

# COMPETITION RULES FOR MGKA EVENTS

**IKF and SKUSA Rules apply. MGKA Local Rules override or emphasize IKF and SKUSA rules.**

**Club membership required for competition, by second race entry.**

**MGKA members are required to be IKF and or SKUSA members corresponding to their racing class.**

**The MGKA has adopted the following Local Rules to supplement, override or emphasize specific IKF and SKUSA rules.**

**Local rules may be amended by a majority plus one MGKA Board member.**

## **FEES**

**Annual MGKA membership fee \$125.00**

**Family Membership fee \$200.00**

**Pit Stall \$125**

**Container Storage fee \$125. (self owned container)**

**Kart storage fee \$100 per kart yearly. (track owned container)**

**Practice Fee \$20 for youth, \$30 adult**

**Non-driver insurance pit pass (race or practice day) \$5**

**Driver race fee (race day) \$60....\$45 w/work credit and off island racers.**

**Late registration fee (after qualifying starts) \$10**

## **Spirit and Intent**

The following rules are the set of rules that will preside over MGKA races unless otherwise stated. This set of rules will be the guidelines by which the races are officiated. They are as complete as possible, yet may be amended to as needed. First and foremost, these rules are to be taken with the "SPIRIT AND INTENT" that is intended by these rules. If the rules don't say that you can, YOU CAN'T. If there is a question in your mind as to the intensions or meanings of the rules, please contact us for verification. We do not expect competitors to look for 'loopholes' or 'grey areas' by which to manipulate and gain an advantage. This will not be tolerated and will be looked on as stepping outside the rules.

## **Registration**

Competitors must be registered in an event prior to taking the track in any on track sessions.

Competitors failing to register may not be allowed to compete in the event. A driver is not allowed to substitute for another driver, or gain points for anyone other than themselves. All competitors registering for any event, acknowledge and admit that there are inherent risks affiliated with racing or being at a race track, and by doing so, assume all responsibility and hold harmless MGKA, and is affiliates, employees, and assigns from any liability related to the racing event. Entry fees, as a rule, are non refundable and non transferable, once a driver has taken the track for any track session affiliated with the racing event. MGKA maintains the right to disqualify/remove/ban any competitors

and their affiliates who are not acting according to a general code of conduct at MGKA's sole discretion, and will not be required to refund fees.

### **Liability Waiver:**

**Liability Waiver:** All drivers shall sign a waiver and release of liability before participating in any MGKA event. The entrant and/or driver, in submitting the entry form for any MGKA event, agrees to hold harmless MGKA, 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 received by said entrant/or driver, from all claims of said injuries to parties listed above growing out of, or as a result of the event contemplated under the entry form, or caused by any construction or conditions of the course over which the event is held.

**Parental Consent Form:** It is mandatory that the parent or legal guardian for any minor that will be in any restricted area, must complete the 'Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement', before being allowed to participate at a MGKA event.

**Competitor Responsibility:** Competitors also 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 crew member) in a manner designed to minimize to the degree possible, the risk of injury to themselves and others. **MGKA does NOT assume any liability for the safety or technical compliance of a competitor's race kart and/or racing equipment.**

## **General Code of Conduct**

MGKA will not tolerate racers, crew members, or affiliates who are acting belligerently to others on the premises. Drivers, crew members, and affiliates will be expected to treat all others with respect and dignity at all times. Hostile actions, verbal abuse or abusive language will be grounds for disqualification and/or removal from the event. All drivers will be responsible for their crew members and affiliates. Any penalties or disciplinary actions deemed necessary will be levied against the competitor(s) affiliated with the offender(s). The use of alcohol and drugs is strictly prohibited during any racing event. Alcohol may be allowed after an event depending on the policies of the hosting facility. Violations of this policy may result in the disqualification of affiliated drivers and or removal from the premises.

