



GENERAL COMPETITION RULES

2011 MG Tire Championship

Approved by the Board of Directors

Version 5.1
April 22, 2011



Circleville Raceway Park

Track Owners: Steve Tatman and Dennis Hopson



For information on Open Practice on non-race days,
call the CRP hotline: 740-477-1626

CRP Website: www.circlevillraceway.com

MSOKC website: www.msokc.org

Public Address announcements available on FM 89.5

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2011 MSOKC Schedule of Events

EVENT	DATE	COMMENTS
Race No. 1	Sunday, May 8	Qualifying, 20 bonus points
Race No. 2	Sunday, May 22	Normal, extended feature race laps for TaG , Spec 100 ,and 80 cc Shifter
Race No. 3	Sunday, June 5	Clockwise
Race No. 4	Saturday, June 18	Night race , standing starts
Race No. 5	Saturday, June 25	Night Race, qualifying
Race No. 6	Sunday, July 17	Normal, extended feature laps for SuperCan Heavy and SuperCan Novice
Race No. 7	Sunday, July 31	Standing starts , clockwise
CPGP	August 6 and 7	Non-points event – street race fund raiser
Race No. 8	Sunday, August 14	Normal
Race No. 9	Saturday, August 20	Night race
Race No. 10	Saturday, September 3	Sunday schedule, qualifying, Hog Roast
Rain Date 1	Sunday, September 4	Rain Date No. 1
Race No. 11	Saturday, September 24	Sunday schedule, normal, 20 bonus points
Race No. 12	Sunday, October 2	Clockwise, qualifying, 40 bonus points
Rain Date 2	Sunday, October 16	Rain Date No. 2
ToughMan 225	Sunday, October 30	Non-points event
Sunday Schedule Gates: 8:00 AM Safety Tech: 9:00 AM Practice: 9:30 AM Driver's Meeting: 11:30 AM Green Flag: Noon		Saturday Schedule (unless noted otherwise) Gates: 1:00 PM Safety Tech: 2:00 PM Practice: 2:30 PM Driver's Meeting: 4:30 PM Green Flag: 5:00 PM

One must participate in at least nine championship point events to qualify for year-end awards (regardless of what class is raced). There will be a total of 12 races with only the best 9 finishes counting towards final championship points. If the season consists of only 11 events for whatever reason, the best 8 finishes will count towards final championship points. There will always be three drops no matter how many events in a season.

2011 MSOKC Classes and Minimum Weights

CLASS	AGE	TIRES	WEIGHT
Kid Karts	5-7 years	Open compound	150 lbs
Rookie Box (MSOKC sealed engine)	8-12 years	MG HZ Reds 4.5*10.0*5	235 lbs
Rookie Sportsman (see Section 4.3 for engine options)	7-13 years	Open compound	See section 4.3 for weights
Junior Briggs Raptor and Animal (Gold Plate) per WKA	12-15 years	MG HZ Reds Front 4.5*10.0*5 Rear 7.1*11.0*5	395 lbs
Briggs Animal Medium	15 years +	MG HZ Reds Front 4.5*10.0*5 Rear 7.1*11.0*5	350 lbs
Spec 100 Pipe	15 years +	MG HZ Reds Front 4.5*10.0*5 Rear 7.1*11.0*5	Yamaha – 340 lbs HPV 3 – 340lbs HPV 4 – 360lbs
Yamaha Sportsman (SSX can)	8-12 years	MG HZ Reds 4.5*10.0*5	250lbs
Yamaha Junior Heavy (SSX Can)	12-15 years	MG HZ Reds Front 4.5*10.0*5 Rear 6.0*11.0*5	320 lbs
Yamaha SuperCan Heavy	15 years +	MG HZ Reds Front 4.5*10.0*5 7.1*11.0*5	360 lbs
Yamaha SuperCan Novice	15 years +	MG HZ Reds Front 4.5*10.0*5 rear 7.1*11.0*5	360lbs
80 cc Shifter	15 years +	MG HZ Reds Front 4.5*10.0*5 Rear 7.1*11.0*5	370 lbs
Touch And Go (TaG)	15 years +	MG HZ Reds Front 4.5*10.0*5 Rear 7.1*11.0*5	Variable by engine per WKA TaG 1 rules
Senior Box Stock (a.k.a., “Clone”)	15 years +	MG HZ Reds Front 4.5*10.0*5 7.1*11.0*5	360 lbs
Run What U Brung	15 years +	Open	Open

Some classes may be combined depending upon turnout. If combined, they will be closely matched and scored separately. MSOKC will attempt to accommodate any class for which there are a sufficient number of participants and eliminate classes for which there are consistently an insufficient number of participants.

