



# Buckeye Karting Challenge



Presented By



## 2022 RULE BOOK

### Round 1

**June 4 & 5 – Wilmington Raceway Park**

### Round 2

**July 23 & 24 – Fremont Raceway Park**

### Rounds 3 & 4

**Aug 19, 20 & 21 – Thompson Kart Raceway**

### Round 5

**Oct 22 & 23 – G&J Kartway/Camden**

**\* Awards Banquet November 12 (Tentative) \***



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Throughout this rulebook and in public the Buckeye Karting Challenge is often referred to as the “BKC”.  
They are one in the same, the terms are interchangeable.



#### **MISSION**

The mission of the Buckeye Karting Challenge is to promote the sport of karting in Ohio by providing safe, fair, competitive, and affordable racing while providing value to our partners, sponsors, tracks, and other supporters.

#### **PREFACE**

The purpose of these rules is to promote safe and fair competition for all participants. All competitors and their pit crews should be familiar with BKC rules and policies. The prime responsibility for the safe condition and operation of the karts rests with the driver/owner. Safety is everyone’s responsibility and must be shared by everyone in the sport of karting. This rule book is to provide standards to benefit all those concerned. For this reason, adherence to the rules and regulations set forth in this book is fundamental to the welfare of everyone in the sport of karting. Particularly in reference to engine specifications, the World Karting Association’s Technical Manual is sometimes mentioned in this rule book and by BKC Officials. All engine specifications and legal modifications allowed in the Buckeye Karting Challenge are per this BKC Rule Book ONLY. WKA’s Tech Manual is used for REFERENCE ONLY to provide common specifications for the karters’ convenience. WKA has NOT sanctioned BKC to use their name for any event or published technical specifications. No infringement on the part of BKC upon any copyright is intended or should be inferred.

#### **LIABILITY**

Rules contained herein shall govern ALL BKC events. Participation in these events means ALL entrants have understood these rules and shall abide by them AND any further decisions, rulings, etc., made by BKC Officials, Staff, and Volunteers. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THESE RULES ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH BY THE PARTICIPANTS, SPECTATORS OR OTHERS AT ANY BUCKEYE KARTING CHALLENGE PROMOTED EVENT. BY COMPLETING THE OFFICIAL ENTRY FORM FOR ANY BKC EVENT, AN ENTRANT AND/OR DRIVER ELECTS TO COMPETE AT HIS/HER OWN RISK AND THEREBY RELEASES AND FOREVER DISCHARGES THE BUCKEYE KARTING CHALLENGE, HEIRS, ASSIGNS, OFFICERS, REPRESENTATIVES, AGENTS, EMPLOYEES AND ANY/ALL PARTICIPANTS FROM ANY/ALL LIABILITY FROM ANY/ALL CLAIMS OF SAID INJURIES TO PARTIES LISTED ABOVE GROWING OUT OF, RESULTING FROM THE EVENT CONTEMPLATED UNDER THE ENTRY FORM OR CAUSED BY ANY CONSTRUCTION OF CONDITIONS OR THE COURSE.

## Section 1: SPIRIT & INTENT

### SPIRIT AND INTENT

Guidelines offered in this rule book and/or subsequent Buckeye Karting Challenge (BKC) bulletins are subject to the term “Spirit and Intent” in reference to all aspects of BKC racing. ALL participants (drivers, crew members, sponsors, etc.) will adhere to the “Spirit and Intent” of these guidelines in ALL actions regarding BKC racing. These guidelines are offered and enforced to ensure fair, equitable and safe competition, and high consideration is made toward keeping the costs of competition in mind. No “reading-between-the-lines” should be inferred from these guidelines and BKC Officials WILL NOT become bogged down with internal litigation over legality or illegality of a particular issue. “Spirit and Intent” clauses allow BKC Officials to make decisions for the “good of the series” and resolve disputes regarding ALL issues as Officials deem necessary. As such, those decisions will supersede/add to/modify various aspects of this rule book. Competitors will be allowed a forum to voice disputes and disagreements but in ALL cases, BKC Officials will have the FINAL say. Any item not directly specified in this rule book (henceforth known as “the gray area”) may be considered ILLEGAL unless and until directly approved by BKC Officials.

## Section 2: EVENTS

### EVENTS

- A race day will generally consist of a Morning Warm-Up, Qualifying Session, Pre-Final, and Final for each class. Split Qualifying, Pre-Final, and a LCQ (Last Chance Qualifier) be added if deemed necessary.
- An event may be considered complete and official without finishing all scheduled races or distances. This could happen due to red flags, weather, time constraints, or other circumstances. In this case awards and points will be based off of the portion or portions of the event that are complete.
- Race distance will be determined by track size and number of entries. BKC Officials reserve the right to change the distance of any and all events due to time, safety and/or any other constraints.
- BKC events will be run in rain and wet conditions as long as it can be done safely.
- A “Move-In Day” will be provided for parking and pit set-up. (No on-track activities.)
- Practice is included in our all-inclusive entry fees. The Practice Day will generally consist of (4) practice sessions per class with the final session being a timed “Happy Hour Session” which will set the grid order for qualifying.
- This format may vary for night races, special events, or due to extenuating or unusual circumstances.

## Section 3: ELIGIBILITY

### ELIGIBILITY

- To receive BKC championship points a driver MUST be registered with the BKC and fulfill all technical & race requirements (including placement of required Sponsor and/or Partner Stickers).
- Participation in a BKC event is a privilege, not a right. This privilege may be revoked at any time.
- **The BKC may uphold the suspension of a competitor from another track, series, or organization.**

### LIABILITY WAIVERS

- Anyone entering a restricted area must sign and execute insurance related documents and liability waiver(s) as prescribed for that event. These may be available on-line or at the event.
- Failure to sign subjects the entrant/driver/individual to removal from an event and disqualification and/or suspension of competition privileges and championship points.

### MINORS/MINOR’S LIABILITY WAIVER

- The legal age of consent for BKC events is 18 years old. Anyone under the age of 18 years will be considered a MINOR by BKC standards.
- All minors along with a parent or legal guardian must sign a Release of Liability form before entering the facility. This must be completed for each event.
- If a parent/legal guardian can not be present at the track arrangements may be made to use a properly notarized Minor’s Release form. Contact the BKC for specific requirements.

## **COMPETITION AGE**

- A driver's competition age shall be determined by his/her age as of Jan. 1 of that racing season. This primarily applies to Junior classes but may apply to Senior level classes as well.
- If a driver's age changes during the racing season, he/she may move (up) to another class by declaring so. Once advanced, a driver cannot regress. Championship points CAN NOT be transferred from one class to another.
- A driver MAY NOT run in 2 different age levels (e.g. Kid Kart/Micro, Sportsman/Junior, Junior/Senior).
- If a driver wants to run in a class outside of their standard age group, they must submit a written request to the BKC stating why this should be considered. This request should be submitted as soon as possible.
- A Junior class driver MAY NOT move up to a class/age level in the last two (2) races of the season unless such a move is approved by the BKC. Once a driver moves up in the BKC they may NOT drop back down.

## **PROOF OF AGE**

All drivers should bring their original Birth Certificate (with a Notary Seal) or a valid driver's license to verify age.

## **MEDICAL INSURANCE**

A medical insurance policy applies to all properly registered drivers. This is a secondary medical policy ONLY; it will be used ONLY if your insurance limits have been exhausted or you have no medical insurance.

## **OFFICIAL ENTRY**

- The driver shall be the entry, not the "kart" or owner.
- There are no refunds of entry fees after registration (regardless if entered on-line or at the track).
- Driver changes are allowed before racing begins but must be reported to registration.
- There are no driver changes or substitutions allowed after racing begins for each class.
- In the case a driver change after qualifying the replacement driver will start at the rear of the Pre-Final.
- All points and awards are the property of the driver of record (driver who is properly registered and competes).
- An engine or chassis change after completion of Qualifying will require BKC approval and result in starting at the rear of the next race.

## **BAD CHECKS**

Any participant passing a bad check to BKC or any of its Support Organizations must have it paid in full including a \$30 fee plus all bank fees before being allowed to compete in additional BKC events or receiving any points or awards.

## **PREGNANT WOMEN**

Pregnant women MAY NOT compete in BKC races.

## **INJURED DRIVERS**

Drivers with a cast or obvious injury must present a doctor's certificate for BKC approval before being allowed to compete. Injured drivers without a certificate may not be allowed to race. Any driver receiving medical attention from race officials or medical crew during an event must be cleared by those officials before returning to competition.

## **APPEARANCE**

All BKC event participants shall present a neat, clean and orderly appearance at all times.

## **DRIVING ABILITY**

BKC Officials have the option of removing ANYONE from practice or competition who does not demonstrate proper driving ability or fails to maintain a reasonable speed.

## **PRIVACY**

The BKC has the right to share competitors names, age, e-mail and physical addresses with sponsors and partners. No other personal information will be shared.

