



2021
LO206 and Rental League
Rulebook

January 8, 2021

The Pitt Race LO206 Cup and Rental League Series were formed to provide affordable entry into competitive kart racing. In order to stay true to this principle, the rules found within this document are to be followed at all times by all competitors. It is the responsibility of each competitor/handler to know the rules and ensure the legality of their equipment.

Even when following all the rules in this document and the instructions of race officials, unclear situations may arise. The purpose of this document is to provide technical guidelines for competition and race procedures.

There is no guarantee of safety expressed or implied by using these rules or by following the guidelines within. By participating in any event in the Pitt Race LO206 Cup and Rental League Series, you agree that you assume all liability and responsibility for the acts of yourself, your driver, and/or your family. You also agree to allow Race officials to inspect your race equipment at any time and to abide by any decisions made by those officials.

Race Day Pricing

Pre-registration (motorsportreg.com) Class Entry includes the Driver and one Crew Pit Pass

\$55 Kid Kart Class	\$70 LO206 Classes	\$70 Rental League Entry
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Race Day Registration Includes Driver Pit Pass and one Crew Pit Pass

\$75 Kid Kart Class	\$90 LO206 Classes	\$75 Rental League Entry
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Transponder Rental (LO206 Only): \$10/day *limited availability*.

Non-Driver Pit Passes: \$10/day

Practice Days

The following are the only available practice days and times, alternating karts and moto, no rentals:

Sunday	Wednesday	Thursday	Friday	Saturday
\$40	\$40	\$40	\$40	\$40
8:30 am - 12:30 pm	11 am - 7 pm	11 am - 7 pm	8:30 am - 12:30 pm	8:30 am - 12:30 pm

All practice days and hours are subject to change due to private rentals, other races, and other events. It is the drivers' responsibility to check the Pitt Race calendar for availability.

** All Technical kart requirements do not apply to rental karts. All Rental League equipment will be maintained and provided by Pitt Race in race ready condition.



Season Schedule

Rental League

May 7th
May 21st
June 4th
July 9th
July 30th
September 10th

LO206 League

May 8th
May 22nd
June 5th
June 6th
July 10th
August 1st
September 11th
September 18th
October 16th
October 17th

LO206 Award Structure

Awards will be presented for first, second, and third place in each class per round.

The season championship awards will be presented for the first, second, and third place drivers of each class based on total points from the individual racers' best 8 of 10 rounds. Additional prizes, if available, from LO206 sponsors and Briggs & Stratton TBD. Drivers must meet the eligibility requirements as set by Briggs & Stratton in order to qualify for awards from Briggs & Stratton.

Rental League Award Structure

Awards will be presented for first, second, and third place in each class per round.

The season championship awards will be presented to drivers finishing in first, second, and third place based on total points from the individual racers' best 5 of 6 rounds.

Race Day Schedule

All classes will get a practice, qualifying, pre-final, and final race session. It may at times be necessary to modify the number of session laps or track configuration (such as in inclement weather). Modification to race distance will be discussed in drivers' meeting or announced over the PA system.

LO206

The regularly scheduled race distance is 8 laps for pre-finals and 12 laps for finals.

Class	Activity	Start	End
ALL	Registration	7:00 am	7:45 am
ALL	Drivers' Meeting	8:00 am	8:18 am
Staff	All staff to positions	8:20 am	8:27 am
Kid Kart	Practice	8:30 am	8:38 am
Cadet	Practice	8:41 am	8:49 am
Senior	Practice	8:52 am	9:00 am
Junior	Practice	9:03 am	9:11 am
BREAK		9:11 am	9:15 am
Kid Kart	Qualifying (3 laps)	9:15 am	9:20 am
Cadet	Qualifying (3 laps)	9:23 am	9:30 am
Senior B	Qualifying (3 laps)	9:33 am	9:40 am
Senior A	Qualifying (3 laps)	9:43 am	9:50 am
Junior	Qualifying (3 laps)	9:53 am	10:00 am
BREAK		10:00 am	10:04 am
Kid Kart	Pre-Final (10 laps)	10:04 am	10:15 am
Cadet	Pre-Final (10 laps)	10:19 am	10:32 am
Senior	Pre-Final (10 laps)	10:36 am	10:49 am
Junior	Pre-Final (10 laps)	10:53 am	11:06 am
NATIONAL ANTHEM		11:06 am	11:10 am
Kid Kart	Final (12 laps)	11:10 am	11:22 am
Cadet	Final (14 laps)	11:26 am	11:44 am
Senior	Final (14 laps)	11:48 am	12:07 pm
Junior	Final (14 laps)	12:11 pm	12:29 pm
Senior A & B qualifying will be used if class has over 16 entrants. Senior B grid by fastest practice times if over 17 (18+), Senior A grid by fastest practices times if over 17 (top 17).			

