any time may require additional sealing of components or sealing of fewer components in addition to factory seals.

Briggs and Stratton LO206 Engine Sealing

Photo (Refer to Briggs and Stratton rule 18 for specifics) Valve Cover Bolt Right Center Carb Bolt next To Choke Arm



Other Engine Sealing

Refer to SKUSA 253, 802, and 803 for other engine sealing.