## **PROMOTIONAL RIGHTS**

- BKC and event organizers/sponsors generally promote race events in a variety of media, including (but not limited to) print (newspapers, posters, etc.), radio, television, Internet, and social media.
- Participants assign all commercial communication and broadcast rights to BKC and declare BKC as their lawful agent and representative regarding such rights.
- Participants agree BKC or its assigns, on a non-exclusive basis, may use their name and pictures taken at any sanctioned event for publicity purposes.

## **Section 4: RULES OF CONDUCT**

### **CONDUCT**

- The BKC promotes family friendly events. All participants shall conduct themselves in an orderly manner.
- Physical violence or abuse of ANY individual (Race Official, staff, participant or spectator) at a BKC event will NOT be tolerated. It will subject the offender to immediate ejection from the event site, loss of daily awards, loss of championship points & awards, and suspension of competition privileges.
- Any participant instigating, provoking and/or participating in a fight may be suspended indefinitely and subject to future probation. Local law enforcement officials will be notified if necessary.
- Verbal abuse (yelling, shouting, foul language, etc.) or threats directed at ANY individual (Race Official, staff, participant or spectator) at a BKC event may subject the offender to immediate ejection from the event site, loss of daily awards, loss of championship points & awards, and possible suspension of competition privileges.
- Yelling at, touching, or improperly addressing a child that is not your own will result in a DQ for the day along with the possibility of probation or suspension depending on the severity.
- Minor participants are subject to the same rules of conduct and penalties as adults.
- ANY action detrimental to BKC and/or karting in general may result in a participant's disqualification, immediate ejection from the event site, and possible suspension of competition privileges.
- Any person (driver, crew, family, or friends) removed from an event or suspended from the series will NOT receive a refund on entry fees, pit passes, or any other fees paid.

### **RESPONSIBILITY**

- Drivers will be responsible for the conduct of their pit crews AT ALL TIMES. Any offense committed by a pit crew member is chargeable DIRECTLY to the driver or entrant.
- Unacceptable actions of ANY pit crew member may subject the DRIVER to penalty and/or disqualification from an event and/or suspension of competition privileges, championship points, and awards.
- A crew member is defined as someone who is connected to, helping with, interested in and/or generally associated with the kart, driver and/or team.
- This responsibility also extends to conduct in the event's local area, including motels, hotels, restaurants, bars, and track facilities.

### **PROHIBITED SUBSTANCES**

- All participants at an BKC event shall be sober and not under the influence of any substance impairing their ability to participate in a safe and orderly manner.
- It is the participant's responsibility to withdraw from competition if taking medication(s) impairing his/her ability to safely compete.
- In the judgment of any Race/BKC Official, any individual under the influence of alcohol or any controlled substance may be ejected from the event site immediately.
- All local laws concerning the use of alcohol or controlled substances apply before, during and/or after any BKC race event.
- Alcoholic beverages may only be consumed in moderation (as permitted by law and the venue) upon conclusion of the day's on-track activities (last race or practice session of the day). Under no circumstance is consumption by minors permitted. Violation of this policy, or disorderly or drunken activity will be grounds for immediate expulsion from the event and suspension of competition privileges.

## PROPER DRIVING TECHNIQUES

- The spirit and intent of proper driving techniques in competition is to compete on the track without touching or endangering the vehicle of fellow participants.
- Inadvertent contact is a reality of racing, but contact deemed avoidable by BKC Officials will be subject to penalty at the discretion of BKC Officials.
- **Avoidable contact may be called against a driver who forcefully moves another competitor with front to back or side to side contact. Drivers are expected to hold their line (inside or outside) when entering a turn along side another competitor.**
- If, in the judgment of presiding officials, a participant is bumping, crowding, chopping, blocking and/or pushing other participants in an intentional manner, that participant may be subject to on track or post-race penalties up to and including immediate event disqualification and/or suspension.
- **Blocking is determined to be a move in reaction to another competitor's action or multiple lane changes made to keep a competitor from passing. One flowing move from exit of a corner to the entrance of the next corner (in a safe manor) is allowed as long as another kart is not in the act of passing. The competitor defending their line is allowed to return a ¼ width to set for the corner.**
- Any protest for rough or improper driving technique must be presented at the scoring tower within 30 minutes of crossing the scales and must include a properly filled out protest form and a \$100 cash protest fee. Protest forms must be filled out and signed by the driver except for Kid Kart, Sportsman, and Micro classes which may be filled out by a parent or guardian. Video evidence is not required, but may be submitted with protests from Finals only. (please provide video card only, not entire camera unit).
- Any type of retaliation (off or on the track) will result in a minimum (2) position penalty.
- **At least 1 hand must remain on the steering wheel at all times while on track and the kart is in motion - including after crossing the finish line. Verbal warning for first offense, 1 position penalty for second offense.**

## SOCIAL MEDIA

- When differences of opinion arise regarding BKC rules and regulations, decisions by BKC officials, BKC policies, or between the competitors (and/or their charges), communication and discussion of these differences are best handled privately and directly between the parties involved. Attacking parties on social media sites like Facebook or Twitter is unacceptable and may result in disciplinary action if BKC Officials determine that the communication is not in the best interest of the BKC and karting in general. Resulting penalties may be disqualification, ejection from the event and possibly from BKC until further notice.

## SCORING

- No participant or crew/team member may enter the scoring area without permission from a BKC Official. Entering the scoring area without permission may result in disqualification.
- Race results will be posted as quickly as possible. DO NOT go to the scoring area to find out how you finished. Entering the scoring area without permission during an event may result in disqualification.
- Scoring protests must be written by the involved competitor in that class and filed with a BKC Official within 30 minutes of the completion of the event or posting of results in cases of disputed finishes. Protests by crew members or other classes' competitors will not be accepted. Entering the scoring area during an event without permission may result in disqualification.
- All karts must have legible numbers on all 4 sides of the kart (driver fairing, both side pods and rear bumper). **Numbers must be a minimum of 4 ½" tall, Black in color on a Yellow or White background and with at least ½" wide border around each number (No Outlines Preferred).** Numbers will consist of one to three digits only, we do not use letters for scoring. The number panel area should be free of additional decals and stickers. Any damaged numbers should be replaced and any tire marks removed.

## PARTICIPATING PRIVILEGE

Entry to ANY BKC event is a privilege, not a grant of right. BKC Officials reserve the right to prevent ANY individual from attending or participating in any BKC event for ANY reason. The BKC does not have to state a reason for doing so.

## **Section 5: PIT RULES**

### **SESSION OF REGULATIONS**

All drivers/entrants should have a thorough understanding and knowledge of this rule book. It is the driver/entrant's responsibility to ensure anyone on their team or in their pit area follows these rules.

### **PIT PASSES**

Everyone on the grounds must sign a liability waiver and have a pit pass. Pit passes/wrist bands must be worn on the wrist throughout the entire event, they can not be in your pocket or on a hat, jacket, beltloop, etc. Anyone losing their wrist band will be required to purchase a replacement.

### **PIT AREA/SIZE/CONTENTS**

- BKC Officials and/or Track Officials will designate a pit area for all competitors.
- Size of pit areas allowed at BKC events may vary from event to event.
- It may be necessary to unload and/or move trucks, vans, cars and/or trailers to prevent congestion in the pit area. It is recommended vehicles always be parked in an orderly and compact manner.
- Once your trailer is dropped the tow vehicle must be moved to the designated parking area and can not re-enter the pit area until racing is completed.
- All decisions in this manner are left to the discretion of Race/BKC Officials.
- Due to pit limitations at some venues, trailers, vehicles, and other equipment may be "blocked in" until the event is complete. Please be patient and courteous in this situation. We will clear the pits as efficiently as possible.

### **VENDORS & ITEMS FOR SALE**

- Any vendor, business, or individuals wishing to sell, display, advertise or promote new items at a BKC event MUST get approval from a BKC Series Director BEFORE doing so. Failure to do so could be grounds for removal.
- Vendors who are not BKC sponsors will be charged a \$200 vendor fee.
- Any vendor or business wishing to sell used items at a BKC event MUST get approval from a BKC Series Director.
- Any driver or owner wishing to sell used items out of their pit spot may do so without prior approval provided that the space used is contained within a normal sized pit spot.

### **ENGINE STARTING**

No kart engine may be started before the announced/published time provided by the track or the BKC.

### **DRIVING IN THE PIT AREA**

- Any driver who drives or allows his/her kart to be driven in the pit area may be penalized. This includes driving the kart PAST the scale area.
- A driver may test his/her clutch RPM lock-up point (accelerating from a dead stop until clutch fully engages at a specific engine RPM) but MUST do so in a safe manner and in as short a distance as possible in designated areas only. ANY unsafe action will be considered grounds for penalty.
- For safety reasons (unless special permission is granted) personally powered equipment or motorized vehicles MAY NOT be used in the pit area until practice or racing has concluded for the day. This includes bicycles, scooters, mopeds, golf karts, roller blades, skateboards, etc. Non-adherence may result in a penalty.
- Anyone operating a motorized vehicle in the pit area at any time must be 16 years of age or older and be a licensed driver. Non-adherence may result in a penalty.