Rental League

		Start	End
Registration		5:00 pm	5:30 pm
Drivers' Meeting		5:30 pm	5:50 pm
Rental League Lite	Practice	6:00 pm	6:10 pm
Rental League Heavy	Practice	6:17 pm	6:27 pm
Rental League Lite	Qualifying	6:35 pm	6:50 pm
Rental League Heavy	Qualifying	6:58 pm	7:13 pm
Rental League Lite	Race	7:23 pm	7:38 pm
Rental League Heavy	Race	7:45 pm	8:00 pm



Classes

LO206 League

General Rules:

- All LO206 tech will be performed as stated in the most recent Briggs & Stratton LO206 rules, including clutch and exhaust guidelines.
- Comer C50/51 motors will be teched per WKA handbook. No outlaw carbs or clutches.
- Every competitor (kid karts excluded) racing for points and prizes must run Mojo tires. See Wheels and tires of the "chassis rules" section for specifics.
- Official fuel is Sunoco 93 octane available at Pitt Race. All fuel must test within +/- 10 points on fuel tester compared to a fresh sample or driver will be disqualified.

Kid Kart:

Age: 5 - 8 years old (age waiver is not available to those younger than 5 years old)

Chassis: Kid Kart or Cadet

Engine Options:

- Comer C50/51 - 150 lb. minimum weight - WKA legal clutch. 10/89 Gear Ratio.
- Honda GXH50 - 150 lb. minimum weight - stock Noram clutch. 16/89 Gear Ratio.
- LO206 Junior - 4,100 RPM black coil and junior black slide (Part #555728) with carb lock, RLV Pipe EXF5507 or new EXF5511. 15/57 Gear Ratio - 200 lb. min. weight.
- Tire Circumference: Max. 33.25"

206 Cadet:

Age: 7-12 years old Engine: Briggs and Stratton LO206 Weight: 265 lb. min.

Pipe: RLV EXF5520 (formerly #5506) or EXF5507, or new EXF5511

Slide: .490" Green Slide (Part #555740) with carb lock (*Parents/handlers of inexperienced cadet drivers may request use of a red slide (Part # 555733) with a 235 lb. min. weight. Race Director will have sole discretion on when red slide may be used and when the move to a green slide is required*).

206 Junior:

Age: 11-15 years old Engine: Briggs and Stratton LO206 Weight: 310 lb. min.

Pipe: RLV EXF5520 (formerly #5506) or EXF5507, or new EXF5511

Slide: .570" Yellow Slide (Part#555741) with carb lock

206 Senior:

Age: 15+ years old Engine: Briggs and Stratton LO206 Weight: 360 lb. min.

Pipe: RLV EXF5520 (formerly #5506) or EXF5507, or new EXF5511

Slide: Stock Black Slide (Part#555590)

Rental League

Driver's class determined by weight of the driver while wearing all safety equipment.

Lite: 149.9 lbs. and under

Heavy: 150 lbs. and over

Safety Gear

Helmets

A full faced helmet with functional face shield capable of sealing the eye port of the helmet is required. Helmets must be in good condition with no signs of damage. All helmets must have one of the following ratings:

<u>Snell</u>	<u>SFI</u>
SA 2010 (valid until 12/31/21)	24.1/2010 (Youth)
M 2010 (valid until 12/31/21)	31.1/2010
CMR 2007 (Youth)	41.1/2010
CMR/S 2016 (Youth)	24.1/2015 (Youth)
SA 2015	31.1/2015
M 2015	41.1/2015
SA 2020	
M 2020	

Neck Collars

Unmodified commercially available neck/helmet supports are required to be worn by drivers in Kid Kart, Cadet and Junior Classes. "Advanced Head and Neck" restraints specifically designed for karting are also allowable.

Neck collars and Advanced Head and Neck supports are highly recommended for the Senior Class.

Driver Clothing

An abrasion resistant suit or jacket and pants must be worn along with gloves, socks, and closed-toe shoes. No portions of this clothing may be loose enough or in a condition that it could become entangled in any part of the kart or engine. Should a driver's clothing be deemed a safety risk, driver will be black-flagged immediately.

Driver Hair

Drivers with long hair are required to secure their hair and place it under the jacket or helmet to avoid entanglement in any part of the kart or engine. Should a driver's hair be deemed a safety risk, the driver will be black-flagged immediately.



Driver Requirements

Minors

The parents or guardians of all minors participating in Pitt Race events must sign and submit a minor release form at each event. If a driver's age requires verification, that driver's parents or guardians will be required to provide a copy of the minor's birth certificate before the next race weekend.

Competition Age

A driver's competition age will be determined by the driver's attained age during the calendar year. For example, a driver who turns from 7 to 8 years old during the calendar year may race in any class that allows a 7-year-old or an 8-year-old. Racers may participate in multiple classes provided they meet the age requirement of each class and the kart meets the technical specifications of each class. Points per race are specific to the class competed in and do not transfer between classes. See the Briggs & Stratton guidelines for competing with more than one club per season.

Parents and/or guardians may request permission from series officials prior to an event for a one-year (365 day) waiver for their driver in order to stay in a class for an extra year or to move up a class a year early. Parents and/or guardians should be prepared to provide valid reasons and evidence of support at the time of the request. Waivers will not be approved for 4-year-olds to race in a class with a minimum age of 5 years old.

Drivers are eligible for only one age group at a time during a single event. Drivers may change age groups for the next event at the discretion of and only with express permission from the race director.