## **TECH RULES**

**All IKF classes will be run under IKF tech rules and class guidelines.**

**All SKUSA classes will be run under SKUSA tech rules and class guidelines.**

## **Pre-Tech**

Pre-tech inspections: All karts will be required to go through a pre-tech inspection process prior to taking the track for practice. A track official will inspect the kart for safety features, along with inspecting safety gear. Once the inspection is complete, the kart will be expected to maintain all safety features and precautions. If the vehicle appears to meet all safety requirements, a "PRE\_TECH" sticker will be adhered to driver's panel of the kart. All karts must have this sticker present in order to be allowed onto the track for practice or racing. In general, components related to the braking systems, steering systems and weight ballast systems, are subject to require 'secondary retention' mechanisms. This will mean either safety wired, cotter pins, circle clips, or double nuts. *See pre-tech items in the tech section for specific items.*

It is the sole responsibility of all competitors to maintain the safety of their karts. All karts are always subject to inspections through-out the competition and karts not in compliance may be subject to

penalty. Race officials take no responsibility for safety items on any karts. Safety violations will be at the race directors' discretion.

\*\*\*All competitors are only allowed one chassis to compete with from qualifying through the features. More than one chassis may be pre-teched for practice, but only one shall remain 'marked' for competition. Any competitor using a chassis other than their one marked chassis may be disqualified for that track session. A chassis may be replaced only at the race directors' discretion, and only if the primary chassis is damaged beyond reasonable repair.

## **Qualifying**

Qualifying will be generally done by open track sessions. Competitors will be given a specified amount of time to qualify. The number of laps driven during qualifying will be at the competitors' discretion. Once the allotted amount of time has expired, the timing system will be turned off. Only completed laps will count towards qualifying. The spacing in which drivers enter the track, will be monitored by the grid steward, as to not allow one competitor to disrupt another competitors 'hot lap', while entering the track. Once the drivers are on the track, basic sportsmanship should prevail. It is NOT the track official's obligation to move slower drivers out of the way (BLUE FLAG), but slower drivers are expected to yield to overtaking drivers. It is the responsibility of each competitor to monitor their own track usage during qualifying. Competitors found to be intentionally interfering with another driver during qualifying may be penalized. Drivers not recording a lap time during qualifying will be placed at the rear of the next track session (in front of any DQ's). Qualifying generally sets the grid for the next track session. In the event that it is not possible to qualify, a 'pea pick' may be used to determine qualifying order. HOT GRIDQUALIFYING; Generally speaking, a HOT GRID is used for qualifying. Unless otherwise specified, drivers will be allowed to enter and exit the track as often as they choose during qualifying. Competitors/crew members are allowed to work on karts in the HOT GRID only, during qualifying making as many adjustments as they choose. Things NOT PERMITTED on the hot grid for qualifying are adding or removing weight, the use of ANY aerosol cans, and removing the fuel tank lid. Any of these violations may result in being moved to the back of the field. All karts must be weighed with bars that were removed during "Q" sessions. \*Karts becoming disabled on the track surface, during qualifying sessions, may be retrieved if possible by track officials. Otherwise, they may be required to stay out on the track for the remainder of the qualifying session

## **Standing start**

Standing starts are used to start shifter kart races. Positions for standing starts are determined by qualifying times, heat positions, points or pea-picks. Competitors will be released from the pre-grid to enter the track by the grid steward, and are given a pre-determined number of warm up laps prior to gridding up for the start. Once drivers are released from the pre-grid and enter the track surface, drivers may not receive ANY ASSISTANCE (with the exception of a push start from track officials at their sole discretion) from anyone or use any tools without being moved to the rear of the field. Should a driver enter the track and pull back into the pre-grid area, and receive ANY ASSISTANCE or use any tools, they will be placed at the rear of the starting grid. Should a driver choose to remain on the pre-grid, they may receive assistance with tools without losing their grid position, AS LONG AS THEY ARE READY TO ASSUME THEIR GRID POSITION WHEN CALLED UPON, by the track official. Drivers are NOT required to complete the warm-up laps. Driver ARE allowed to enter the race from the pre-grid after the green light is displayed, at the tail end of the field, so long as that driver enters the race PRIOR to the leaders completing the first lap.