## **FUEL/LUBRICANTS**

- No fuel, lubricants or other hazardous substances may be disposed of at the track except in containers specifically designated for such purpose. Failure to comply may subject individual(s) to penalties and/or disqualification.
- NO carcinogens of any kind are allowed in fuel or lubricants. Banned substances for all 2-cycle classes include, but are not limited to, alcohol, aldehydes, aminodiphenyl, benzene (in excess of EPA limits), Benzedrine, beryllium compounds, bromine compounds, butadiene, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, nlethylene dianiline, naphthylamine, nitrogen compounds (nitro methane, nitro propane, etc.), styrene, toluidine and zyiidine. Additional substances deemed to exceed the Threshold Limit Value for human exposure as listed by the American Conference of Governmental Industrial Hygienists are also illegal. Banned substances for all 4-cycle classes include, but are not limited to, any crankcase lubricant(s) containing an oxygen-bearing, vapor-producing and/or combustible substance.
- Testing may be performed at any time (before, during and/or after an event) by direction of a BKC Official or Tech Inspector. Carcinogens of any kind found during testing may result in a competitor's IMMEDIATE disqualification from the event and possible probation or suspension.

## **TRASH & WASTE DISPOSAL**

- Please dispose of any trash in proper containers.
- It is the responsibility of the entrant to maintain his/her pit area in a neat and orderly fashion.
- Any entrant who litters in the pit area may be suspended from future events.
- Tires may not be left in trash containers or anywhere on track properties without permission.
- Fuel, oil, or other lubricants are NOT to be disposed of at the track, except in containers provided specifically for and designated for such purpose.

## **Section 6: SAFETY**

### **EMERGENCY EQUIPMENT**

- An ambulance and/or certified EMT will be present before any track action (racing or practice) will be allowed.
- If an ambulance and/or EMT must leave during the day, all racing will cease until it returns or until other arrangements can be made.
- Each entrant should have a first aid kit and fire extinguisher in their pit area or at the starting grid.

### **PRE-RACE TECH**

- Pre-Race tech is the responsibility of the driver (or parent/legal guardian of a minor).
- Driver (or parent/legal guardian of a minor) is required to check all safety aspects of the kart, check and initial each item on the BKC Tech Sheet, sign the BKC Tech Sheet, and present kart, helmet, all safety gear, and completed BKC Tech Sheet to the BKC Official at the pre-tech area.
- BKC Officials will collect BKC Tech Sheets and distribute tech stickers (1 for the helmet, 1 for the kart). Karts can NOT enter the track without both tech stickers.
- All tech items MUST be maintained throughout the event. BKC Officials may verify tech items before distributing tech stickers or at any other time during the event. Anyone not in compliance will NOT be allowed on track until violations are corrected and re-checked.

## **DRIVERS' PROTECTIVE CLOTHING/HELMETS**

- Helmets of approved design and specifically manufactured for racing will be required for all racing and practice.
  - Helmets must meet SNELL 2015 or equivalent standards (or higher) with proper certification attached.
  - The outside helmet structure must provide full ear and chin protection.
  - Helmets must be a “full-faced” with a face shield/visor, no goggles.
  - Helmets must be properly fastened; drivers will be black-flagged if not in compliance.
  - No Go-Pro or other type of cameras allowed to be mounted onto or inside of helmets.
- Neck-braces are optional in Senior Classes, mandatory in all other classes.
- Chest protection (SFI chest protector) is mandatory for all drivers 12 years old and younger. Rib protection is strongly recommended, but not mandatory for those over 12 years of age.
- All drivers MUST wear a driving suit or jacket specifically designed and applicable to kart racing or equivalent heavy vinyl/leather type jacket approved by the BKC.
- Racing pants, jeans, or other full-length pants providing adequate protection are allowed. No sweatpants, athletic pants, or shorts of any kind will be allowed. Ankles must be covered.
- Full fingered gloves and closed toe, full coverage shoes are mandatory. No Crocs or sandals of any type allowed.
- Helmet and all protective clothing are required to be presented along with the kart at the pre-tech area.
- Helmets and all protective clothing must be in good order and free from excessive wear or damage.

## **LONG HAIR**

Drivers with long hair are required to secure their hair and place it under the jacket or helmet. This ensures the hair won't get entangled in the components of the kart during practice or racing.

## **HEARING PROTECTION**

Ear plugs or other hearing protection is recommended for drivers and crew.

## **ON TRACK INCIDENTS AND DISABLED KARTS**

- If, during any on-track activity a kart becomes disabled, the driver should:
  - Attempt to steer the kart off the racing surface and to a safe location.
  - If needed, raise your hands above your head and wave both arms to signal race officials and warn on-coming karts of an issue.
- Kid Kart, Sportsman, and Micro drivers should remain in their karts unless directed to exit by a race official. BKC and race officials only may assist Kid Kart, Sportsman, and Micro drivers to rejoin any on track session if it can be done safely.
- Junior, Senior, and Master drivers may receive assistance from BKC and race officials to rejoin a practice session if it can be done safely.
- Junior, Senior, and Master drivers may NOT receive outside assistance to rejoin a qualifying or race session. Any driver or kart receiving assistance from a BKC or race official, crew member, or spectator will be immediately eliminated from that session.
- Junior, Senior, and Master drivers may rejoin a qualifying or race session if they can do so on their own accord and if it can be done safely.
- Any kart re-entering the racing surface at any time must do so in a safe manner and NOT impede other karts.
- If a disabled kart cannot rejoin the on-track session, the kart should be placed in a safe location off the racing surface.
- Officials reserve the right to inspect a previously-disabled kart to ensure the kart is safe for competition and meets all safety regulations, or refuse to allow the kart to rejoin any on-track session.

## **ACCIDENTS**

Karts involved in any accident may be required to stop for an inspection by BKC Officials.

## **ACCIDENT REPORT**

Drivers involved in an accident requiring medical care must be reported to a BKC Official as soon as possible. In this case an accident report must be filled out which includes individuals involved, nature of injuries, and description of incident.

## PROTECTIVE BARRIERS

- No person shall be on the track side of any barrier during any on-track session unless specifically allowed by a BKC Official.
- Any signaling shall be done from the pit side of fences, tires, hay-bales, or other protective barriers.
- No sitting is allowed on protective barriers during on-track activities.

## Section 7: FLAGS

### GREEN

- Shown at the start of practice & qualifying and when the track is clear.
- The green flag is “thrown” by the Head Flagman at the start all races.
- Karts “jumping” the start of an event (accelerating, passing, or changing lanes) prior to the dropping of the green flag may be moved back on the grid or be penalized in the results.
- Once the green flag is thrown the race is officially started.
- There will be no restarts except in the case of a red flag before half way.
- Green flag(s) may also be displayed in some or all turns by designated corner workers.

### YELLOW

- Indicates a potentially-dangerous situation (stalled kart, accident, or other obstruction) on the track.
- When displayed drivers are to raise one hand to signal the drivers behind and proceed with caution. NO PASSING IS ALLOWED until past the incident. Racing resumes once clear of the incident.
- This flag may also be displayed at the start of a practice session or on warm-up laps. In this case karts are to maintain a reduced speed until the green flag is displayed.
- Passing or disregarding the yellow flag may result in penalties ranging from one position to one lap depending on severity and positions gained. Multiple offenses will result in disqualification.

### RED

- Indicates a dangerous situation at some point on the track.
- Driver should raise (1) hand, IMMEDIATELY reduce speed, and slowly & safely return to the designated area.
- NO tools may be used to work on or otherwise repair or adjust karts in the designated area.
- **If a kart does not report to, or exits the designated area, they will not be permitted to rejoin the race.**
- In the case of a restart, all karts necessitating the need for a red flag will restart at the tail of the field. The line-up will be determined by the running order of the previously-scored, fully complete lap. For example, if the red flag is displayed midway through lap 5, the running order on lap 4 will be used for the restart (with the exception those necessitating the need for a red flag, who will be placed on the tail).
- Any kart bringing out a red flag after the official start will be moved to the tail of any restart regardless of whether a full lap was completed.
- The BKC Race Stewart will determine when a red-flag session is over and the race may be restarted. No extra time will be allotted and all karts will be re-gridded in the restart order. Any kart not able and ready to safely resume competition must be moved to the pit area and withdrawn from that race.
- If a red flag is shown anytime past the half-way mark of any race. The finish order will be determined by the running order of the previously-scored, fully complete lap (with the exception those necessitating the need for a red flag, who will be placed on the tail).
- Any driver receiving medical attention from race officials or medical crew must be cleared by those officials before returning to competition.
- Competitors MAY be given the opportunity to have penalties assessed under the red flag condition vs the end of the race.