Legal Entrant

A legal entrant is the person (and legal parent/guardian where appropriate) who meets, in good faith, all requirements as set forth in this Rulebook and any or all other requirements made by Pitt Race. In order to be considered a legal entrant, a competitor (and legal parent/guardian where appropriate) must pay all necessary fees and sign all waivers of liability.

A legal entrant may only enter once per class in any event. A legal entrant may enter multiple classes per event as long as age and kart requirements are met.

Pre-Race Procedure

Quiet Grid

No engines may be running while on the way to or from the grid area or in the grid area itself. The grid official will indicate to all competitors when they are permitted to start engines before entering the track.

Scratched Driver

If a driver notifies race officials that he/she will not be able to start a race, the remaining competitors will advance grid positions numerically (crisscross forward) to fill the vacant spot.

90 Second Rule

If any competitors are not present when the grid official is ready to release karts to the track for the warmup lap, the grid official may begin the 90 second clock. Once the 90 second time limit expires, gridded drivers will advance grid position (straight forward) while entering the track.

Once the field begins the approach to the green flag, no late arrivals will be allowed to enter the track.

Warmup Lap

Once on track, competitors will proceed for a warmup lap as specified in the drivers meeting. The pole setter must reduce speed well before the approach to the green flag to allow adequate time for the field to form a grid formation prior the start. Excessive swerving, sliding, or scrubbing of tires on the warmup lap will result in penalties. Any contact caused by "tire scrubbing" on the warmup lap will result in penalties as in the actual race.

Warmup Lap Dropout

If a driver drops out of line on warmup lap and is unable to return to their position by the time the field has formed for their first attempt at a green flag, competitors will maintain position and leave absent driver's spot vacant. If driver is able to get underway before the green flag but after the field has formed, they must start at the rear of the longest line of the field. If a driver's delay to the track is caused by circumstances not of their own making on the starting grid, race officials may add an additional formation lap to allow time for delayed driver(s) to take their earned starting position.



Race Procedure

Going to the Green Flag

Drivers are to approach the green flag at a slow speed. Accelerating towards the green flag is acceptable, but the green flag will not be displayed if race officials determine the field is going too fast. No passing or jumping out of the "tram" lines will be permitted prior to the green flag being displayed. Two attempts will be made at a green flag start before penalties may be assessed. If a specific driver or drivers can be singled out as violating starting procedures in either attempt, race officials will force specific driver(s) to start at the rear of the field before a third attempt is made. If no drivers are specifically identified, both karts in the front row may be sent to the rear of the field before a third attempt is made.

Unsportsmanlike Driving

Any actions taken by a competitor on or off the race track that race officials determine to be unsportsmanlike in nature will be met with harsh penalties. These actions include, but are not limited to, blocking, bumping, pushing, or steering into other drivers. Racers are required to give all karts room to race. Overly aggressive driving will not be tolerated.

Re-entering the Course

If a driver goes off course, they must re-enter the course as far from the racing line as possible and at a time in which it does not impact other drivers or cause them to take evasive action. Penalties will be assessed if race officials determine any advantage or gain was achieved by the driver exiting the course. A kart is considered off course if more than 2 wheels leave the racing surface.

Race Penalties

Race officials can penalize a driver during the race in multiple ways:

- A rolled up black flag may be shown to a driver as a warning. The driver is then one incident away from being disqualified. No penalty has been issued at this point, but further infractions will result in penalties. This warning is not required and is considered a courtesy to the driver.
- A waving black flag indicates that a driver has been disqualified. The driver must exit the track safely and as soon as possible.
- Post-race penalties may be assessed at the determination of the race director. Typically, a black flag will be displayed along with the checkered flag to indicate this has occurred, but post-race penalties may be assessed whether the black flag has been displayed or not. It is at the race director's discretion if this penalty will result in a position penalty or outright disqualification. Drivers receiving a race disqualification penalty will be required to start at the rear of the field for the next race of the day.

Kart Damage

Karts receiving damage during a race may be black flagged due to safety concerns. Bodywork and bumpers that begin dragging due to contact on the track will not be black flagged unless race officials determine it poses a safety risk. Rear bumpers must have both attachment points still attached to the kart. A bumper that is swinging behind the kart because one attachment point has failed will be deemed unsafe and will be black flagged.

Stopped Races

In the event that a race is stopped for an incident on track, officials will inspect karts and safety equipment of racers involved. Officials may remove the racers from the race prior to restart if it is determined that the driver's equipment is no longer safe. Racers involved in the incident and will be allowed to continue will be restarted in the rear of the field. No work or repairs are allowed during a race that has been stopped without the express permission of race officials.

Race Restart

Racing order will be set to the last completed lap. Karts will restart the race in the same procedure the race was initially started in. However, all karts will form a single file line. The race director may, at their discretion, shorten the race length in order to keep the race day on schedule.

Rain Procedure

The race director may delay the race due to severe weather. The race director will determine if and when competitors will be allowed to change to rain tires. The race director may mandate rain tires or allow the option of rains or slicks, and racers will be given a minimum of 10 minutes to install rain tires before racing will resume. All rain tires must be manufacturer cut to qualify as rain tires.