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1. INTRODUCTION

The following rules have been approved by the Mid State of Ohio Kart Club (MSOKC) Board of Directors (BOD) for the 2011 season. These rules govern the conduct of all racing sanctioned by MSOKC. Any revisions or updates will be posted to the MSOKC website.

Unless otherwise noted, current World Karting Association (WKA) rules will be adhered to during race weekends. It is the driver's responsibility to be familiar with the WKA and club rules. SuperKarts USA (SKUSA) technical rules (www.superkartsusa.com) will be utilized except where otherwise stated for shifter classes.

1.1 Unfair Advantage Rule

Any item or situation that creates an unfair advantage that is not covered under these general rules of conduct or WKA rules shall be ruled upon by the board. The board shall have the final word in such situations. Knowingly running significantly underweight (with the intent of being disqualified at the end of the day) is considered to be unsportsmanlike and is not allowed. Any kart found to be more than 20 lbs underweight must be reweighed by an official before being allowed to re-enter the track.

1.2 Rule Changes

Except for safety rules, rule changes may be made by the MSOKC BOD by a simple majority vote of all BOD members present (quorum of 6 required). This may take place in a scheduled board meeting or impromptu meeting called by the President or Vice President.

1.3 Membership

MSOKC membership runs from March to March.

Fees:

- Master Member = \$30.00*
- Associate Members = \$10.00 each
- Family membership maximum is \$50.00.

* Master Members must be 18 or over. Racers who have not yet reached the age of 18 must be Associate Members. Associate members may be 18 years old or older provided that they are an immediate family member of a Master Member or purchasing a one day club membership.

1.4 Race Entry Fees:

The fees are as follows:

- Standard member entry fee: \$30.00
- Non-members will buy a "one-day" Associate Membership for an additional \$5.00 fee for that day. This makes everyone racing a member for the day.
- Kid kart entry fee: \$10.00

No Refunds once entry is paid!

Points scored will be kept as if everyone was a member throughout the season. The difference comes at the end of the year when tallying points for awards. TO RECEIVE YEAR-END AWARDS YOU MUST BE A PAID MEMBER and have participated in a minimum of 9 points events regardless of class raced (for Kid Kart end-of-year awards the child's parent or guardian must be a Master Member). You will then be eligible for door prizes at the banquet and you will receive a trophy for the class in which you raced the most events. In the event of the same number of class entries, you will receive your trophy for the class in which you scored the highest position.

1.5 Participation

Any racer who desires to work as a corner worker will be allowed to work and race. That racer must be stationed at their post until their class is ready to go and must return to their post immediately after they finish the race. Payment to that racer will be made at the conclusion of the race day.

MSOKC will pay people to work the scales, tower/registration, corners (if racing they MUST have a replacement to work the corner when they cannot), race director, post race tech, and the grid. If you are interested, please see a MSOKC Board Member, Race director or Head Flagman. Pay for corner worker will be based on that corner not the number of people working it.

1.6 Entries

1. No minimum participation will be required on race day. In effect, all listed classes offered will be raced each race day as long as there is one registered racer.
2. If a senior class has less than three entries for 3 consecutive events, or a junior class has less than two entries, it may be removed as an on-going class by the MSOKC Board of Directors at the next scheduled meeting
3. Classes may be combined but scored separately to expedite the race day.
4. Age ruling for all classes is per WKA and SKUSA.
5. Late entries will start at the back of the class all three races on that day.
6. Competitors are strongly encouraged to display in prominent positions reasonably sized decals (i.e., 3"x5") on their karts in accordance with agreements between MSOKC and its official sponsors.
7. Transponders will be required on all karts. Transponders will be available for rent at the track for \$5 per day. It is the driver's responsibility to ensure that the transponder is on and in working condition. In the event that the transponder is not recorded by the AMB system, the driver will get last place points. In the event that more than one participant have a failed transponder reading, points will be assigned in reverse order from last place based upon starting position for those drivers.