### **BLUE OR BLUE WITH ORANGE STRIPE**

- We will attempt to display a Blue Flag to warn drivers when the front runners are approaching from behind.
- The blue flag is a courtesy and is not guaranteed to be displayed.
- Indicates a faster competitor is approaching and will likely attempt to lap you. Please be aware and drive with respect and courtesy.
- Any kart in danger of being lapped a second time in one race may be subject to being Black flagged. This is at the discretion on the Head Flagman and BKC Officials.

### **BLACK W/ORANGE DOT**

- Indicates an equipment violation and/or safety concern.
- If displayed for you, you should exit the track safely at the next possible opportunity.

### **CROSSED FLAGS**

- Indicates the race is one-half complete. May or may not be displayed.

### **ROLLED/POINTED BLACK**

- A rolled or pointed black flag is a warning indicating that your driving actions are bordering on disqualification.
- You may remain in the race, but be aware of your driving.
- You may be penalized depending on the severity of your actions.
- Any further similar action on your part will be cause for disqualification (display of the black flag unfurled).

### **WAIVED BLACK**

- Indicates you are to exit the track and proceed to the pit area at a safe speed and in an orderly manner.
- Drivers may be black flagged for operating a kart in an unsafe condition, using poor driving technique, or any other condition deemed not in compliance with BKC rules or their intent.
- Any driver ignoring the black flag (not exiting the track after shown the black flag a third time) will be immediately disqualified from the event and subject to penalties up to and including suspension.
- Any kart unable to maintain a safe speed, or in danger of being lapped a second time in one race may be subject to being Black flagged. This is at the discretion on the Head Flagman and BKC Officials.
- Anyone receiving a black flag will not be scored from that point on.

### **(2) ROLLED/RAISED FLAGS**

Indicates two laps remaining in the race/practice session. May or may not be displayed.

### **WHITE**

Indicates one lap remains in the race/practice session (normally displayed).

### **CHECKERED**

- Indicates the race or practice session is complete.
- Always race to the checkered flag regardless of laps scheduled or actual laps completed.
- Race through the finish line and raise your hand before reducing your speed.
- Proceed directly to the scales/pit area in a safe manor.
- DO NOT take any extra laps unless specifically instructed to do so by BKC Officials.
- **A black flag displayed with the checkered flag indicates a possible penalty or violation with one of the top 5 competitors. Results are under review and are not official.**

## **Section 8: EVENT PROCEDURES**

### **REGISTRATION**

- All drivers must be registered to race, have complete all required liability waivers, and have a pit pass BEFORE participating in any practice, qualifying, or race session.
- Drivers who are NOT pre-entered will receive a race packet upon entering the track. Registration forms should be filled out BEFORE reporting to registration.
- Pre-entered drivers MUST report to registration to pick up their race packets and sign waivers.
- There are no refunds after registering, but driver changes are allowed before racing begins. All awards, merchandise, and championship points go to the properly registered driver that actually competes in the race.
- All entrants must be registered with correct name and age or birthdate.
- No driver changes, substitutions, or relief drivers allowed once racing has begun.
- Chassis and engine changes are permitted but any change made after qualifying must be declared to a BKC Official prior to making the change. The substitute chassis/engine MUST start at the rear of next race. The original chassis and/or engine must remain available for tech and may be impounded.

### **PRACTICE/MORNING WARM-UP**

- The practice, warm-up, and race order will be announced ahead of time and posted at the track.
- Drivers must be properly registered before participating in any on track activity.
- No driver is allowed to run out of their class; this includes going out a second time within the same session (for example, if a class is split up due to a large number of entries). If caught running outside of your class or group, the driver will start at the rear of their Pre-Final.
- The number of karts allowed on the track in any session will be determined by the BKC and Facility Officials.

### **DRIVER BRIEFINGS & INFORMATIONAL MEETINGS**

- Driver briefings may be available on-line before events, an informational meeting will be held on practice day.
- Attendance is NOT mandatory, but is HIGHLY RECOMMENDED. All drivers will be expected to follow any modified rules or procedures regardless of attendance.
- BKC competitors should be experienced racers and BE FAMILIAR WITH THE BKC RULEBOOK AND PROCEDURES. The intent of these meeting is to provide information & cover special circumstances, not review every rule.
- During this meeting, the Race Director may establish special conditions and/or regulations for that event.
- Drivers MUST be present to eligible for special drawings and give-a-ways.
- Adverse weather, safety or other conditions may necessitate BKC Officials to mandate additional conditions and/or regulations at ANY time throughout the race day.
  - In all cases, these rulings will supersede/add to/modify any previous pronouncements.
  - In most cases tire choice (wet or dry) is up to the competitor, but in cases of adverse weather and track conditions BKC Officials MAY mandate the use of wet or rain tires.
  - In cases of adverse weather, BKC Officials will grant competitors a specified amount of extra time to change tires and make other adjustments.

### **MAXIMUM RACING ENTRIES**

- The maximum number of karts allowed in any race shall be determined by BKC Officials.
- Classes may be split if deemed necessary. In this case the split class would be divided into Pre-Final groups based on Qualifying results. A pre-determined number of drivers will advance to the Final from each Pre-Final group with the remaining drivers entered into a LCQ (last chance qualifier) or consolation race. A pre-determined number of entrants from this race will also advance to (and start at the rear of) the Final. Drivers who do not advance to the Final will still receive championship points based on their finish in the LCQ.

### **MINIMUM RACING ENTRIES**

- Any class with a low number of entries may be combined with another class when this can be done safely.
- Classes which do not maintain an average of 8 karts per event over the racing season may be subject to the class being discontinued the following year.

## QUALIFYING

- Each race group will have a qualifying session to determine the grid order for the Pre-Finals. The Pre-Final grid will be set with fastest qualifiers to the front.
- Grid order for Qualifying will be set based off times in the Happy Hour (last practice session) with fastest drivers at the front of the grid. Kart and driver are subject to weigh-in after Happy Hour practice.
- A set amount of time or laps will be set for qualifying at each track.
- All karts and drivers must scale after qualifying.
- The tires, engine, and chassis used for qualifying must be used for the remainder of the event unless approval to change is granted by race officials.
- Engines may be marked, painted, or sealed after qualifying and are subject to tech from any point thereafter.

## STARTING GRID

- Race order and line-ups will be posted at or near the grid prior to qualifying and each round of racing.
- It is each racer's responsibility to know the race schedule and report to the grid with their class.
- It is also each racer's responsibility to know their grid position and report to their assigned starting spot.
- Only driver and one crew member allowed on the grid.
- Engines are not to be warmed up on kart stands on or near the grid. If necessary, please do this in your pit area.
- Absolutely no "scrubbing" of tires is allowed on the grid in any class.
- Each kart is to be lined up by designated start position on the starting grid once their class is called to the grid.
- Once a class is released to the track any remaining karts will be given 2 minutes to start their engine and enter the track. After 2 minutes the track will be closed and no additional karts will be allowed to enter the track.
- Any karts entering the track within the time limit can take their assigned spot during the pace lap or laps.
- If a kart does not take their position, or drops out, after entering the track, the entire row (left or right) moves up, no criss-crossing.
- Any karts stalling after they enter the track and unable to restart should be immediately pushed back to the grid or moved off the racing surface and to a safe location.

## RACE STARTS

- Karts are to stay in order on the track, line up, and be ready for a start when they reach the start zone.
- Any driver not properly lined up or delaying the start may be put to the rear of the field.
- The pole kart is to set a reasonable pace and should not accelerate until within the starting zone. They may NOT brake, de-accelerate, or reduce speed in any way once they have entered the starting zone. Doing so could result in the nullification of any jump start penalties.
- **All competitors must remain within the tram lines or start lanes coming to the start zone.**
- Competitors should maintain reasonable space between themselves and the kart in front of them; no pushing, bumping, or changing lanes. Bumping or pushing could result in being penalized positions at the finish.
- **Once in the start zone if a competitor leaves their tram line or start lane they may be penalized.**
  - 1 Tire = Position, 2 Tires = 2 Positions, 4 Tires = 4 Positions
- **Once pole kart accelerates (within the starting zone) the green flag will be waived signifying the start of the race.**
- **Anyone crossing the final set of cones in the starting zone before the pole kart will receive a (2) position penalty.**
- **Competitors are allowed to exit their tram lines and change lanes once they are fully clear of the start zone.**
- If a race is not started due to pace or jumping the start, violators will get one warning. A second issue with the same driver may result in a penalty.
- Once the flagman gives the green flag the race is officially started and will only be restarted in the event of a red flag before half way.
- In the unlikely event of a red flag before the race is officially started all karts in the line-up will be given an opportunity to re-start and take their assigned spot in the line-up.
- Note: Shifter karts will use a traditional Shifter/F1 style standing start after (1) warm-up lap.