Post-Race Procedure

Scales

All karts are required to be weighed after each race. Drivers failing to weigh in post-race will be disqualified. Race officials may waive this requirement only in the case of a driver injury. If a kart does not make weight on the first attempt, the driver and their kart may rescale one time after all other competitors have weighed in. If competitor is still light or heavy on the second attempt, they will be disqualified from that race.

No one from the pit area is allowed past the scales. Only the driver may touch the kart prior to being weighed. Nothing is allowed to be handed to the driver before they are weighed. The only exception to this is if race officials determine that beverages may be given to the driver in the event of excessively high temperatures.

Loose or Missing Components

Karts will be weighed as raced. Any parts that have fallen completely off of the kart any time prior to the checkered flag may not be included in the kart's final weight. Karts that lose any items included in the technical specifications for a kart may be awarded zero points for that race. This includes, but is not limited to, bodywork.

Post-Race Tech Inspection

The top 3 karts, plus any randomly selected karts, must report after each on-track session to impound area immediately after exiting scales. No work may be performed or equipment removed without express consent of race officials. Officials may perform inspections at any time to any karts, including after any heat race or final. If an infraction is found after Heat 1 or 2, the kart is only disqualified for that heat race. If an infraction is found after the final heat, the disqualification is for the entire day.

Race Format and Scoring

Qualifying

All drivers will qualify prior to the start of racing. A driver's single best lap time in qualifying will determine their qualifying position.

Qualifying Procedure

Drivers will be spaced out on the track by the grid marshal. Competitors will be restricted to participating in one qualifying session—which may be assigned—if multiple qualifying sessions occur to accommodate large fields.

Pushing or bump drafting will not be permitted.

Starting Order for Heats

Heat 1's starting order will be determined by qualifying. Heat 2's starting order will be set by Heat 1's finishing order. If a class is split, competitors will remain in the same group for both heat races.

Recombining Split Groups for Final

Race officials will recombine split fields to determine the overall standings going into the feature. Qualifying times will be used to settle the tie and determine which drivers will get the better starting position going into the final. Subsequent positions will set based on the same tie breaker pattern used for the first-place drivers.

Splitting Classes for Feature

Every effort will be made to have all karts in the same race for the feature, but it may not always be possible. In this situation, a last chance qualifier (LCQ) will be added to accommodate the extra drivers.

Last Chance Qualifier (LCQ)

If added, no less than 8 karts will be assigned to race in the LCQ. The cutoff will be announced prior to Race 1. At least 2 drivers will transfer back into the feature race. The exact number will be announced prior to the LCQ. Competitors not transferring back to the feature will be awarded points for their finishing positions as if they finished behind the last placed driver in the feature.

The LCQ will be inserted into the schedule with either a minimum of 2 classes in between it and the feature race or a 20-minute break to give racers that transfer back to the feature time to recuperate and prepare their karts. The feature may be delayed further if tech procedures after the LCQ hold up racers longer than expected.

Finishing Order

The overall finishing order for the day will be determined solely by each competitor's finish in either the LCQ or Final.



Event Considered Official

An event is considered official (for purposes of awarding season championship points) when either an official rain-out has been declared or the event is canceled for safety reasons. Classes that complete the Pre-Finals will be considered official for the awarding of championship points if the feature is not able to be carried out. If classes were split, final standings will be determined based on the same methods as when recombining groups for the feature.

Rain-Out

The race director may consider an event a rain-out if inclement weather conditions would preclude a reasonable day's safe racing activities. All legal entrants will receive rain points if a rain-out is declared. If the event's activities have not been started (e.g. pre-final), the race director must call a rain-out within two hours of the time that racing was scheduled to begin.

Transponder Failure

If a transponder fails during the course of a race, officials will do their best to accurately hand-score the driver. Race officials cannot guarantee the accuracy of a kart that is hand-scored.

Point Structure

Event points are based on the following, plus the number of entries per competition class, per race event.

1 st - 200 points	7 th - 110 points	13 th - 65 points	19 th - 35 points	25 th - 11 points
2 nd - 175 points	8 th - 100 points	14 th - 60 points	20 th - 30 points	26 th - 8 points
3 rd - 155 points	9 th - 90 points	15 th - 55 points	21 st - 25 points	27 th - 5 points
4 th - 140 points	10 th - 80 points	16 th - 50 points	22 nd - 20 points	28 th - 2 points
5 th - 130 points	11 th - 75 points	17 th - 45 points	23 rd - 17 points	29 th - 1 point
6 th - 120 points	12 th - 70 points	18 th - 40 points	24 th - 14 points	30 th - 1 point

Rain/Incomplete Event points

Classes that don't complete the second round of heats will be awarded rain points. Rain points are defined as 175 points plus a point for each legal entrant in the class.



Championship Ranking

Each driver will count their best score from 9 out of 10 races in class to determine the final standings for the season championship. A no-show will result in a zero score and can be used as a drop. If a driver earns points in all 10 races, the lowest score will automatically be dropped to determine the drivers final total point score.

