



RACE WITH **CONFIDENCE.**

## 2018 Colorado Karting Tour Competition Rules



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5042 WEST FREMONT DR., LITTLETON, CO 80128

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Rules set forth in this document shall govern every Colorado Karting Tour event.



## KART IDENTIFICATION

DECAL MUST BE LOCATED ON THE FRONT FAIRING OF KART!

Can obtain at registration: See Registration, Safety Inspectors

## 2018 AMMENDMENTS

Effective February 01, 2018

A. **CKT Safety Addendum:** With the unification of The International Karting Federation (IKF) and Superkarts! USA (SKUSA), a resolution has been passed that mandates neck brace use by competitors up to the age of 16, in line with SKUSA regulations. Above this age, neck brace use is no longer required. However, The Colorado Karting Tour still strongly urges each competitor compete with a neck protection device.

B. **Technical Updates:**

- i. Full-Width Bumper Definition: Per IKF, a 'full-width rear bumper needs to extend to at least the center line of the rear tires. Bumper may not extend past rear tires (maximum width), with exception being for rain race conditions.
- ii. Per IKF and SKUSA rules, all competitors are required to have an up-to-date (2018) IKF Rulebook with them at all times at the track.

**COMPETITION MANUAL BEGINS NEXT PAGE**

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## SPIRIT & INTENT

Karting is a sport that is designed to deliver enjoyment to individuals and entire families, set within the context of a competitive environment. As a result, the rules and guidelines in this amended 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 appealable based solely on semantics, and shall be interpreted based on the spirit and intent of said policy, rule, or procedure. The Colorado Karting Tour is not and does not wish to become an organization dealing with internal or external 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!**

**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. Disciplinary actions will range from verbal warnings in private up to and including disqualification or ejection from the facility. Violations that are cause for disciplinary action may include abusive verbal language, physical violence of or by any individual, official, participant or spectator. The offender will be subject to immediate reprimand. 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 here, 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 entering 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. As guests and participants at these facilities, Colorado Karting Tour members and associated persons are expected to exhibit the highest level of sportsmanship. Any actions by any competitor and/or crew member at any CKT event or function that could have adverse effects on the insurance of the host facility is detrimental to The Colorado Karting Tour. Any display of flagrant misconduct will be subject to a review by the Race Director. At their discretion, a penalty may be assessed, up to and including ejection from the event, disqualification of participant, and future suspension of participant and/or crew member.

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.

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## RULES

The rules of the International Karting Federation (IKF) and Superkarts!USA (SKUSA) as set forth in the IKF Competition Regulations and Technical Manual and through the technical rules set forth for the SKUSA Stock Honda Technical Rules, amended by The Colorado Karting Tour herein shall govern each competition event of the CKT series.

In the event of a conflict between the IKF rules and the amendments of The Colorado Karting Tour, *The Colorado Karting Tour amendments shall govern.*

### Rules Disclaimer

The rules and regulations set forth in this document, by the IKF, and within karting 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 does not assume responsibility for articles of personal property that becomes lost, damaged or stolen while at a CKT event.

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, and will be signed by 2 or more board members, following 100% unanimous agreement by the current board members of The Colorado Karting Tour.

### 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, 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 of liability for minor age drivers at any time before the entrant or event attendee may participate in Colorado Karting Tour events.



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## 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.*

### Disclaimer

Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an 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, re-schedule, or delay a race at its sole discretion, if the safety of competitors, spectators, crewmembers, or staff are at risk for any reason.

### Competitor's Responsibility

Competitors are expected to be paying attention to the state of the racing facility, track conditions, safety personnel, and equipment. Therefore, The Colorado Karting Tour recognizes that many 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.

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.

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 arm at or near the wrist area. 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.

### Colorado Karting Tour 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 reserves the right to report these inadequacies to the Race Director, and may (usually upon

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instruction or approval) take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The competitor is obligated to follow the official's directives.