All karts must be ready to take their grid position when called upon by the track official or will forfeit their grid position and be moved to the tail of the field. Should any kart not take their starting position on the grid for any reason, that grid position will remain open

Drivers who experience difficulties once gridded on the track (stalled motor, etc) must remain in their karts and waive their arms. A driver is NOT allowed to get out of their kart and restart it on the starting grid. Track officials MAY attempt to restart, at their discretion, prior to official at the head of the grid assuming control. If the grid is set, and the official at the head of the grid has assumed control, the lights will go GREEN without restarting stalled karts. Track officials may attempt to restart stalled karts after the green light is displayed.

**Jumped Starts:** A competitor is considered to have 'jumped the start' if they are rolling at the time the light goes green, or if any tire has rolled outside of the starting box, prior to the light going green. The penalty for jumping the start is one position plus positions gained (usually determined by the first scoring pass). Example: driver started in 6<sup>th</sup> position and jumped- their first crossing they were in 4<sup>th</sup>, that driver will get docked 3 positions (1+2=3) at the end of the race. A driver may opt (race directors discretion) for a "stop and go" penalty during the race to nullify his jumped start penalty if that driver didn't gain positions on the start.

**It is the sole responsibility of every competitor to know their starting grid position, once they enter the track. Any driver, who attempts to line up in the wrong grid position on the track, is in jeopardy of being moved to the back of the field. Any driver starting a race from the wrong grid position may be subject to post race position penalties.**

*\*Once a driver has taken the start, they may exit the track and re-enter the race, even if falling a lap or more behind.*

### **Standard Starting Light Sequence:**

After taking the designated number of warm-up laps, competitors will approach the starting grid, and be placed into their starting positions. The RED LIGHT and the YELLOW LIGHT will be on. Once the field is set in place, the Starter at the front of the grid will signal all competitors that the race is about to begin. After the Starter moves out of the way, the RED LIGHT will go off, leaving only the YELLOW LIGHT on.

At any time in the next 5 seconds, the GREEN LIGHT will be displayed (YELLOW LIGHT extinguished simultaneously) signaling the start of the race.

### **Rolling starts:**

Rolling starts are used to start all non-shifter kart races. The starting grid positions for a rolling start are determined by qualifying times, heat positions, points or pea-picks. Karts shall be pre-gridded in the correct starting order. Should a competitor(s) fail to make the pre-grid or drop out on the warm up laps, the entire side of the grid affected will move forward to fill the voided space. Karts are NEVER to cross over to the other lane due to voids in the grid for a rolling start. Once the karts are released from the pregrid, drivers may not receive ANY assistance (other than a push start from a track official) or use any tools without being moved to the rear of the rolling line-up. It is the responsibility of ALL drivers to maintain their grid position during the warm up laps. Should a driver fall out of formation, that driver has until the last corner leading onto the straight-away where the green flag will be thrown, to re-acquire their starting position. After that, they must start from the back of the pack.

The entire field should be gridded up tight and in formation, in 2 single file lines for the start of the race. It is up to the front row to set the pace for the start of the race. The starter will GO GREEN at their discretion on the go lap. The green will be thrown if the pole sitter is even or has an advantage over the off pole driver. If the off pole driver is out front, the start may be waived opting for another try. The front row will be given 2 chances for a clean start. If after 2 attempts, the race has not started, the officials may move one or both drivers in the front row back to the second row.