Ties

If there is a tie, the competitor who has a better result of the tie breaker criteria below shall be awarded the higher position. Once either of the tied competitors achieves a better record of the criteria below (in order), the tie will be considered broken and the competitor with the better record shall be awarded the better position: Most wins throughout the season; then, most 2nd place finishes; then, most 3rd place finishes; and so on.

Tech Procedures

Technical inspectors have three main objectives: (1) inform racers of any potential safety concerns or rule infractions in a timely manner, (2) ensure that all competitors are competing under equal conditions, and (3) ensure that all rules and regulations set forth in this Rulebook are followed by all participants in the series.

Legality of a legal entrant's equipment is the responsibility of that participant, legal guardian, and/or handler. Race officials have the sole discretion to determine appropriate tools and methods used to verify legality of anything presented to technical inspection according to these rules.

Neither race officials nor competitors have the right or option to appeal decisions to any other entity outside the Race Director. All decisions will be made on the day of inspection.

In any case where rules interpretation is required, tech inspectors will use the guideline of "the spirit and intent" of the written rule to determine if there has been a violation.

Impound and Tech Area

Areas of impound and areas set aside for technical inspections are off limits to all non-race staff. Entering one of these areas without the direct permission of race officials can result in penalties or disqualifications.

Cell phones, tablets, and cameras are not permitted to be out or in use in technical inspection areas by anybody other than race officials.

Post Qualifying/Heat Tech Inspection

Tech officials may choose to tech any karts after a heat race at their discretion. The driver(s) will be informed at the scales if they need to report for inspection.

End of Day Tech Inspection

The top 5 placed karts in the feature race must report to the impound area immediately after exiting the scales from the final. Karts will be held in impound until released by technical inspectors. Once the kart is placed in impound, the driver, handler, or mechanic must vacate the impound area. Nobody will be allowed in the impound area after dropping their kart off until tech officials announce they are ready to inspect their kart. The kart's representative is expected to be in the vicinity of the impound so they can be easily notified of when to return to the tech area to begin the inspection process. Once called, a representative for the kart has 10 minutes to report back to tech area or they are automatically disqualified.



Tire Tech

Tech officials may choose any testing method available to detect tire prep or tire modifications. This includes, but is not limited to, durometer testing and tire sniffers. Tires must durometer +/- 3 points of competitor tires checked at the same time before or after that session.

Engine/Chassis Change

If a competitor must change engines or chassis after Heat 1 or 2, the engine/chassis is subject to technical inspection. Prior to replacement, tech officials must be notified of a competitor's intent to replace the component. The replaced engine or chassis must be presented to tech officials upon installing the replacement.

The competitor will be required to start in the back of the next heat race.

Confiscation of Parts

Tech officials have the right to confiscate any part deemed illegal for any reason. Furthermore, tech inspectors may choose to confiscate any engine part that they have a strong suspicion has been altered in some way to gain a performance advantage, regardless of if it meets measurements or not, in order to protect the spirit and intent of the series.

Penalty Guidelines

Below are the guidelines officials will use to determine severity of penalties assessed for various infractions. Race officials may adjust severity of penalties based on their determination of intent, advantage gained, or frequency of offence.

Engine and Chassis Infractions

If a part is found to be illegal after technical inspections, driver will be disqualified. If found after qualifying or race heats, the kart is only disqualified for that heat session. Once the technical infraction has been rectified, kart/driver will be allowed to return to the day's racing but will start in the back of the next session in which they participate. If an infraction is found after the final, disqualification is for the entire day.

The tech official will also make a determination as to the nature of the infraction. If they determine that the infraction was an intentional attempt by the driver, handler, and/or part supplier to circumvent the rules to gain a competitive advantage, the disqualification will be non-droppable/replaceable, and the driver will be disqualified for the remainder of the day. If the tech official determines it was an unintentional infraction, the competitor may use the race as a drop/replaceable race.

Tire Infractions

Competitors caught using tire prep will be ineligible for year-end prizes or awards.

Driving Infractions

Racers receiving a driving infraction penalty will be scored behind kart(s) they were involved in an incident with. Race Director will determine whether or not the race day in which a driver receives a driving infraction penalty can be used as a points drop race or if driver will be allowed to start in their earned starting position rather than starting in the back of next heat. Severity of action taken on the track, perceived intent of drivers involved, and history of the driver will be considered. Habitual offenders will receive more severe punishment. Drivers will be informed at the conclusion of the day's racing if they will not be allowed to use the race as a points drop race.

Conduct Violations

Penalties assessed to drivers as a result of off-track actions will not be droppable or replaceable. Drivers are responsible for actions of their crew, handlers, and others attending the event on their behalf.

Confrontations at scales or anywhere else will not be tolerated. Abusive language, threats, or physical altercations with anybody, including race officials, will result in immediate disqualifications, suspensions, and potentially ejection from facility/series.

Mechanical Failure/Breakage Penalties

If race officials determine that a competitor is illegal after post-race inspection due to the result of an on-track incident or mechanical failure, the racer will be disqualified



for that race. These infractions could include damaged/missing exhaust, light on post-race weigh in, missing nose cone, etc. If this is the only disqualification the driver receives for the day, the race will be eligible to be used as a drop/replaceable race.