**Colorado Karting Tour officials and medical personnel are the only persons allowed on track surface unless otherwise authorized by an official.** 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.

### **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. Medical personnel shall examine any driver who sustains an injury, or whom they deem necessary of a medical evaluation.

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.

### **Driver 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 5 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 3 competition events they participate in. At the discretion of the Race Director, a rookie competitor may be compelled to start all race sessions from the rear of the field.

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## 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).

## Medical Condition

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 has the ability to keep any driver that may present a safety risk from competing in any race event.

## Drugs

No competitor, crewmember or other related persons shall be allowed within the confines of The Colorado Karting Tour facility during a competition event while under the influence of any substances, commonly considered to be mind- or mood-altering in nature and not being prescribed by a licensed physician. Any person suspected to be under such influence is subject to immediate ejection from the premises and/or even turned over to local authorities. Any entered competitor or CKT member considered to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. CKT shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense for misuse or misconduct. This is a **“No Tolerance”** policy. CKT is not liable for injuries or problems incurred by drivers with any medical condition.

## Alcohol

The use of alcoholic beverages is prohibited by drivers and crew members during any CKT event. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply. At no time will alcohol be allowed on track surfaces, including hot pit. Any violation will result in a disqualification of the driver(s) for the event.

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## 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 acknowledge 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 yellow flag indicates that there is a problem ahead. 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.

### 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 kart competition number appropriately displayed. If a driver receives this flag signal, they are to continue on 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.



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### **Waving Full Black Flag**

An Open 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 re-grid for another start in original gridding positions.**

### **Blue Flag**

A blue flag indicates that the driver may be overtaken by a faster, lapping (karts). The overtaking action may or may not happen during lap the flag was shown. The Blue flag will be shown at one or two stations on track stated at the Drivers Meeting. **If receiving the blue flag, a driver is to continue on in 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) in crossed manner is displayed to indicate that 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.

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### **White Flag**

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

### **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 & Black Flag Waving**

Event finishing under official protest or penalty (at least one). If this set of flags is displayed, racers are to conduct themselves in exactly 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.

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## EVENT OPERATIONS

### 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 will not be accepted.

#### *Race Monitoring/Timing/Scoring*

The Timing & Scoring Official is the Race Director's main point of contact in regards to scoring disputes, inquiries regarding time within an event, and understanding the current landscape present within a competition event. The Timing and Scoring Official is essential to facilitate the running of each racing event.

#### *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.

#### *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 is in charge of all technical officials and reports any and all safety or technical infractions and assigned 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 rain fall that may affect track conditions.

#### *Other Officials*

The Race Director will appoint other officials as considered necessary for race operations. These officials may include but are not limited to registration, timing and scoring, pit area, competition director, etc.

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## **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 “Quiet 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.

## **Race Procedures**

### **Competition Sessions Present on Race Day (In Order Most Commonly Utilized)**

#### ***Warm Up***

Each registered driver will get a one timed session to take to the racing surface prior to qualifying. While timed and monitored, this event primarily serves to familiarize drivers with the course, make last-minute setup changes, and prepare kart mechanically for qualifying. Lap Times shall likely be recorded, but have no bearing on the organization of the rest of the race day.

#### ***Qualifying***

Each registered driver will get a one timed session to post his/her fastest lap. Lap times will determine grid position in the Pre-Final; fastest in 1<sup>st</sup> and slowest in last. Finishing position of the Pre-Final will determine grid position in the Final; 1<sup>st</sup> in the pre-final begins 1<sup>st</sup> in the final, 2<sup>nd</sup> in 2<sup>nd</sup>, and so on.

#### ***Pre-Main (“Heat Races”)***

Following qualifying, the organization and order of competitors is set prior to entering the racing surface. 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 in the pre-main establishes the starting order and grid for the main.

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### ***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.

### ***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.

## **Competition Procedures and Areas Outlined**

### ***Pre-Grid/Main Grid***

The pre-grid serves the following functions: (1) to allow race officials to stage the forthcoming event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the pre-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 leaving the pre-grid or entering the track for any reason.