## **RESTARTS**

- Any race red flagged after halfway will be called official and will not be restarted.
- A race red flagged before half way will be restarted, with karts lined up single file. All karts must pass between two pylons at the restart point. Absolutely no passing before going through the starting pylons.

## **FINISH**

- The checkered flag will be displayed to the leader/winner and will signify the finish of the race regardless of the number of laps run. Always race to the checkered flag regardless of the number of laps run.
- A checkered and black flag indicated that there has been a penalty assessed or that results are under review.
- Finish positions are based on the number of completed laps of each entrant AND the running kart order at the checkered flag. If entrants have the same number of laps, the running order at the finish determines the final finishing order.
- Karts that drop out during the course of an event will be scored and awarded finish position/points based upon the number of laps completed. All laps completed must be under the kart's own power or momentum; no pushing of any kart is allowed.
- If an event is called official prior to the posted number of laps, the event finish will be determined by the running order of the last fully completed lap. For example, if the event is called midway through lap 8, the order on lap 7 will be used for the final finish (with the exception of karts necessitating the red flag who will be placed on the tail).
- Penalties and/or disqualifications may be assessed during or after a race event is complete.

## **WEIGH-IN/SCALES**

- Scales are provided at each race site. It is the entrant's responsibility to adjust his/her weight to meet the appropriate classes' post-race minimum weight on the official scale.
- **ABSOLUTELY NO DRIVING OR COASTING ONTO SCALES.** Karts must be pushed or lifted onto scales. Anyone caught driving or coasting onto the scales will receive a (2) position penalty.
- Kart and driver must meet minimum weight requirements after Happy Hour Practice, Qualifying, and each Race unless directed past by a race official.
- If a kart/driver does not meet minimum weight, he/she is allowed one reset of the scales for re-verification. There is no leeway given, you either make weight or you don't. Be sure to allow for fuel consumption, driver weight loss, and scale variations.
- No one (parents, crew members, or others) are to approach the kart before it reaches the scales. The only exception is Kid Karts who are allowed one person to assist in getting the kart to the scale.
- Failure to scale following the completion of a race or failing to meet any classes' minimum weight will result in those driver or drivers being scored behind all race starters.
- Any entrant missing the post-race weigh-in due to injuries (requiring medical attention) sustained during the race event **WILL NOT** be penalized.
- Parts and/or weights that become separated from a kart during a race will **NOT** be added back before weighing.
- Absolutely no jumping or playing on scales. No bikes, scooters, golf carts, etc. on the scales. Anyone caught doing so will receive a (2) position penalty.

## **PROTESTS**

- Any protest for rough or improper driving technique must be presented at the scoring tower within 30 minutes of crossing the scales and must include a properly filled out protest form and a \$100 cash protest fee. Protest forms must be filled out and signed by the driver except for Kid Kart, Sportsman, and Micro classes which may be filled out by a parent or guardian. Video evidence is not required, but may be submitted with protests for Finals only. (please provide video card only, not entire camera unit).

## RACE-DAY AWARDS

- The top 5 finishers in the Final of each class will receive race day awards at a podium ceremony after all racing and tech is complete. Awards will not be passed out early. Race day awards are based on a driver's finish in the Final only (regardless of their overall points earned for the day).
- Top 5 finishers should have helmet and/or driver's suit with them for the podium ceremony and photos.
- Top 5 finisher awards not collected on race day will be forfeited. Awards may be collected by family, friends, or crew members after the podium ceremony.
- Other special awards (trophies, merchandise, clothing, gift certificates, etc.) may be awarded on a race by race basis. Those not present for the podium ceremony may forfeit any special awards.
- Participants must adhere to Partner/Sponsor sticker rules to receive race day awards.
  - Stickers will be provided by the BKC at no charge.
  - Stickers must be on bodywork and visible when viewing the kart from the front or right hand side.
  - Stickers must be legible and in good condition. Damaged stickers will be replaced at no charge.
  - Required stickers include Buckeye Karting Challenge, Klotz Synthetic Lubricants, Awesome Joe Auctions, Elite Insurance Team, and Cometic Gasket.

## Section 9: SCORING/LINE-UPS/RESULTS

### SCORING

- Scoring may be done by hand or with an electronic system depending on the venue.
- Karts must have proper numbering regardless of the scoring method.
- Transponders MUST be located behind the front spindle kingpin or in a location specified by race officials.
- Final/official results may vary from electronic scoring due to transponder loss, malfunction, or location.
- Electronic results are unofficial and for entertainment and informational purposes only. The official finish is determined by the order in which the most forward part of the karts cross the finish line. This may be determined by observations of race officials or video & photo evidence.
- Lost/Malfunctioning Transponder Policies
  - Happy Hour: No Official Time Earned - Lined Up Tail for Qualifying
  - Qualifying: 2nd best "legitimate" time from gauge will be accepted as official. Must be confirmed before leaving scale area.
  - Racing: We will make every attempt possible to score by hand.
  - Fast Lap in Final: Only transponder times recorded through the official scoring system will be considered for the Fast Lap/Rabbit bonus point.

### KART NUMBERS

- Numbers must be a minimum of 4 ½" tall, Black in color on a Yellow or White background and with at least ½" wide border around each number (No Outlines Preferred).
- Numbers will consist of one to three digits only, we do not use letters for scoring. The number panel area should be free of additional decals and stickers. Any damaged numbers should be replaced and any tire marks removed.
- Numbers are required on all (4) sides of the kart.
  - Nose or steering fairing.
  - Both (left AND right) side-panels/pods.
  - Behind the seat OR mounted securely to rear bumper.
- All (4) must be in place at the start of the event. Numbers must match and no other numbers may be visible.
- Failing to have 4 proper numbers may result in a warning or penalty.
- Drivers may reserve a number for the entire season at a cost of \$10.00 per class.
- Non-reserved numbers are available on a first come basis at each event.
- No duplicate numbers will be allowed in the same class at the same event.



## LINE-UPS

- The grid order for Qualifying will be determined by times recorded in Happy Hour (the last round of practice) Anyone without a recorded time will start at the rear of the grid for Qualifying.
- The Pre-Final line-ups will be based off qualifying times with fast qualifiers in front. Large classes may be split into separate Pre-Finals with the top finishers from each advancing to the final with the remaining karts running a LCQ (last chance qualifier).
- The Final will line-up will be set by the official finish order from the Pre-Finals with top finishers from the LCQ filling in remaining positions.
- An entrant may elect to start scratch (at the rear) of any or all races. If you decide to do this, please inform a race official as soon as possible.
- Any questions or inquiries about race line-ups should be made as soon as possible.

## RACE RESULTS

- Finish positions are based on the number of completed laps by each entrant and the running order at the checkered flag. If entrants have completed the same number of laps, the running order at the finish (or last completed lap) determines the final finishing order.
- In case of a red flag condition, the event restart line-up will be determined by the running order of the previously-scored, fully completed lap. For example, if the red flag is displayed midway through lap 6, the running order on lap 5 will be used for the restart (with the exception of the involved karts, who will be placed on the tail). If the event is called complete, the same procedure is used for the finishing results.
- A race will be called complete if a red flag is displayed past halfway OR for other reasons if deemed necessary.
- Final/official results may vary from electronic scoring due to transponder loss, malfunction, or location.
- Electronic results are unofficial and for entertainment and informational purposes only. Official finish is determined by the order in which the most forward part of the karts cross the finish line. This may be determined by observations of race officials or video & photo evidence.
- Penalties and/or disqualifications may be assessed during or after a race event is completed. Race results may be adjusted after penalties or disqualifications are applied.
- Full/official results will be posted on-line in a timely manner.

## SCORING PROTEST

- An entrant has the right to protest the scoring results if there is a valid doubt about the announced results.
- Protest forms are available from race officials and are to be turned in at the scoring tower. Please do not enter the scoring area without permission of a BKC Official.
- Scoring protests MUST be written by an involved competitor (or parent) in that class and filed with a BKC Official in a timely manner. Protests by crew members or other classes' competitors will not be accepted. The individual filing the protest is required to remain at the event for a reasonable time for officials to ask questions and render a decision on the protest. The Protests may be disallowed should the protestor leave the event site.
- Every attempt will be made to render a decision in a timely manner. If the correct results cannot be determined before the race day is over, the awards may be held until scoring back-up can be checked. If needed awards will be distributed at the following race location in the schedule.
- Full/official results will be posted on-line in a timely manner. Any protests must be filed before the next event.