Protest Procedure

Race Official Protest

Protest of any race official's decision must be made in writing via the Pitt Race Protest Form within 30 minutes of the driver/handler being informed of the offence. This written document must be presented to a race official along with \$50 cash. The protest will be considered directly by series organizers (or their designated representatives) and the race director. The \$50 fee will be returned if the protest results in the decision being overturned.

Competitor Technical Protest

Protest of any competitor's equipment legality may only be made by a driver/handler within the same competition class. A written protest describing the suspected infraction accompanied by \$100 must be presented to race officials within 30 minutes of the completion of final race and before either kart has left impound area. Only items that can be considered a performance advantage are eligible to be protested.

Before protested equipment is touched by tech officials, equipment of protester will first be inspected for legality. If protestor's equipment is found to be illegal, protest is void and fee is forfeited. Protesting driver also receives a non-droppable disqualification for being found illegal and protested kart remains untouched.

If the protestor's equipment has passed, protested equipment will be checked. At a minimum, tech official will check named complaint from protest. Tech officials may also check anything else on either competitors' equipment throughout the process.

If both karts/engines have been found legal by tech inspectors, protest fee is forfeited. The \$100 fee is only returned if protest procedures find protestor's equipment to be legal AND a violation is found on protested equipment.

Video Evidence

Video provided by competitors will only be viewed by race officials as evidence if it is relevant to the original ruling and is provided in h.264, MP4, or HEVC (h.265) format on a standard or micro-SD card with original protest form and payment.

Protest Decisions

Every effort will be made to settle protests the same day. However, series organizers ultimately make the final decisions on all protests and may not be in attendance at every event. Up to 7 days may be taken to decide a protest.



Sponsor Contingency Decals

All racers will be required to affix the series sponsor decals to their kart in the locations specified. Each driver will receive an envelope at registration containing these stickers as well as instructions to their correct locations on the kart.

Any driver/kart found not displaying the required decals will receive zero points in that heat. The only exception to this will be if a racing incident caused the decal to be removed from the kart. It will be the racer's/handler's responsibility to obtain replacement decals from registration and replace them on their kart.

There may be decals that are special for one weekend as well as ones that are required for the entire season.

Engine Technical Rules

206

All classes racing the 206 engines will follow the most up-to-date official Briggs and Stratton rules available at www.briggsandstratton.com. Pitt Race may elect to use Briggs and Stratton approved alternative parts.

Engine Sealing

Tech inspectors will, at their discretion, seal any portion of engine with marking paint prior to Qualifying. If repairs needed after racing require a sealed location to be opened, a tech inspector must be present prior to work beginning. The engine must then be resealed before it returns to the track.

Chassis Rules

Please read through entire rule set to make sure you are compliant. Both CIK and "Gold Cup" style bodies are allowed. The following pages lay out specific rules, with a split chart for each body type. Please note that some rules may not apply to kid karts. See WKA rulebook section 900 for specific kid kart only rules (such as non-hydraulic brakes) or contact Race Director for clarification.

Frame / Chassis	
Frame Construction	Commercially manufactured chassis, featuring ferrous round tube material min. 1.0", max. 1.4" diameter. Tubing of 1.0" - 1.124" diameter must have a wall thickness of .068" min. Tubing of 1.125" - 1.4" diameter must have a wall thickness of .050" min. Material must be cold-rolled electrically welded steel or stronger.
Wheelbase	Chassis: Standard: 39.75" - 43" or Cadet: 35" - 41"
Overall Max. Width	All classes: 55.125"
Overall Max. Length	Chassis: Standard: 82" or Cadet: 71"
Height	26" max. at any point
Suspension	Use of any type of suspension is illegal

Driveline	
Clutches	206: see Briggs engine Rules
Chain/Clutch Guards	Chain/clutch guards required. Must be attached to engine and designed in a way to prevent a broken chain from coming in contact with driver.
Torque converters and/or transmissions	Not permitted.
Chain	#35 or #219 chains are permitted
Chain Oilers	Not permitted.

Axles and Wheel Hubs	
Hub Design	Wheel hubs must be metal with either 5/16 or 8mm wheel studs.



Bearings	No split race bearings. Ball or needle style only.
Axle Material	Ferrous metallic axles only. No Carbon Fiber or Composites. .050" min. wall thickness.
Axle Characteristics	Solid or tubular, diameter of 25-50mm (0.98"-1.97"). Must be a "live axle" design with both wheel hubs locked to axle shaft. Axle stiffeners permitted, but must have secondary securement via bolt, circlip, etc.
Axle Width	Front and rear axles or tires may not extend more than 1.5" past perimeter of bodywork. Additionally, max. width at outermost point of wheels or tires will be 55.125". Axles may not protrude beyond outer edge of wheel.

Steering

Design	Direct mechanical steering systems only.
Steering Column	Min .625" solid or .700 hollow diameter shafts. Min .070" wall thickness for hollow shafts. No shaft extensions.
Steering Hub	May not be welded to shaft. Must use min. 1/4" (6mm) bolt for attachment. No quick release systems allowed.
Steering Wheels	3+ spoke design. Min. diameter 10". Commercially available steering wheels with top 1/3 open are acceptable. Butterfly wheels with min. 10" diameter and 5" grips are legal.
Steering Attachments	Steering wheel spacers or tilt adapters may be a max. of 2" thick.
Tie Rods	Steel or aluminum only.
Steering Safety	All components to brake systems must be cotter keyed, safety wired, or double nutted.