Anyone arriving to the pre-grid after the karts have been released, or unable to enter grid with the field for whatever the reason, will be required to begin the event or race at the tail end of the field. If the field has sufficient 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 is only allowed two crew members within the pre-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 pre-grid to the track, crew members are expected to clear the pre-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.**



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### ***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. A corner worker may help or assist drivers of all ages, particularly those that are minors. 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 have the ability to 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 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.

### **Race Starts**

**IMPORTANT NOTE: The pole position driver will control the pace of the warm up 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

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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 re-gain the appropriate position prior to the formation cones, do so. If not, you must re-join at the rear of the field.**

**Rolling Start** (All Classes EXCEPT Shifter Karts)

### **Rolling Start Procedure: Timeline of Events**

#### **1. Formation / Warm-up Lap/Out Lap**

Upon leaving the grid area and entering the racing surface, the competitors may be entitled to zero or one warm up laps, which may (upon instruction of grid marshal) taken at  $\frac{3}{4}$  to full speed in certain sections. Upon completion of these warm up laps (or not if not allowed), the formation lap commences, which will allow for engine and tire temperatures to stabilize, and drivers to acquaint themselves with their proper position in the formation.

Racers may use the initial part of the Lap (or a full lap if directed by the Race Officials) to warm up their karts. **THIS IS NOT RACE CONDITIONS, PASSING IS NOT ALLOWED, AND KARTS MUST REMAIN IN ESTABLISHED GRID ORDER.** If a kart is in technical 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. During formation lap, karts will maintain their grid positions. It is the driver's responsibility to retain the proper grid position and the starter is not obligated to allow any additional formation lap to allow a driver who has lost position to regain it. If a driver intentionally starts out of position (to their benefit), that driver will be penalized in the form of a time penalty or **BLACK FLAG**.

#### **2. Commitment/Formation Line**

The formation line will be marked with cones on the outer part of the course. At this point the Pole Position Driver is to take control of the Grid, by;

- Slowing to and maintaining a steady pace (between 20 & 30mph) – 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 and the Grid is closed

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### 3. Approaching the Start

The Pole and Off-Pole (driver in the 2<sup>nd</sup> 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.

### 4. 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.

### 5. What Constitutes a 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

### 6. Other Penalties Related to Starts

- Tire warming (weaving) after the grid has formed is prohibited
- Attempting to take back a lost grid spot once the grid has formed (after formation line)
- Pushing and/or Bumping Excessively after the grid has formed
- Breaking out of line prior to the green flag for reasons other than contact avoidance.
- Aggressive maneuvers that lead to contact between karts deemed avoidable by racing officials.

### 7. What to Do if a Wave-by is Given

On receiving a wave-by (signaled by no flag displayed, or flagger turning back completely on field and shaking head in a ‘no’ motion) from the 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 race official’s discretion, penalties may be assessed at the end of the race for the infractions outlined previously.

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### ***Standing Start*** (Shifter Karts)

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 non-staggered format. Upon approaching the starting zone, ‘pre-starts’ or ‘clutch tests’ may be conducted if prudent caution is followed. 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 an (singular) 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 in an attempt to be visible to everyone.

#### ***Flag Starting Procedure for Standing Starts (Shifter Karts)***

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.

### **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 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

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resume with a lineup in accordance with the last completed lap. Any passing taking place in the incomplete (red flag) lap will 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 ft 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. Crewmembers may not approach the kart or driver for restart or work UNDER ANY CIRCUMSTANCE unless directed to do so by the Race Director.

## Restarts

Restarts will be single file, and will be rolling in nature, regardless of class or event. All 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. In the event that 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.

## DNS

Any driver failing to take the green flag (race start), for any reason, will be scored DNS (“Did Not Start”), and will finish in the appropriate position (either in the last position behind the last place finisher of drivers that competed in the race).