1.7 Race Day Practice Order

Each class will get 5 laps per session, minimum 2 sessions. Practice order does NOT rotate! Some classes may be combined depending on turnout and/or number of karts on the grid at time of practice session.

1. Kid Karts
2. Rookie Box
3. Rookie Sportsman
4. Briggs Junior
5. Yamaha Sportsman
6. Briggs Animal
7. Spec 100
8. TaG
9. Yamaha SuperCan Novice
10. Yamaha Junior Heavy
11. Senior Box Stock/Run What U Brung
12. Yamaha SuperCan Heavy
13. 80cc Shifter
14. Rental Karts

1.8 Race Day Order

Each class (except Kid Karts) will have two 8 lap heat races with a 10 lap feature. On Qualifying Days, the First Heat race will be substituted with a qualifying session.

1. Kid Karts – Always first
2. Rookie Box
3. Rookie Sportsman
4. Briggs Junior
5. Yamaha Sportsman
6. Briggs Animal
7. Spec 100
8. TaG
9. Yamaha SuperCan Novice
10. Yamaha Junior Heavy
11. Senior Box Stock/Run What U Brung
12. Yamaha SuperCan Heavy
13. 80cc Shifter
14. Rental Karts – Always last

The order (excluding Kid Karts and Rental Karts) will shift down by one each race day. This is the race order for Race No. 1. Race No. 2 will have 80CC Shifters following the Kid Karts.

1.9 Announcements

Drivers and crewmembers must pay strict attention to all announcements on the PA system and at the Drivers Meeting. **PA announcements are available on FM 89.5.**

2. GENERAL COMPETITION RULES

2.1 Track Hours for Race Days*

FORMAT	GATES OPEN	SAFETY TECH	REGISTRATION	START
Sunday	8:00 AM	9:00 to 10:00 AM	8:30 to 10:30 AM	Noon
Saturday	1:00 PM	2:00 to 3:00 PM	1:30 to 3:30 PM	5 PM

* Unless otherwise announced

2.2 Drivers Meeting

All drivers will be required to attend the drivers meeting. Race Director has the right to excuse the driver from this rule as needed to support the racers. No kart engine will be allowed to run during the meeting. Random roll calls by class will be done to enforce attendance. If a driver fails to be present when called they will start at the rear of the class during the two heat races for that class.

2.3 Safety Tech

1. All karts and equipment must be inspected prior to registration and entering the track on any race day. WKA rules must be followed. All karts must pass safety tech. Any problems with equipment, karts and other safety equipment must be corrected before a driver may practice or race. Karts without the appropriate tech sticker will not be allowed to enter the track.
2. Safety tech inspection shall occur each race day. Safety inspection will be conducted from 9:00 AM until 10:00 AM on Sunday race days and 2:00 PM until 3:00 PM on Saturday race days.
3. All drivers must wear proper protective attire at all times while on the racetrack. Current WKA safety apparel rules apply. Driver 12 years old and younger are required to wear a SFI certified chest protector per WKA rules (no exceptions). Exposed skin areas are not permitted. See WKA rules.
4. Safety tech shall occur at the designated area. After tech is closed, competitors must obtain special permission to be inspected at any time other than the scheduled inspection times from the Safety Tech Inspection Committee.
5. Any racer who attempts to practice without having been safety inspected will start at the rear of their class for heats one and two.
6. Full width rear bumpers are required per WKA Manufactures Cup rules for all classes.

Note: This is a safety inspection only. It does not provide for competition tech inspection.

2.4 Race format

Race day will consist of 2 heats and 1 main event.

2.4.1 Non qualifying race days:

Starting order for the first heat will be set by random computer draw. Starting positions for the 2nd heat will be inverted based on the same computer draw. Starting positions for the feature event will be based on points accumulated for the first 2 heats. Ties will be decided by finishing position in the second heat. The higher finisher gets the higher starting spot.