Wheels and Tires

Approved Tires	Cadet: Dry: 4.5 MoJo D2, Wet: 4.5 MoJo W3 Junior/Senior: Dry: 4.5/7.1 MoJo D2, Wet: 4.5/6.0 MoJo W3
Wheels and Tires	Any commercially available 5" diameter wheels.
Wheel Covers	Not permitted.
Wheel Balancing Weights	May not exceed 1/4 ounce per piece.

Brakes

General	All karts must have rear brakes adequate to stop kart.
Brake Material	Commercially available materials only. No carbon fiber.
Dual Brake Systems	Dual brake systems only allowed on rear of kart. No front brakes. Karts with front brake systems must have front brakes disabled by either removing actuating rod or brake lines.
Brake Tethers	All karts must have a secondary brake tether in case of failure of primary brake actuator rod. Tether must be min. .090" steel wire.
Component Mounting	All brake attachments must feature cotter keys or safety wire to prevent braking loss on track.

Brake Lines and Connections	Hydraulic brakes only. Connections must be free of leaks. Brake lines must be secured to avoid wear.
Brake Safety	All critical components to brake system must be cotter keyed, safety wired, or double nutted.

Bumper and Nerf Bars

Front Bumper	Two steel tubes required for front bumper. Top tube must be min. diameter of 0.625" and attached to frame at each end. Bottom tube must be min. diameter of 0.750" and attached to frame at each end. Tubes may be no more than 1/2' from vertical per 3" of height. Leading edge of front bumper bars must be a min. of 13 3/4" from centerline of front wheels. Top edge of upper bar must be at least 7 3/4" from ground with driver seated in kart.
Front Bumpers with Pedal Mounts	If front bumper incorporates pedal mounting points it must be welded to frame or through and bolted with safety wire/cotter pins.
Nerf Bars	Must be made of steel, consisting of straight lower bar (min. length 15.5") as well as straight upper bar. Tubing must be between .630" and .787" diameter. Nerf bar must be attached to main chassis at 2 points that are at least 18 7/8" apart. Lower bars must have min. length of 11 13/16" measured between front and rear tires. Bars must use hardware of 1/4" (6mm) diameter or springs to attach to chassis. Upper bar must be at least 6 5/16" from ground with driver in kart. All CIK homologated bars are legal.
Rear Bumpers	All karts must have either CIK plastic rear bumper or steel bar style bumper consisting of at least 2 horizontal bars between frame rails (see "Metal Double Bar Bumper"). Single bar bumpers are not permitted. Bumper must be at least 1" rearward of rear tires. Full width bumpers must be wide enough to cover at least half width of each rear tire, may not extend past unless rain race declared.
Metal Double Bar Rear Bumpers	Tubing must be min. .630" diameter. Bumper must be attached to each of main frame rails. Top bar must be 6.5 - 12" from ground with driver in kart. Bottom bar may not be lower than frame rails of chassis, or higher than top plane of rear axle. Interrupted bar design is acceptable between frame rails as long as a rear cross bar is present. Slip joints between frame rails also acceptable. Top and rear bars may be connected, but no 90-degree joints at outer edges of upper bar. Additional reinforcement bars are optional. Bumper may be mounted at an angle of 0 - 45 degrees tilted rearward.

Bodywork

Bodywork General	Bodywork includes nose cones, side panels/pods, and steering fairings attached to kart. All bodywork components must have been publicly available for at least 30 days prior to use in competition. Other than data acquisition equipment, motorsports camera, or graphics; no items may be attached to any bodywork components.
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	<p>No part of bodywork may be used to hold fuel or ballast. Bodywork must be in good condition and properly mounted. Loose bodywork may result in black flag. Karts must have all bodywork elements installed. No modifications allowed to bodywork components other than modifications to allow engine starter access or to achieve reasonable clearance to wheels/tires and steering components. Plastic, fiberglass, or similar materials only. No metallic or carbon fiber bodywork permitted.</p>	
<p>The two types of bodywork may be mixed- Each individual bodywork component must follow guidelines from its individual column.</p>		
	<p>Full bodied style bodywork (gMan, M&M, New Concept, etc.):</p>	<p>CIK style bodywork (KG, Scribner, Rhigetti Ridolphi, Freeline):</p>
<p>Nose Cone/Front Spoiler (Standard Kart)</p>	<p>Leading edge of nose may have no more than 1.25" rearward angle at a height of 6" from ground. This includes any tape or decals. Min. height of 8", and max. height of 17" from ground (14" in sportsman). Nose cone must be min. 38.5" wide, and wide enough to cover at least 1/2 width of each front tire. No air inlets permitted. Tire openings must be equal to or greater than diameter of front tires. Bottom of nose may be any width but only be as wide as frame rails behind rear edge of front tires. No fasteners may be used to affix attachments to nose. Rubber baseboard or molding may be added below the 6" area. If utilizing this style nose in a Sportsman class, drivers' fairing may not be equipped on kart.</p>	<p>Top of nose cone may not be any higher than top of front tires and must have at least 1/2" ground clearance. Width may not extend past outside edge of front tires, and must be at least 39.375" wide. Length may not exceed 29.625" from center of front axle. Both tubes must be used to attach nose cone to kart. Nose cone must attach to both tubes making up front bumper of kart. If utilizing this style nose in a Sportsman class, a driver's fairing must be equipped on kart.</p>
<p>Steering/Driving Fairing (Standard Kart)</p>	<p>Steering fairing should be at a similar angle to steering shaft. Top portion max. width 10" and height 14" (Chord measurements). Bottom portion may be max. 6" wide and may not extend over any portion of driver. Fairing may not extend above steering wheel. Min. 2" clearance between fairing and steering wheel. Must be mounted with easily bendable materials, no sharp edges exposed to driver. Must be 3" clearance to all other bodywork components.</p>	<p>Width of 9.875" - 11.8125" (Chord width). Fairing may not extend above steering wheel. Min. clearance between fairing and steering wheel is 2". Must be mounted with easily bendable materials, and no sharp edges may be exposed to driver.</p>