Rules set forth in this document shall govern every Colorado Karting Tour event.

## **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.

## **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. After the race has been deemed complete, all drivers need to proceed to the scales and weigh the kart and driver in a safe and orderly fashion.

No crew member is allowed to touch the driver or kart until the kart and driver has passed through the scales and upon instruction by the tech or appropriate officials.

When an event is halted due to adverse conditions, the event may be rescheduled at the discretion of the Race Director. If a final line-up has been determined, or if a final is less than halfway completed, points shall be awarded as to the lineup position or the last fully completed and fully scored lap.

## **Disqualification (DQ)**

Drivers disqualified (“DQ’d”) from a qualifying/heat race shall start at the rear of the field for the next race. Drivers DQ’d from a final event do not receive points or other awards. **DQ’s will not be eligible to use as drops in season points total.**

## **Abnormal Slowing, Signaling Procedure**

A driver will raise one arm overhead to signal following drivers when slowing abnormally.

## **Blue Flag/Lapping Procedure**

The driver being overtaken is not to block or race the lapping kart. The overtaking driver may or may not be right behind the kart being lapped. Furthermore, the overtaking process may or may not take place in the next turn. In the opinion of the official, the kart being lapped will be overtaken before the driver completes the present lap. It may be by more than one vehicle, often indicated by fingers from the official presenting the flag. **It’s the responsibility for the overtaken driver to safely make the pass.** Failure by the overtaking driver to do this safely may result in a penalty. All drivers that are being overtaken 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).

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 at racing speed.

If an accident or unsafe situation results upon re-entry, a penalty for “Reckless or Dangerous” driving will apply. If a driver cuts the course during racing or qualifying, regardless if position(s) were gained or lost, he/she will be subject to penalty. This

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judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations or the head flagman.

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.

### **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. **It must be understood that there is a fine line that exists between malicious intent and inadvertent contact.** The basic rule is “no contact.” However, The Colorado Karting Tour realizes that competitive racing sometimes results in contact between competitors. 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.

### **Blocking**

Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties. **Blocking is considered when a driver makes more than one move off the preferred racing line on a given straightaway.** A driver is entitled to defend his position by one move along a straightaway and then move to take track position for the approaching corner if still ahead. Any further attempt to close the corner will be deemed as blocking.

### **Prescribed Action**

Marginal infractions shall be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black flag, but instead a full waving black flag. **Ignoring a black flag is shall result in disqualification.**

### **Repeated Violations**

Competitors exhibiting tendencies toward repeated conduct violations will be susceptible to suspension penalties and formal sanction from The Colorado Karting Tour, or The International Karting Federation.

Rules set forth in this document shall govern every Colorado Karting Tour event.

## DISCIPLINARY ACTION

### Race and Competition Director Authority & Subsequent Appeals

Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event, and the interest of the sport of karting. The power to reinstate a suspended or revoked driver's privilege rests solely with the Colorado Karting Tour Board of Directors, who will review a formal appeal.

Evaluations will be conducted based on the severity of the rules infraction and/or the seriousness of the act or omission. **The interpretation and application of the Colorado Karting Tour rules by the Race Director shall be final at an event.** Only The Colorado Karting Tour Board can overrule the Race Director upon formal review after the conclusion of a racing event.

### Minor Drivers

Any drivers under the age of 18 that are asked to meet with a CKT official regarding a penalty or their conduct should also be accompanied by their parent or adult guardian. For a competitor approaching an official with a complaint/issue/clarification; an effort will be made to have more than one official present.

### Miscellaneous Violations

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 penalty shall be made at the particular event.

Any driver who falsifies their age on their Colorado Karting Tour registration application in order to meet age requirements is subject to suspension or severe penalty.

### Penalties: 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

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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.

### **Penalty Administration Procedure**

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 then sign the form, signaling acknowledgement of receipt, and retain their copy of form. If the form remains unsigned, competitors will be disqualified from the event. By signature, they are not necessarily acknowledging agreement or guilt regarding the penalty, but simply acknowledging the receipt of the physical form.