Once the starter throws the green, drivers may immediately begin to pass and race for position. Prior to the green flag being displayed, drivers are required to remain in line. Drivers deemed to have moved out of line prior to the green may be penalized. **Driver ARE allowed to enter the race form**

**the pre-grid after the green light is displayed, at the tail end of the field, so long as that driver enters the race PRIOR to the leaders completing the first lap.**

**It is the sole responsibility of every competitor to know their starting grid position and maintain their track position on the warm up laps. Any driver who attempts to line up in the wrong position or gain positions on the warm up laps unfairly, is in jeopardy of being moved to the back of the field. Any driver starting a race from the wrong grid position may be subject to post race position penalties.**

*\*Once a driver has taken the start, they may exit the track and re-enter the race, even if falling a lap or more behind.*

### **Restarting of karts on the track:**

Once karts are released from the pre-grid to the racing surface, they are considered to be under ‘race conditions’ and are not subject to help from any outside source, unless they exit into the hot/pre-grid area. Track officials and corner workers may assist in the restarting of competitors, solely at their discretion, and are in no way obligated to do so. They may only do so if it is considered to be safe and prudent. **Should more than one kart be involved in an incident, and the track workers opt to restart the competitors, the competitor that was in the lead at the time of the incident or was deemed to be the ‘victim’ in the incident, should receive assistance first and foremost.**

Any kart re-entering the racing surface after an incident, is required to do so without affecting the momentum of the karts on the track. Re-entering drivers ‘cutting off’ drivers currently racing may be subject to post race position penalty.

**Cutting of the track:** Karts that leave the racing surface due to incident will be expected to re-enter the track in the same general vicinity they left the track. Karts that re-enter must first and foremost, only re-enter when safe to do so, and not affect karts that did not leave the racing surface. If a kart ‘cuts’ the track, they may be subject to post race position penalty. (General rule: one position for each corner cut, plus positions gained).

**POST SESSION WEIGHT;** All competitors are subject to meeting the minimum specified weights directly after each official track session. Competitors are to have NO CONTACT with anyone prior to weighing in. (exception: drivers may be given a drink of water by track officials only.) All competitors failing to meet the minimum weight requirements will be disqualified from the track session. Weight DQ’s in qualifying and heats/prefinals, will result in being placed at the back of the field for the next session. Weight DQ’s in the features will result in being placed at the back of the field in the results/points. Weight DQ’s in a feature will result in last place points and may be used as a “throw-away” for series points

Drivers failing to make weight may be given up to three chances to re-weigh. The scales should be reset to zero prior to each attempt. If after 3 attempts, the competitor has not met weight requirements, they shall be deemed “light” and be disqualified.

### **Post Race Inspections:**

All competitors and their equipment are subject to post race inspection. All karts and drivers must cross the scales in order to receive credit for a race. Any competitor failing to scale immediately following a race, (prior to leaving the track or supervised area), will be considered non-compliant and will be disqualified from that race session. Competitors failing to meet weight requirements will be disqualified from that race session. Competitors being DQ’d for weight in a feature, will receive last place points. Weight DQ’s may be used as throw-aways for series points

Other posts race TECH inspections may be performed by officials and the Tech Director, **at their sole discretion**. Fuel samples may be extracted for testing or subject to any number of compliance tests. Drivers found to have non-compliant fuel will be disqualified and may be subject to further discipline, depending upon the circumstances. Tech officials reserve the right to require competitors to tear down motors for internal inspections, at the sole discretion of the tech director. Race officials will not be responsible for the cost of re-assembling equipment. Competitors found with non-compliant equipment are subject to disqualifications for the race. Most TECH DQ'S will result in 0 points being awarded for an event. Most TECHNICAL DQ's may NOT be used as throw-aways for series points.

- \*Occasionally, more comprehensive inspections of certain components may be required to determine compliance. Additional time and testing may be required to perform such inspections. Results from certain these inspections will be determined in a reasonable amount of time.
- \*The use of ignition control boxes (CDI's) that have been tampered with or manipulated, in order to gain an advantage, in an attempt to deceive race officials, may be grounds for forfeiture of all series points earned, and disqualification from the entire series.
- \*Competitors found to be using any EPA listed known cancer causing fuel additives, WILL BE prosecuted to the full extent of the law, and banned from series participation for LIFE.