Side Panels/Pods (Standard Kart)	Both 90 degree and flat style side panels must have rolled/radiused edges at wheel openings unless attached to nose cone. No panels may cover driver. Panels may attach to nose. May not extend past rear plane of rear tires. No more than 1.5" of rear tire may extend past side panels.	Sidepods may not cover driver or overlap main chassis rails. Pods may not be higher than a plane established from top of front to rear tires. Ground clearance must be between 1/2" and 2.625". Pods may extend no more than 1.3125" beyond rear tires.
Floor Pans	Floor pans are allowed anywhere within main chassis rails or pedal area. No portion may be above centerline of rear axle.	
Number/Number Panels	Numbers are required on driver's fairing or nose cone and both sidepods. A rear number is also required and must be attached so they do not flap in the wind. Numbers must be of adequate size and of a contrasting color. Up to 3 digits will be permitted. Duplicate numbers in a class will not be permitted. Letters will not be recognized at any divisional event. Letters "C" for Central and "N" for North may be utilized only at Grand Final.	

Seat

Seat Styles	Any commercially available karting seat.
Seat Height	As measured from vertical plane from ground to top center of seat back with driver in seat. Junior Classes = 12" / Senior Classes = 13"
Seat Position	Seat may not be mounted where any portion extends past rear plane of axle. Must be mounted in kart in such a way that driver's body is within main frame rails of chassis.
Driver Position	Seat must be mounted in kart in such a way that driver's body is within main frame rails of chassis.
Driver Restraints	None

Controls

Attachments Requiring Security	All following components require safety wire, safety clips, cotter keys, or double nutting: all brake attaching points; brake rod/tether attachments; pedals; all steering components; main spindle nut; ballast.
Throttle Return	Must have positive acting throttle return spring.

Kart Ballast

Painting/Labeling Weights	Must be labeled with kart's number and painted a visible color. White is highly recommended.
Fasteners	5/16" grade 5 hardware minimum. Ballast over 7 lbs. must utilize multiple fasteners. All hardware must be safety wired or double nutted.



Attachment Points	Weight may not be added to bumpers or nerf bars. If brackets used to mount ballast, must be double nutted or safety wired. Drivers caught with ballast on their person subject to immediate disqualification or suspension.
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Fuel System

Fuel Tank	Must have functioning leak proof fill cap. Material must be puncture resistant and free of damage. Tank must be located underneath steering column, between two main frame rails of chassis. Must be securely attached to floor pan/chassis or to steering uprights.
Pressurized Fuel Systems	Not permitted. Fuel pumps may only be pulse pumps, actuated via engine crankcase. Pulse lines may be a max. 1/4" (6mm) diameter, no longer than 10" in length.
Fuel Lines	Max. inside diameter 1/4" (6mm) lines must be used. Flexible fuel lines only. Fuel lines must be secured to chassis, as well as to connection points, via safety wire, hose clamps, or wire ties.
Fuel Return Systems	Use of an additional fuel line to return excess fuel or fuel pressure to fuel tank not permitted. Only fuel lines permitted are from tank to pump, and pump to carburetor. Only one fuel filter may be present and may only be located in line between tank and fuel pump.

Miscellaneous

Transponders	Karts must have a working AMB 160 / Mylaps compatible transponder. It may not be mounted further forward than 9" behind center line of king pin, measured from top of bolt.
Cameras	Cameras may be affixed to kart only if it does not interfere with ability to read kart's number and no portion of camera is outside perimeter of kart. It must be mounted so it cannot become dislodged due to contact with another kart. Tethers and hi-vis tape strongly recommended in event camera becomes dislodged. Helmet mounted cams prohibited.
Driver Communication	No radios, cell phones, or other type of electronic communication may occur during any non-practice session.
Oil Testing	Although no spec oil is specified for use, oil may not have any combustible properties. Oil must pass a flame test pre- and post-race as well as any other testing means determined by tech.