### **Protests & Appeals**

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, in order 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 has followed after 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

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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.

### Claiming, Technical Challenge

In the event that any Colorado Karting Tour member, competitor, or party at a Colorado Karting Tour event is dissatisfied with the standard technical inspection process, they may choose to initiate a Technical Challenge. A technical challenge or claim may be initiated by any member of The Colorado Karting Tour at and during an event, and must be properly filed **prior to the start of the main race event.**

### Technical Challenge and Claim Process

- The member filing a technical challenge or claim must properly file the challenge in person and directly with the Tech Director. This claim will be kept in confidence. The challenge form must be filed with an accompanying technical challenge fee for the amount of \$250.
- The challenge shall initiate a full and complete technical inspection of the suspect's engine upon the conclusion of the main event race, as well as related components regardless of their finishing position and the abbreviated technical inspection procedures being used for that event.
  - If the participant under claim (the "suspect") finishes the main event at any Colorado Karting Tour event within the group called to Technical Inspection (per Technical Director's choice), the participant will report to Technical Inspection, and go through the technical inspection as normal for that race event.
  - If the participant passes the normal 'at track' technical inspection, they will be awarded their finishing position as normal pending further review, with the results for the competition event posted upon the timing/scoring booth as "unofficial." **However**, the engine or technical components specified in the claim will be confiscated from the participant (the 'suspect') for further investigation by the Technical Director, due to the Claim/Challenge. The Colorado Karting Tour will have three (3) days after the event to inspect the engine and claimed components.
  - If the subsequent inspection finds a technical infraction, the information will be given to the Race Director for a ruling and response to the participant and claiming



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party. The results of the main event shall then be made “Official.” **The ‘guilty’ party, deemed to have committed a technical infraction, shall now be required to pay the claiming fee in full to The Colorado Karting Tour.** Upon the return of the unassembled engine or components, components which (if an infraction has been found) are deemed illegal for competition in Colorado Karting Tour events in their current state are to be destroyed or marked in such a way that these components may not be used in a performance application such as The Colorado Karting Tour in the future.

- If, however, the technical inspection and claim fails to find a technical infraction, the engine will be returned to the participant in an un-assembled, yet in-tract state. The challenger (the “claimer”) will subsequently forfeit the challenge fee filed with The Colorado Karting Tour.

### Disqualification (DQ)

Drivers disqualified (“DQ’d”) from a qualifying/heat race shall start at the rear of the field for the next race. Drivers DQ’d from a final event do not receive points or other awards. **DQ’s will not be eligible to use as drops in season points total.**

### Engine Claiming

If a competitor, participant, or team member at a Colorado Karting Tour event would like to initiate a claim of a competing driver’s engine (competing meaning the driver and party filing claim shall be competing in the same karting class at the same CKT event), the claiming party must contact the Technical Director, and state their intention to claim prior to the main event for the competitor’s racing class at the event. **The motor in question must pass technical inspection to be valid for claiming.** Upon receiving the Technical Director’s assertion that the motor is indeed technically legal per his inspection, the motor can be purchased from the competitor at the prices listed below. 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, Price

- Kid Kart Honda GHX50<sup>1</sup>.....\$1200.00
- All Briggs LO206<sup>2</sup>.....\$1,200.00
- IAME KA 100<sup>3</sup>.....\$2,800.00

#### Addendum: Inclusions and Exclusions to Claims

##### Honda GHX50 (1)

- Claims Include: Motor, Gas Tank, Clutch/Driver Sprocket, Exhaust, Carburetor, Chain/Clutch Guard
- Claims Exclude: Motor Mount, Chain, Rear Sprocket, Throttle Cable, Electronic Accessories (Engine Runtime Timers)



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### **Briggs LO206 (2)**

- Claims Include: 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)
- Claims Exclude: Motor Mount or Motor Mount Fasteners, Chain, Rear Sprocket, Catch Cans, Electronic Accessories (CHT Temp Probes, Engine Runtime Timers, etc.), Throttle Cable.