## **Disqualifications:**

Competitors disqualified for any reason, other than failing to meet weight requirements, will not be allowed to use the points earned for that race as a "throw-away" in the series. Drivers being DQ'd for weight will be placed behind all other drivers who started the race, other than drivers guilty of "TECH" DQ's. Drivers who failed to take the green flag (Did Not Start=DNS) will be placed in front of post race DQ's.

## **Did Not Start (DNS):**

A competitor will be scored with a DNS if they fail to be under their own power and in formation when the green light is thrown (rolling starts) or can not make their grid position under their own power (standing start), receiving no points for the track session. If a driver is moving and in formation when the green is thrown (rolling start), or pulls their kart into their starting grid position under their own power (standing start), they will be scored as 'started' and receive points accordingly for their finish position. If a driver fails to qualify or receives a DNS in the heats/prefinals, they will be permitted to start at the rear of the field for a feature and score points.

## **FLAGS:**

All competitors are responsible for the adherence to the following flag signals. Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

**GREEN FLAG:** A green flag (light) is displayed signaling the start or continuation of practice or competition. Once the green flag has been thrown, drivers are allowed to pass immediately. Should the starter, after displaying the green flag, decide to restart the competition, a yellow and red flag (light) will be displayed. If this decision is made, all corners will display a waiving yellow flag. A complete restart will take place.

**WAIVING YELLOW FLAG:** A waiving yellow flag indicates there is a problem on the course ahead. All drivers are to proceed with caution, raising a hand to signal following drivers. No passing is allowed from the point that the yellow flag is displayed until cleared of the incident. Passing under a yellow flag will result in position penalties.

**STANDING YELLOW FLAG (not waiving):** Continue at race speed. Minimal danger requiring driver's attention up ahead. Passing is not allowed.

**RED FLAG:** A red flag indicates that the race is being stopped due to an emergency, the perceived need for medical attention, track blockage, an invalid start, weather or darkness. All drivers are to slow down and be prepared to stop where directed by race officials, preferably near the start finish line. No competitors may enter the pit area or work on their kart unless otherwise directed by the Race Director. All drivers allowing work on their kart to be done will be placed at the rear of the field for the restart. Any driver drawing the red flag because of a perceived need for medical attention will be placed at the rear of the field. The race order for the restart will be determined by the last fully completed and scored green flag lap. All karts involved in the incident that drew the red flag will be placed at the rear of the field for the restart. If more than one kart is being placed at the rear of the field, the order for these karts will be determined by the last fully completed and scored green flag lap. Any race that has completed 50% or more of the distance prior to a red flag, may be considered complete. This is at the Race Directors discretion.

*\*Any driver who loses consciousness during an event, will **not** be allowed to race until cleared to do so by medical staff.*

**BLACK FLAG:** A black flag indicates that the driver has committed an infraction. The driver is to immediately report to the pit area and stop where directed by race officials. Failure to respond to the black flag may result in further penalties and or disqualification.

**MEATBALL FLAG --** (Black Flag with orange ball) Stop at pits next lap, mechanical infraction.

**YELLOW FLAG WITH RED STRIPE (UNSAFE) --** This flag indicates the track is slippery or other unsafe conditions.

**ROLLED BLACK FLAG:** A rolled black flag may be displayed as a warning of a driving infraction. If a driver does not heed this warning, a waived black flag result. A rolled black flag may not always precede a waived black flag.

**BLUE FLAG WITH ORANGE/YELLOW STRIPE:** A blue flag indicates that a driver is about to be overtaken and put a lap(s) down by another driver. The driver about to be overtaken must make room for allowing the faster driver to pass without incident. Lapped drivers are NOT to race with faster overtaking drivers. Failure to heed the blue flag may result in a black flag. Drivers falling 2 laps behind in any track session may be removed at the Race Directors discretion.