## **PENALTIES & DISQUALIFICATIONS**

- Competitors MAY be given the opportunity to have penalties assessed under the red flag condition vs the end of the race.
- Tram Line Violation: 1 Tire = 1 Position Penalty, 2 Tires = 2 Position Penalty, 4 Tires = 4 Position Penalty
- Jump Start: 2 Position Penalty
- Blocking: 2 Position Penalty
- Two Hands Off Steering Wheel While in Motion: 1<sup>st</sup> Offence Warning, 2<sup>nd</sup> Offence 1 Position Penalty
- Avoidable Contact: In most cases a competitor charged with Avoidable Contact will be placed behind the competitor that was contact was made with. If the competitor that the contact was made with causes, or is involved in another incident after continuing, the penalty may be lessened based off the size of the class (for example 5 Position, 10 Position, etc.).
- Black Flag Penalties
  - A pointed black flag is a warning and may or may not be penalized depending on the infraction.
  - If a competitor is black flagged they will be scored behind all starters for that session.
  - A black flag for rough driving in a Final could result in forfeiture of all awards and points accumulated in the class for that event. Whether it can be used as a “drop” race is up to BKC Officials and depends on the severity of the infraction.
- Minor or non-performance related issues, fuel violations, and failure to make weight may result in an entrant being penalized positions or being scored last and receiving last place points for the race or the event depending on when it is caught. This race WOULD BE ALLOWED to be used as a “drop” race when calculating championship points.
- Major engine tech violations and other major issues may result in receiving a “DQ” or disqualification. A DQ places an entrant in last. If this happens during or after the Final it will result in the loss of all awards and championship points accumulated in the class for that event. This IS NOT ALLOWED to be a “drop” race.
- Disqualifications for any other reason will be dealt with on a case by case basis. BKC Officials have the final say.

## **Section 10: KLOTZ BKC STATE CHAMPIONSHIP – POINTS & AWARDS**

### **CHAMPIONSHIP POINTS**

- Points are awarded to the driver, not the kart or kart owner.
- Championship points can be earned in the Pre-Final and Final races along with a bonus point Fast Qualifier and for Fastest Lap in the Final.
- Sponsor/Partner Stickers must be in place to be eligible to earn championship points and awards.
  - Stickers must be on bodywork in a visible when kart is viewed from the front or right-hand side.
  - Stickers must be legible and in good condition. Damaged stickers will be replaced at no charge.
  - **Required stickers include Buckeye Karting Challenge, Klotz Synthetic Lubricants, Awesome Joe Auctions, Elite Insurance Team, and Cometic Gasket.**
- Points are based upon the participants’ actual finishing position, regardless if the individuals finishing ahead of them is eligible for BKC points or not.
- Points, once earned in a given class, cannot be transferred to another class or driver.
- Points totals from a driver’s best 4 race days count towards the championship (1 Drop – Note: A “Major” DQ can NOT be Dropped)
- Tie Situation
  - If there is a tie in points at the end of the year, the drivers’ best finishes will be used to break the tie. (Number of Final wins, then seconds, etc., then Pre-Final wins, seconds, etc., then poles, then fast laps.)
  - If there is still a tie, then the dropped race will be added back in to break the tie.
  - If there is still a tie, BKC Officials will decide on a fair tie-breaker or declare a tie.

### **CHAMPIONSHIP AWARDS**

- Season/Championship awards will be distributed at an Awards Banquet at the conclusion of the season.
- The top finishers in each class will be eligible for Championship awards.
- Additional trophies, plaques, or special awards may be distributed at the discretion of BKC Officials.

## Klotz BKC State Championship Points Structure

<u>Position</u>	<u>Final</u>	<u>Pre-Final</u>	<u>Qualifying</u>	<u>Fast Lap</u>
1st	68	30	1	1
2nd	62	29		
3rd	57	28		
4th	53	27		
5th	50	26		
6th	48	25		
7th	47	24		
8th	46	23		
9th	45	22		
10th	44	21		
11th	43	20		
12th	42	19		
13th	41	18		
14th	40	17		
15th	39	16		
16th	38	15		
17th	37	14		
18th	36	13		
19th	35	12		
20th	34	11		
21st	33	10		
22nd	32	9		
23rd	31	8		
24th	30	7		
25th	29	6		
26th	28	5		
27th	27	4		
28th	26	3		
29th	25	2		
30th	24	1		
31st	23	1		
32nd	22	1		
33rd	21	1		
34th	20	1		
35th	19	1		
36th	18	1		
37th	17	1		
38th	16	1		
39th	15	1		
40th	14	1		
41st	13	1		
42nd	12	1		
43rd	11	1		
44th	10	1		
45th	9	1		
46th	8	1		
47th	7	1		
48th	6	1		
49th	5	1		
50th	4	1		
51st	3	1		
52nd	2	1		
53rd+	1	1		

## Section 11: CLASSES

### 2022 CLASS STRUCTURE

- **Kid Kart**
  - 5 to 8 Years Old
  - 50cc Comer – 150 lbs. – No Rest – 10/89 Gear – 33.75” Max Rear Tire Circumference
  - Briggs 206 - .310 Slide – 4,100 RPM Rev Limiter – 17/57 Gear – 33.75” Max Rear Tire Circumference
  - Kid Kart and Cadet Chassis Allowed
  - Adjustments may be made to equalize performance between engine and chassis types.
- **206 Sportsman (Cadet)** – 7 to 12 – 265 lbs. – Green Slide
- **206 Junior** – 12 to 15 – 320 lbs. – Yellow Slide
- **206 Senior** – 15 & Up – 360 lbs.
- **206 Masters** – 35 & Up – 390 lbs. (drivers 30+ allowed if driver weighs 200 lbs. or more)
- **T225 Senior** – 12 & Up – 365 lbs. – T4 Tires (4.50/7.10)
- **Micro Swift** – 8 to 12 – 225 lbs. – 16mm Restricted Header
- **KA 100 Junior** – 12 to 15 – 320 lbs. – 22mm Factory Header
- **Yamaha Can** – 13 & Up – 350 lbs.
- **KA 100 Senior** – 15 & Up – 360 lbs.
- **KA 100 Heavy** – 15 & Up – 390 lbs.
- **TaG 125** – 15 & Up
  - Running at all 5 races in 2022!
  - PRD and Air Cooled IAME at 365 lbs.
  - Leopard Early Model & MY09 at 375 lbs.
  - Rotax at 380 lbs.
  - IAME X-30 at 385 lbs.
  - Sonik TX, Rok-TT, and IAME Dragon at 395 lbs.
- **80cc Shifter Kart** – 15 & Up – (80cc & 125/175cc run together, scored separately)
  - Racing at Wilmington, Thompson (Double Header), and G&J Only – Best 3 Races Count for Championship
  - Stock MX Engines (YZ/RM/KX/CR 80 – 85cc)
  - 365 lbs without Front Brakes
  - 380 lbs with Front Brakes
  - SIRA Engine Rules – Airbox NOT Required
- **125/175cc Shifter Kart** – 15 & Up – (80cc & 125/175cc run together, scored separately)
  - Racing at Wilmington, Thompson (Double Header), and G&J Only – Best 3 Races Count for Championship
  - 125cc Stock or Mod Honda - 380 lbs
  - 125cc ROK - 395 lbs
  - KZ's - 405 lbs
  - Honda w/144cc Kit – 405 lbs
  - SKUSA 175cc – 415 lbs
  - WKA/ROK/SKUSA Engine Rules – Airbox NOT Required on MX Engines

**NOTE: Classes with low entries may be combined on track with other classes and scored separately.**

## Section 12: TECHNICAL INSPECTIONS & PROTESTS

### TECHNICAL INSPECTION

- BKC Officials reserve the right to inspect ANY and/or ALL karts at any time for ANY aspect of the rules (including, but not limited to, engine legality, fuel legality, safety items, kart specifications, rule compliance, etc.).
- BKC Officials will select karts for technical inspection. All karts selected for post-race technical inspection MUST be taken to the designated tech area IMMEDIATELY following a race. Access to this area is restricted and under the control of the designated BKC Tech Officials. You must drop off your kart and exit the area immediately.
  - Karts MAY NOT be removed from the tech area until being released by BKC Tech Officials.
  - A maximum of (2) representatives (driver, owner, engine builder, crew chief, tuner, parent, etc.) are allowed in the tech inspection area during tech and ONLY at the instruction of BKC Tech Officials.
  - Technical inspection will be in and of any manner of BKC Tech Officials' choosing.
  - Refusing technical inspection or not taking kart to tech area following race will result in IMMEDIATE disqualification from that race.
- Illegal items found during technical inspection may be confiscated and/or marked by BKC Officials.
- Note: Post race tech may be delayed at times due to entry numbers, Tech Official availability, or other reasons.