### **IAME KA 100 (3)**

- Claims Include: Complete engine kit as supplied by IAME, Engine, exhaust & exhaust end and baffling, carburetor, airbox and air filter, wiring harness, battery tray, clutch, coil, spark plug.
- Claims Exclude: Motor mount or clamps, battery, electronic accessories (engine runtime timers)

### **Off Track Conduct**

If the actions of a participant is determined by a Colorado Karting Tour official to constitute a threat to the orderly conduct of the event, that official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension from competition, or other action deemed necessary to remove the threat or impediment created by that person. Any Colorado Karting Tour official taking such temporary action must notify the Race Director immediately. Drivers and crewmembers will, at all times, be responsible for their own conduct. Any offense committed by a crewmember will be chargeable to the driver and/or crew.

Any driver, competitor, or team member making malicious threats, vindictive action, revenge, or actions of wrongful intention, whether physical, verbal, be it overt or implied against another driver, competitor, or team may be subject to suspension from a competition event, and may also face suspension from The International Kart Federation.

### **Interaction between Competitor and Officials**

All concerns or disputes from drivers, crew, mechanics, or kart owners shall be submitted to an official for re direction (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.”

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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.

### **Appeals to The Colorado Karting Tour Board**

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 decisions via email: [colokarting@gmail.com](mailto:colokarting@gmail.com), 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 unless a competitor first filed a protest form, which was officially denied.
4. Whenever an appeal regarding a particular 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 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. 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.

**THIS CONCLUDES THE COMPETITION MANUAL**

**ADDITIONAL 2018 RESOURCES ON NEXT PAGE**

Rules set forth in this document shall govern every Colorado Karting Tour event.

## 2018 Colorado Karting Tour Supported Categories

2018 CKT Supported Classes	Age Range	Engine & Powertrain	Primary Ruleset	Min. Weight (lbs.)	Tires Compound, Size	Fuel / Oil
Kid Kart	5-8	Honda GX50	IKF	150	(1 set) Evinco Blue 4.5 x 10-5	MS 93 / 4T or Redline
Cadet	7-10	Briggs L.O.206 (Green Slide, Max Torque Clutch)	IKF	240	(4 sets) Evinco Blue 4.5 x 10-5	MS 93 / 4T or Redline
JR I	9-13	Briggs L.O.206 (Black Slide, IKF Junior 1 Clutch Rules)	IKF	240	Evinco Blue 4.5 x 10-5	MS 93 / 4T or Redline
JR II	12-15	Briggs L.O.206 (Black Slide, Junior 2 IKF Clutch Rules)	IKF	310	Evinco Blue 4.5 x 10-5 Front 6.0 x 11-5	MS 93 / 4T or Redline
Rotax Micro	7-11	Rotax Micro Max	Rotax	235	Evinco Blue 4.5 x 10-5	MS 93 / XPS
Rotax Mini	10-13	Rotax Mini Max	Rotax	265	Evinco Blue 4.5 x 10-5	MS 93 / XPS
Rotax Junior	12-16	Rotax Junior	Rotax	320	Evinco Red 4.5 x 10-5 Front 7.1 x 11-5 Rear	MS 93 / XPS
Rotax Senior	15+	Rotax FR-125	Rotax	364	Evinco Red 4.5 x 10-5 Front 7.1 x 11-5 Rear	MS 93 / XPS