**CROSSED FLAGS:** Two crossed flags (green and white) will be displayed signaling the race is at the half way point.

**2 VERTICAL FLAGS SIDE BY SIDE:** Rolled Checkered and White flags held side by side, signals 2 laps remaining in the race.

**WHITE FLAG:** A white flag being displayed signals one lap remaining in the race.

**CHECKERED FLAG:** A checkered flag displayed signals the completion of a race or practice session. A driver is to race to the checkered flag regardless of lap count.

## **Restarts**

**Complete restarts:** Any race drawing a red flag prior to the completion of one lap will be a complete restart. Any race that sees 50% or more of the competitors involved in an incident(s) on the first lap will be a complete restart. At the discretion of Race Officials, the validity of a start, may be overturned, prior to the first lap being completed. In this case, a complete restart shall take place. **All of the above situations will see all drivers assuming their original starting positions.**

**Rolling restarts:** Any race drawing a red flag after the completion of one lap, will be restarted by a rolling restart. Positioning on the restarts will be determined by the last completed green flag lap prior to the red flag being thrown. Rolling restarts will be a single file line up with at least one lap under caution. The lead driver will bring the field around at their pace approaching the starter. A green flag will be displayed, signal the restart of the race. Any race that has completed 50% or more of the distance prior to a red flag, may be considered complete. This is at the Race Directors discretion.

## **Protests:**

If a driver does not agree with a call (or non call) that was made on the track, or believes another driver is competing outside of the rules, that driver may file a protest. Only protests filed on an official protest forms will be considered. Forms may be obtained from either the scales or the Grid Steward. All protests are to be filed with the Grid Steward. For a protest to be considered, it must be filed within 30 minutes of the completion of the race in question. Only a competitor may file a protest. Competitors may only file protests in the class they are competing in. Protests may only be filed regarding an officials' on the track call (or lack thereof) and/or equipment compliance issues. A protest must include the accusation, the rule that was violated, the circumstances, and the desired outcome. On track issues, appeals will be decided by the race director, while equipment compliance issues will be decided by the tech official and race director. The decision made in regards to a protest will be given within one hour of the filing of the protest. Competitors not satisfied with the decision regarding a protest may APPEAL the decision, by completing an appeals form available from the grid steward. An appeal must be made within 30 minutes of a protest decision being rendered. All appeals will be decided upon, by a competition board, with the decision being made final within 3 working days.

**Technical protests:** A competitor may file a protest against another competitor if they believe that competitor is using equipment that is non-compliant with the rules. The fee for filing a protest requiring motor tear-down is \$250. If the accused competitor is found to be non-compliant, the protesting competitor will be refunded this fee. If the accused competitor is found to be compliant, the \$250 fee will be given to the accused competitor. Any protest requiring non-standard verification methods will be subject to a fee equivalent to the amount required to conduct said testing. Race officials will not be held responsible for costs incurred during compliance testing unless said testing is conducted at the request of the race officials.

**Driver Conduct:** Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking, both of which are to be penalized at the Race Directors discretion.

## **Passing:**

The responsibility for being patient and waiting for an opportunity to make a clean pass rests on the passing driver. In general, "having position" will be defined as the passing kart's front bumper being equal-to or forward-of the overtaken karts front tire at or before "turn-in" for a corner. Furthermore, all passes must occur with at least 2 wheels on the racing surface.

## **Rough Driving:**

Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or 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" is allowed. Good competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation depending on each incident, and is at the complete discretion of the race officials. Officials will spot such infractions and take the prescribed actions. As a general rule, any driver who initiates avoidable contact with another driver(s) may be penalized. Penalties may include being placed behind the victimized driver, regardless of finish position. Drivers deemed to be engaging in "rough driving" may be subject to a waving black flag without warning, and post race position penalties.