### TECHNICAL PROTESTS AND LEGALITY

- A participant may protest another participant's legality (including, but not limited to, engine legality, fuel legality, kart specifications, rule compliance, etc.) within 30 minutes of the class crossing the scales.
- With any technical protest, the protesting party must immediately submit their kart to tech and are subject to being checked for the same item or items they are protesting.
- All protests must be filed in writing to a BKC Official on a properly filled out BKC Protest Form.
- Party filing the protest can remain anonymous but must remain present in the pit area until the issue is reviewed by BKC Officials. Failure to remain in the pit area will result in voiding the protest.
- Technical protests MUST be accompanied by a \$100 protest fee. If the protesting party in an engine protest leaves before the protest is resolved they forfeit the ENTIRE fee regardless of the result of the inspection.
  - Protested items must be IMMEDIATELY taken to a BKC designated impound area for inspection.
  - If the protested party refuses to be inspected or leaves the impound area before the inspection is complete the protest fee will be returned to the protesting party. Furthermore, the protested party will be disqualified for the particular race event.
  - If the inspection reveals no illegality, the protested party will receive ½ of the protest fee.
  - If the protested party is found illegal, the protestor will receive ½ of the protest fee.
  - If the technical inspection cannot determine an individual's legality before the race day is over, the fee and all awards, points, etc., will be held until BKC Officials can make a binding ruling. In some cases additional research, information, etc., must be gathered to adequately make a fair and proper ruling.
- Fuel or oil protests MUST be accompanied by a \$20 protest fee. The BKC retains the Fuel or oil protest fee regardless of test results and outcome of the protest.

## Section 13: ENGINE SPECIFICATIONS

### ENGINE SPECIFICATIONS

- The BKC does not write engine rules or specifications but uses the **2022 WKA Tech Manual, 2022 Rotax Technical Regulations, 2022 Briggs & Stratton 206 Ruleset, and 2022 Tillotson TPP-225RS USA Engine Rules** to provide common engine specifications for the karters. Neither WKA or Rotax, have sanctioned the BKC to use their names for any event or published technical specifications.
- All 2-Cycle Classes must adhere to 2022 WKA engine specification unless specifically noted. (Rotax must adhere to 2022 Rotax Technical Regulations.)
- All 206 Classes must adhere to the 2022 Briggs & Stratton Ruleset unless specifically noted.
- T225 Senior must adhere to the 2022 Tillotson TTP-225RS USA Engine Rules unless specifically noted.
- Engines and engine parts may be checked any time after "Happy Hour" practice.
- Adherence to engine technical specifications is SOLELY the responsibility of the entrant.

## EXHAUST/NOISE REDUCTION

- To reduce noise levels and possible complaints, mufflers and/or air boxes (depending on class rules) are MANDATORY at ALL EVENTS.
- All varieties of exhaust and noise reduction devices (silencer or air box), regardless of class, must remain mounted and in working order throughout the ENTIRETY of the race event. Any entrant whose exhaust or noise reduction device becomes disconnected at ANY time during competition shall be automatically black flagged.
- Note: The BKC will follow the Briggs Ruleset Item 34f for 206 classes "If header bolts loosen during a race but the header remains attached to the head with two bolts/nuts, this is not grounds for disqualification."

## Section 14: FUEL/OIL SPECIFICATIONS & TESTING

### FUEL/OIL SPECIFICATIONS

- 2-Cycle
  - Gas and oil only, absolutely NO additives allowed.
  - **Racing Gas is highly recommended.** Gasoline MAY NOT contain alcohol, ethanol, or other additives. Use caution when purchasing fuel (regardless of brand) as many outlets add a percentage of alcohol or ethanol to their gasoline.
- 4-Cycle
  - Spec fuel will be available for purchase at each BKC State Championship event. Current spec fuel for these events is 90 octane ethanol free gasoline provided by Klotz Synthetic Lubricants. Absolutely no additives allowed.
  - Crankcase lubricant(s) (oil or additives) may NOT contain any oxygen-bearing, vapor-producing or combustible substance.
  - T225 Senior must run un-altered Tillotson T4 Racing Oil (subject to DYE test).
- All – Hydrazine, dioxins or carcinogens of ANY KIND are illegal in ALL classes. Other banned substances/additives include, but are not limited to aldehydes, aminodiphenyl, benzene (in excess of EPA limits), benzidine, beryllium compounds, bromine compounds, butadiene, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, nitropropane, etc.), styrenes, toluidine and zylidine. Additional substances deemed to exceed the Threshold Limit Value for human exposure as listed by the American Conference of Governmental Industrial Hygienists are also illegal.

### FUEL TESTING

- 2-Cycle
  - Fuel may be checked with a Digatron meter, hydrometer, water test, lab test, or any other means.
  - Digatron base will be set using either cyclohexane or Klotz racing fuel and oil (mixed 8 oz. to 1 gallon).
  - With cyclohexane the meter will be set to -055, the competitor's fuel must be zero or negative.
  - With base fuel the meter is set to zero, the competitor's fuel is allowed to be plus or minus 10.
- 4-Cycle
  - The tech inspector will draw a sample from the spec fuel provided at each event.
  - Digatron meter will be set to 000 using the controlled sample.
  - Competitors are allowed plus or minus 10 on the meter.
  - Other recognized tests (including lab testing) may be used.
- All Classes
  - Competitors are eligible for one pre-race test.
  - Competitors are eligible for one re-check following a failed test.
  - Fuel to be tested may be removed from the kart's fuel tank and placed into a suitable, clean plastic container. This may help eliminate any effects of an aluminum fuel tank and facilitate cooling to ambient temperature. Artificial cooling of the sample (ice baths, etc.) is not allowed.
  - Base/sample fuels will be kept in a dry, shaded location, under the control of the tech inspector.
  - The BKC reserves the right to have additional testing completed by an outside source.

## OIL TESTING (4-Cycle Classes)

Crankcase oil may be tested with a “sniffer”, flame tested, and/or sent to an outside source for additional testing.

## Section 15: TIRE/WHEEL RULES & SPECIFICATIONS

### Tires

- Tire brand, compound, or size are not specified in any class (except Kid Kart Max Circ & T225 Spec Tire).
- Same set of tires MUST be used for Qualifying, Pre-Final, and Final.
  - Tires will be scanned, painted or otherwise marked to ensure compliance.
  - Tires with a puncture or obvious damage may be replaced with Race Director’s approval only. Tire wear is NOT considered damage.
  - Tire rule is NOT in effect when rain tires are in use.

### Wheels

- Wheels must be of a material and design suitable for high speed racing.
- The BKC currently allows 5 or 6 inch wheels in all classes with no restrictions on width (except T225 Senior).

## Section 16: GENERAL KART/CHASSIS SPECIFICATIONS

### FRAME AND OVERALL DIMENSIONS

- Besides compliance with the spirit and intent of the rules, overall quality of workmanship will be considered in the acceptance of a kart presented for competition in the BKC.
- A driver shall fit ENTIRELY within the specified width and length dimensions of the kart when normally seated.
- Chassis may be of “offset” or “straight-up” design with both right hand or left hand mounted engines allowed.
- Cadet chassis OPTIONAL in Swift or Sportsman classes, NOT allowed in Junior or Senior classes.
- Frame specifications:
  - Have a proven safe design. Main frame rails shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bends radii.
  - Minimum diameter for main frames rails is 1.0"/25.4 mm; max diameter of 1.40"/35.6 mm.
  - Minimum tubing wall thickness must be 0.078"/2.0 mm (for 1.0"/25.4 mm diameter) or 0.060"/1.5 mm (for 1.125"/28.6 mm diameter or greater).
  - Frame material shall be, at minimum, cold-rolled electric weld (ERW) steel tubing or other material of at least equal strength.
  - Floor pan MUST prevent any portion of driver’s body to contact the racing track surface.
- Kart Dimensions:
  - Wheelbase (measured longitudinally between the true axle centers)
    - Kid Kart – 29.0” – 31.0”
    - Cadet Kart – 35.0” – 41.0”
    - Standard – 39.75” – 43.0”
  - Maximum Width (includes all bodywork)
    - Kid Kart – 44.0” Max
    - Cadet Kart – 55.125” Max
    - Standard – 55.125” Max
  - Maximum Length (includes nose piece and rear bumper)
    - Kid Kart – 67.0” Max
    - Cadet Kart – 71.0” Max
    - Standard kart – 82.0” Max
  - Overall Height (includes steering wheel & fairing)
    - Kid kart – 20.0” Max
    - Cadet Kart – 26.0” Max
    - Standard kart – 26.0” Max
- Use of suspension components of any type (including springs, shocks, etc.) is prohibited.