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2018 CKT Supported Classes	Age Range	Engine & Powertrain	Primary Ruleset	Min. Weight (lbs.)	Tires Compound, Size	Fuel / Oil
Rotax Masters	32+	Rotax FR-125	Rotax	395	Evinco Red 4.5 x 10-5 Front 7.1 x 11-5 Rear	MS 93 / XPS
Open Tag	15+	Max 125cc 2 stroke or 250cc 4 stroke engines	IKF	365	Evinco Red 4.5 x 10-5 Front 7.1 x 11-5 Rear	Unaltered Race Fuel / 2-Stroke Oil
IAME KA100	15+	IAME KA 100	SKUSA	365	Evinco Blue 4.5 x 10-5 Front 6.0 x 11-5 Rear	C-12 / 2-Stroke Oil
Stock Honda Shifter	15+	Honda CR-125	SKUSA	385	Evinco Red 4.5 x 10-5 Front 7.1 x 11-5 Rear	C-12 / Motul 2-cycle Oil
Open Shifter	15+	Max 125cc 2 stroke or 250cc 4 stroke engines	IKF	385	Evinco Red 4.5 x 10-5 Front 7.1 x 11-5 Rear	Unaltered Race Fuel / 2-Stroke Oil
L.O. 206 Light	14+	Briggs L.O. 206 (Black Slide)	IKF	345	Duro 4.5 x 10-5 Front 7.1 x 11-5 Rear	ShellV91 / 4T or Redline
L.O. 206 Heavy	14+	Briggs L.O. 206 (Black Slide)	IKF	385	Duro 4.5 x 10-5 Front 7.1 x 11-5 Rear	ShellV91 / 4T or Redline

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## **‘LOCAL OPTION’ RULES FOR CKT CLASSES**

### **Kid Kart**

Gearing: A gearing ratio of 15/89 (front sprocket / rear sprocket) is mandatory for all Kid Kart drive trains.

Tire Pressure: No tire on a Kid Kart shall be measured at higher than 20.00 PSI at any point in a competition event (pre / or post event).

### **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 2018 Briggs & Stratton Weekly Racing Competition Rules. A copy of these can be found on our website, or on [www.briggsracing.com](http://www.briggsracing.com)

### **Junior 1 Cadet**

Engine Throttle Slide: All Junior 1 Cadet karts shall utilize the ‘green’ slide, as delivered from the factory by Briggs & Stratton.

Carburetor Cap: All Junior 1 Cadet competitors must utilize the stock Briggs carburetor locking cap with securing bolt to ensure no tampering with the carburetor is conducted before, during, or after an event.

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

- (22/69): SBR Motorsports Park, Unser Karting & Events Centennial, Action Karting
- (22/66): Grand Junction Motor Speedway, IMI Motorsports Park

### **Junior 1**

Engine Throttle Slide: All Junior 1 competitors shall utilize the stock Briggs ‘black’ slide, as delivered by Briggs & Stratton.

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

- (22/69): SBR Motorsports Park, Unser Karting & Events Centennial, Action Karting
- (22/66): Grand Junction Motor Speedway, IMI Motorsports Park

### **Briggs LO206 (Adult Light, Heavy)**

Tires: All Adult LO206 competitors must utilize the Duro tire with sizing 4.5x10-5 (front), and 7.1x11-5 rear. The regional distributor for all Colorado Duro tires is Unser Karting & Events Centennial, as well as local retailers.



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## DRIVER SAFETY EQUIPMENT

Competitors are responsible to ensure that all safety equipment is in good operating order and in use at all times during practice or races. All equipment should be within manufacturer's suggested dates of use. If a competitor's safety equipment is found to not be to the following standards, 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

As of January 1, 2018, all helmets must meet the certifications standards outlined within the IKF Rulebook. These include Snell ratings of 2010 or newer, as well as several other recognized standards. For more clarification on these, consult with the designated safety gear approval personnel at a CKT event, or consult your IKF Rulebook.

**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 sufficient length to cover 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 not permitted. Wet Race – race protection must be full fitted with no loose pieces away from the body, which could inadvertently come in contact with 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 Brace 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 impound 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

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recommends competitors utilize one of the above devices during all periods of kart racing activity.

**Rib/Chest Protectors**

Use of an SFI 20.1/1 (5-8 yrs) or 20.1/2 (9-12 yrs) 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.

**CONCLUSION OF COMPETITION RULE SET**