## **Blocking:**

Blocking is a 'cheap' tactic that is used by drivers to keep faster drivers behind them. This is considered unsportsmanlike and is subject to penalty. Blocking is defined as "A driver making more than one move off the preferred racing line in any given straight-away." For example, if a lead driver wants to 'protect' their position by moving to the inside of a straight away, they may do so, but if that driver moves back to the outside of the track to set up for the next corner on the same straight-away, they are considered to be blocking. Generally, a driver will receive a rolled black flag for blocking the first time. If this tactic continues, the guilty driver may receive a waving black flag or be subject to post-race position penalties.

## **Stopping on the Race Course:**

Competitors that stop on the track must first and foremost get themselves and their kart to a safe location, out of the way of others. Only after taking care of safety concerns, may they attempt to re-enter the track session. All such attempts must be conducted in a safe manner and under the drivers own power. At all times, a driver's privilege to re-enter the track session is subject to track officials discretion based on their interpretation of "safe to do so". A driver is not to expect corner workers to assist their re-entry. If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe location immediately. Once the kart is secured, the driver must remain in a safe location near their kart until the race is completed.

## **Unauthorized Personnel on the Track:**

Under no circumstances, shall anyone enter the racing area without expressed permission from a track official. Unauthorized entry onto the racing surface or track area, by any crew member, mechanic or affiliated persons, may be grounds for immediate disqualification of the affiliated driver(s).

## **CLASSES**

### **All IKF classes will be run under IKF class guidelines**

#### **There will be a 3 race restriction rule for all new drivers**

KIDS KART: see IKF specs age 5-9 / 135-160 lbs / \*open tires 4.5/4.5

JUNIOR 1: age 8-11, K-80 comer @ 225lbs / Yamaha KT-100s w/red .600 restrictor @ 225 lbs / Parilla 60cc gazelle @ 235lbs / cadet chassis / MG red or YHC tires 4.5/4.5

JUNIOR SPORTSMAN: age 12-15, Yamaha KT-100s/ rlv box ybx / @ 280 lbs / MG red or YJL tires 4.5/6.0

KT-100 LIGHT: age 16-up, Yamaha KT-100 / rlv L2 pipe / wet clutch / @ 330 lbs / MG red or YJL tires 4.5/7.1

KT- 100 Heavy: 16-up, Yamaha KT100 / rlv r2 pipe / wet clutch / @390 lbs / MG red or yjl tire 4.5 7.1

SUPER SPORTSMAN: age 16-up, Yamaha KT-100s / rlv sxx-v @ 345 lbs / MG red or YJL tires 4.5/6.0

## **All SKUSA classes will be run under SKUSA class guidelines**

**Drivers participating in any SKUSA classes will be current SKUSA members or join SKUSA (no exceptions).**

**All SKUSA class drivers will be licensed (no exceptions).**

**Class integration for new drivers in SKUSA classes as follows....**

**Any new drivers with no class experienced will have to be signed off by the board and race director before competing in any SKUSA classes.**

**There will be a 3 race restriction rule in place for new drivers in SKUSA classes.**  
**SKUSA CLASSES**

TAG JUNIOR: age 12-15, 125cc electric start / @ 320 lbs / MG spec tire. 4.5/7.1

TAG SENIOR: age 15-up (under 15 race directors discretion), 125 cc electric start  
345lbs. PRD Fireball  
355 lbs. class B engines; Leopard, Rotax, BM Jaguar, Vortex Rok  
375 lbs. Easykart, Motori 7, Rok TT  
385 lbs, class A engines; Comer, Sonic TX, Italsistem; no 4 strokes  
/ MG spec tire 4.5/7.1 all classes

K1: age 14-up, 80/85 cc moto / 360 w/o front brakes / 370 with front brakes / MG spec tire 4.5/7.1