## BUMPERS AND NERF BARS

- Front bumper specifications:
  - MUST be constructed of minimum 0.75"/19.1 mm diameter steel tubing.
  - Top of upper "hoop" MUST be a minimum of 7.75"/196.9 mm above the ground with the kart in race-ready condition.
  - Upper hoop MUST be supported either by a CIK style bumper support or in at least two (2) places by 0.75"/19.1 mm or larger tubing uprights.
- Pedal mounting points MAY be incorporated into the front bumper provided bumper is:
  - Welded to frame.
  - Through-bolted to frame.
  - Bolted then pinned with safety wire or cotter keys.
- Rear bumper specifications:
  - Must be either CIK plastic style or constructed of 0.75"/19.1 mm diameter steel tubing.
  - Maximum height of 7.50"/190.5 mm with kart in race-ready condition.
  - No wider than outside edge of rear tires. (except in rain conditions)
  - Must cover up to the middle of each rear tire in race condition.
- Nerf bar specifications:
  - Constructed of minimum 0.75"/19.1 mm diameter steel tubing.
  - No longer than 24.0"/609.6 mm (standard kart) or 19.0"/482.6 mm (cadet kart). Measurement is from back side of nerf bar closest to the rear tire in a straight line to front point of attachment to the frame.
  - Double-high bars are MANDATORY when CIK-style side pods are NOT utilized.
- All bumpers and nerf bars must be affixed to the kart through the entire race. Lost or missing bumpers or nerf bars will result in a DQ whether caught on track or following the race. Bumper & nerf bar DQ's will be scored behind all competitors completing the race.

## STEERING

- General:
  - Steering must be direct, mechanical type.
  - All steering assembly bolts and nuts, including spindle bolts, must be cotter-keyed, safety wired, berry clipped, and/or cir-clipped.
  - All steering bolts will be minimum 14,000-pound tensile strength, 0.25"/6.4 mm diameter and at least Grade 5 or US Mark 3 rating.
  - All steering rods ends must have universal-type swivel joints.
- Steering Shaft Specifications:
  - Solid shaft – Minimum 0.625"/15.9 mm diameter cold-rolled steel, one-piece design. Steering wheel attachment must be secured with quality nut or cap screw in an axial position with the centerline of the shaft. Welding the steering wheel to the hub or the hub to the upper shaft is NOT allowed. No shaft extensions are permitted.
  - Hollow shaft – Minimum 0.700"/17.8 mm diameter steel tubing, one-piece design, with minimum 0.070"/1.8 mm wall thickness with minimum 0.25"/6.4 mm diameter fastener at end. Steering hub (one-piece, not welded) will be secured through the axis with a 0.25"/6.4 mm diameter bolt parallel to the axis point.
  - Tiller/vertical shaft steering systems are NOT allowed. Rack and pinion systems are NOT allowed.



## BODY COMPONENTS

- All bodywork will be neat in appearance and securely mounted to the kart chassis.
- CIK/Euro-style noses/front bumper fairings are REQUIRED.
- Both CIK/Euro-style and American "Gold Cup" style side panels or pods) are legal.
- Bodywork cannot protrude more than 1.0"/25.4 mm wider than outside of each tire, per side.
  - This does not apply to wet (rain tire) set-ups.
  - Rear Bumpers can NOT protrude past the rear tires except under wet (rain tire) set-ups.
- All bodywork must be affixed to the kart through the entire race. Lost or missing bodywork will result in a DQ whether caught on track or following the race. Bodywork DQ's will be scored behind all competitors completing the race.
- ALL body parts, mountings and/or aerodynamic panels are subject to BKC Tech approval.

## AXLES AND HUBS

- Wheel hubs MUST be constructed of metallic materials.
- Ground-ball or roller-type wheel bearings only. Split race bearings are NOT acceptable. Wheel bearings must be adjusted so there is no excessive wheel play.
- Front axle nuts MUST be safety wired, cotter-keyed or snap-ringed. Self-clamping wheels may utilize snap-rings instead of nuts. Berry clips, cir-clip-type safety fasteners, or nyloc nuts are allowed in place of safety wire or cotter keys, where applicable. The use of castle-type nuts is recommended but not required.
- Rear axle must be one-piece design and constructed of metallic material, may be solid or tubular.
  - Minimum diameter – 1.0"/25.4 mm.
  - Maximum diameter – 1.97"/50 mm.
  - Both driving wheels must be locked to the rear axle with a "live" axle design.
- Front spindle and rear axle may not protrude beyond outside of rim and tire.
- Tires may be max 1" inside bodywork (does not apply to rain set-ups).

## BRAKES

- General:
  - All karts must have working brakes which, at minimum, brake both rear wheels equally and adequately.
  - Four-wheel brakes ARE permitted.
  - All bolts and nuts must be cotter-pinned, safety-wired, berry clipped, and/or cir-clipped.
  - Brake pedal must be secured to the kart with safety wire or cotter keys.
  - Master cylinder actuating rod or cable must be 0.25"/6.4 mm diameter steel or equal quality cable, with positive fasteners at each end.
- All master cylinder/caliper mounting bolts and master cylinder roll pins are to be cotter-keyed, safety wired, berry clipped and/or cir-clipped in such a manner they cannot be loosened without removal of the cotter-keys/safety wire/cir-clip. The use of steel locking nuts or drilled bolts with castellated nuts, properly pinned, is the only acceptable fastener for discs.
- Since most competition karts have brake pads secured by countersunk bolts, safety wiring is not feasible. Competitors should monitor proper tightness and use appropriate thread locking substance (such as Loctite).
- Hydraulic brake connections must be tight and free of any visible leaks. All brake lines should be safely routed to prevent any rubbing or pulling loose while kart is in motion.

## WEIGHT

- Any kart, dry and fully-equipped, MUST weight a minimum of 85 pounds (excludes kid karts).
- Entries are subject to a minimum combined kart/driver weight to be checked at mandatory post-race weigh-in.
  - All non-structural ballast weights added must be bolted securely to the kart frame, floor pan, or seat.
  - Minimum 5/16" (8mm) diameter bolts must be utilized to secure weights.
  - Max of 6 lbs. per single bolt allowed. Weights larger than 6 lbs. require additional bolts.
  - All bolts must be pinned, safety wired, cotter-keyed, or doubled-nutted.
  - No added weight allowed on the driver.
  - All weights MUST be painted a white and be marked with the kart number.
  - See class listing for individual class weights and other requirements.
- If a weight, body component or other kart component falls off a kart during an event, it cannot be remounted for the post-race weigh-in. Attempting to include a dismantled item, or adding any additional weights and/or other items at the post-race weigh-in will result in the competitor's disqualification from the event.

## SEATS

- Must securely locate driver laterally and longitudinally.
- Seat must be of one-piece or molded construction with no large openings or holes.
- Seat must be securely bolted to frame and non-adjustable during competition.
- NO portion of the seat may be located behind the rear axle (when viewed from above).
- Minimum seat height as measured from a vertical plane from ground to top center of seat back with driver.
  - Kid Kart – 12.0"
  - Sportsman Classes – 10.0"
  - Junior Classes – 12.0"
  - Senior Classes – 13.0"

## MISCELLANEOUS

- ALL karts must be equipped with at least one (1) positive-acting throttle-return spring.
- Seat belts or other driver restraints are PROHIBITED.
- Helmet straps for head support (straps connecting helmet to left or right shoulder of driver) ARE permitted.
- NO type of radio communication device may be utilized in any class.
- No rear view mirrors are allowed in any class.
- **Transponders MUST be located behind the front spindle kingpin or in a location specified by race officials.**

## KID KART SPECIFIC

- Kart MUST be equipped with two (2) positive-acting throttle-return springs.
  - One spring to be located on the carburetor.
  - Second spring to be located on foot pedal.
- Seat MUST be a minimum of 12.0"/304.8 mm high.
- Steering height may be a maximum of 20.0"/508 mm high.
- Chain guard MUST COMPLETELY cover chain, as viewed from above.
- NO offset karts allowed. Seat MAY NOT be offset beyond outside edge of left frame rail.
- Any brand of tire/compound may be used. Any width allowed. Maximum rear tire circumference of 33.75".
- Rear bumper must be continuous loop shaped with vertical and angular bracing connecting upper and lower loop rails or CIK plastic design. Bumper MUST cover at least ½ of the width of each rear tire.
- Tread width of kart measured to outside of rim/tire.
  - Front – Maximum 40.0"; no minimum.
  - Rear – Maximum 42.0"; 39.0" minimum.

## **Section 17: OFFICIALS**

### **RACE OFFICIALS**

- Series Directors: Manage and organize the series, direct event operations, and manage BKC Race Officials.
- Race Director: Oversees race-day activities, competition, safety, event schedule, and communication. Interprets rules, imposes penalties, and communicates information to Officials, competitors, and teams.
- Race Stewart: Oversees on-track activities. Works directly with the Head Flagman and Corner Workers to direct on-track activities and determine penalties. Works directly with Race Director to determine penalties.
- Head Flagman: Works with the Race Director, Race Stewart, and Corner Workers to control on-track activities. Controls all starts and gives input on penalties.
- Tech Directors: In charge of pre-race and post-race inspections for both general safety and compliance with technical rules to insure safety and fairness.
- Other race and/or series officials and volunteers are utilized as needed. ALL are to be treated with respect.

## **Section 18: UPDATES**

**Rules changes and updates may be communicated through the Buckeye Karting Challenge Facebook page, website, during events, or through any other means other means.**

### **UPDATE LOG**