S5: age 12-15, 125 cc restricted spec Honda / @ 340 lbs / MG spec tire 4.5/7.1

S1-Pro: age 15-up, 125 cc spec Honda / @385 lbs / MG spec tire 4.5/7.1

S2-Semi Pro: age 15-up /125cc spec Honda / @ 395lbs / MG spec tire 4.5/7.1

S4: age 30-up (or driver weight of 200lbs), 125cc spec Honda / @ 405 lbs / MG spec tire 4.5/7.1

G1: age 30-up, 125cc ICC and MOTO / @ 405lbs, (CIK tech rules apply to this class)  
/ MG spec tire 4.5/7.1

FZ125 Spec Shifter: age 15-up, 125 cc spec FZ125/Honda/ROK Shifter / @TBD/ MG spec tire 4.5/7.1

### **Mixed Classes**

Classes that are lacking in number, or classes that are pre-determined to be 'run together- scored separately' may be combined for on track sessions. This is at the sole discretion of the race director/ and board of directors. Classes that are combined will generally be 'run together- scored separately'. Classes may be separated by class or intermixed. Generally, classes that are run together will be intermixed. In an intermixed class, if a competitor is DQ'd for weight or receives a DNF, that competitor will be placed directly behind the last competitor in their class, rather than placed clear at the back of the pack, to start the next track session. Awards for combined classes will generally be based on the number entries for each class, rather than combined.

## **FUEL**

Pump gas or Racing gas allowed for all IKF classes. SKUSA classes to run spec fuel per SKUSA rules. (pump gas allowed)

## **Points:**

**All classes will be scored per SKUSA rules.**

## **Driver Age:**

A driver's racing age, for the purpose of the racing season, will be determined by the age that driver has/will attain during that calendar year. If a driver opts to move to the more Sr. class in their "option year", that driver may not move back down to the more Jr. class.

## **Transponder Scoring:**

All drivers wishing to be scored must use a transponder. It is the competitors' responsibility to make sure that their transponder is on and working. Should a transponder fail or not be present on a kart, scoring may attempt to score that competitor by hand, BUT IS NOT OBLIGATED TO. If a competitor's transponder fails or is not present for qualifying, no concessions are to be made by race officials for that competitor. If a competitor is using a rented transponder that fails during qualifying, track officials may make every attempt to give that competitor an equal and 'fair chance' to qualify. Transponders may be attached to any point on a karts side pods, or further back from the front of a kart. Scoring system results are deemed to be official and final.

## **Kart Numbers:**

All karts are required to display numbers on both side pods, front drivers fairing, and rear of kart. Colors for backgrounds and numbers are unspecified, but must be readable while karts are at racing speed. Numerals 1, 2, and 3 are reserved for the top 3 finishers in the prior years point standings in that class. Numbers 4 and above are available to all competitors. Red or orange number panels are required on the rear bumper for a racer's first 3 race events.

## **TEST DRIVE PROCEDURES**

Test drives are allowed on Practice Days only. Must first confirm the test drive with a Board Member for approval; Pay \$30 registration/insurance fee sign insurance passes for wristband, sign waiver. This is a one day only allowance. Any future drives will require a MGKA membership. If these procedures are not followed, we are not insured. No exceptions. If this rule is broken the owner of the kart being driven will be responsible and be suspended from track and any related MGKA functions.

## **OTHER ACTIVITIES**

Any MGKA-related demonstrations, free rides, or test drives shall occur at the MGKA facility only on Practice Days, or elsewhere at any other time, and only with prior Board approval and appropriate insurance.

Prior to making any kind of commitments, offers, requests or representations for use of the facility, or that affect the MGKA, members shall obtain Board approval. This is a matter of fairness and liability to the Board and the club members, as it will be the Board that is ultimately responsible for any MGKA activities, and the success or failure of the activity will reflect on the MGKA and its individual members. Members shall obtain Board approval before making any kind of plans for the club.