2.4.2 Qualifying race days:

Heat 1 will be qualifying. Each racer will be given 3 complete timed laps to post a qualifying time. Driver will be shown green, green, white and then checkered flag. When running backwards (clockwise), driver will be given 3 complete laps (i.e., green, green, green, white, checkered). The starting position for the 2nd heat will be based on the qualifying times from the first heat. The starting positions for the feature event will be based on points accumulated for the first 2 heats. Ties will be settled based on the finishing position in second heat. The higher finisher gets the higher starting spot.

2.4.3 Standing Starts:

Standing starts will be used for Shifter Kart classes and on Standing Start race days for all classes except the TaG class. Following a formation lap, racers will slow and proceed to their designated grid position in two abreast format. It is the racer's responsibility to know their proper position. **Racers must remain completely stationary until the start signal is given.** Creeping is not allowed. If a racer is judged to have jumped the start, the race will be red flagged and restarted. The racer that caused the restart (i.e., the first racer who moves prematurely) will be moved to the tail for the restart.

2.5 Wet Weather Conditions

MSOKC will not hold races in the rain.

You must be present and have paid entry fees for the day for the following to be in effect.

1. If at the start of a race day (defined as when practice would normally start) it is raining, a decision will be made by 11:00 AM on Sunday schedules and 5:00 PM on Saturday schedules whether the race will be called for the day. The race will be rescheduled to a planned Rain date. If a Rain date is not available all paid entrants will receive 320 points for the day.
2. If at the start of a race day, there is light drizzle and the race director feels we will have dry conditions within an hour, we will go on a delay.
3. If we start the heat races in dry conditions and it starts to rain, the race director will call for a short delay. If the rain persists before the first two heats are completed, all entrants will receive 320 points or the event will be rescheduled. At this point no entry fees will be refunded.
4. If the 2 heat races have been completed before the race is called for rain, all paid entrants will be awarded points for the first two heats and the feature.
 - a. If the feature was completed prior to being called due to rain, actual finish order points will be awarded and the day will be complete.

- b. If the feature has started (or has yet to start for that class) and it starts to rain the points are backed up to the first and second heat and points are awarded based upon the starting position for the feature.
5. There will be no refunds.

2.6 Rules of Conduct

1. All drivers and crewmembers must conduct themselves in an orderly manner. They are expected to maintain a sportsman like attitude throughout the race day. In addition, they are expected to obey all rules of the club, pits racetrack, and be knowledgeable of flags while driving on the racing surface. Violations of the rules or poor behavior may result in sanctions against the driver.
2. No driver and/or crewmember will engage in physical or verbal abuse on the track, in the pits, at the scales or anywhere on the premises. Be aware that race officials may construe a hand gesture as abusive.
3. It is the responsibility of the driver to control the conduct of his/her pit crew and their actions. The driver can be ejected from the track or disqualified due to the behavior of his/her crew.
4. Rough driving will not be tolerated. Any unnecessary/intentional bumping or banging during practice or a race may result in disqualification at the discretion of the Race Director.
5. No blocking. Blatant blocking will result in disqualification.
6. No alcohol consumption is permitted as long as the racing surface is open.
7. No illegal drug use or abuse. See specific rules.

2.7 Penalties for Violations of Rules of Conduct

The MSOKC and track owners reserve the right to eject anyone due to inappropriate behavior. The following penalties will apply to all classes entered:

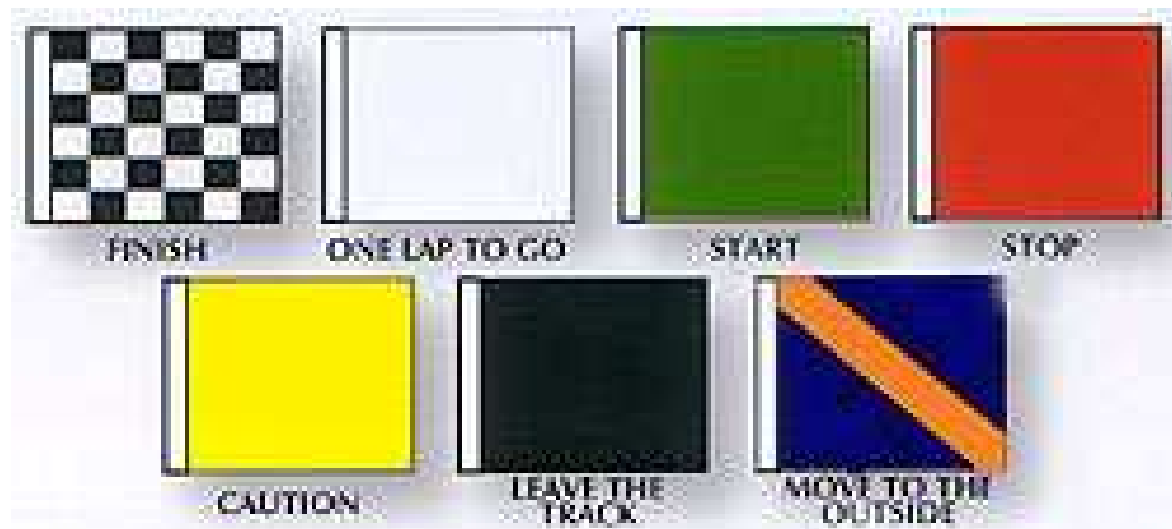
- First Offense – Driver and crew will be disqualified from the day's events. Race cannot be used as a drop and no refund will be given.
- Second Offense – Driver and crew will be disqualified and season points and records will be disregarded and no refund will be given.
- Third Offense – Driver and crew will be barred from the track for the rest of the season and no refund will be given. Season Points and Records will be disregarded for the race season.

If you are asked to leave the premises, you have 15 minutes to load and go. If at that time you have not left, the Sheriff will be called to assist you.

2.8 General Safety Rules

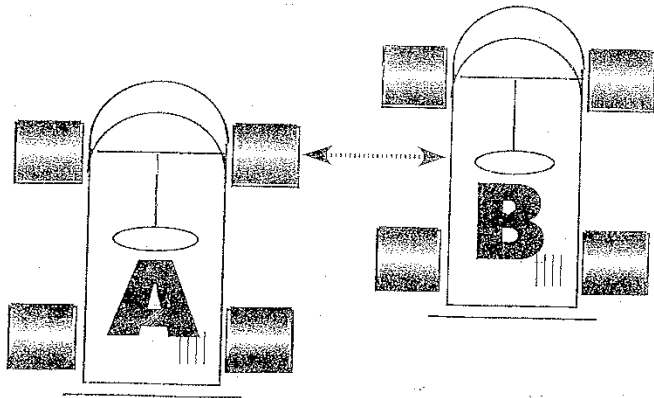
1. Rough Driving will not be tolerated! Rough Driving may result in disqualification from a heat, event, a series, or season.
2. Drivers disqualified from any race for rough driving will not be permitted to use that race day as a throw away for championship points.

3. The Race Director at his discretion may dock race positions and or DQ a competitor for rough driving.
4. It is the responsibility of the overtaking driver to execute a safe pass. If a competitor's front wheels are either in line with or ahead of another competitor's steering wheel, then both drivers must give each other racing room.
5. All karts are to be started on the hot grid area, with the exception of karts started on kart stands in the paddock area that are being warmed up or tested. Testing clutch engagement on the ground must occur in the secondary grid area with caution. When clutch testing, driver must be in full race gear, which includes helmet, gloves and neck collar. No karts may be driven under power in the pit area.
6. During class practice periods, all karts are to enter the track under the advisement of the flagman. In an effort to keep to the schedule, all karts are to take to the track in an orderly fashion and proceed to take a full lap as the prior class will be exiting at the same time.
7. All karts are to be shut off at the designated point in the pit entrance lane. It is the responsibility of all drivers to control their karts when exiting the racing surface. Do not enter the scales under power at any time.
8. If a kart becomes disabled on the track, it is to be moved well off the racing surface to a safe location.
9. In the event of an incident on the racing surface, drivers should use due caution when getting out of their karts or rejoining the race.
10. All flags shall be obeyed. If a driver or crew has an issue interpreting the flags, it is their responsibility to talk to the race director or flagman to resolve the issue.

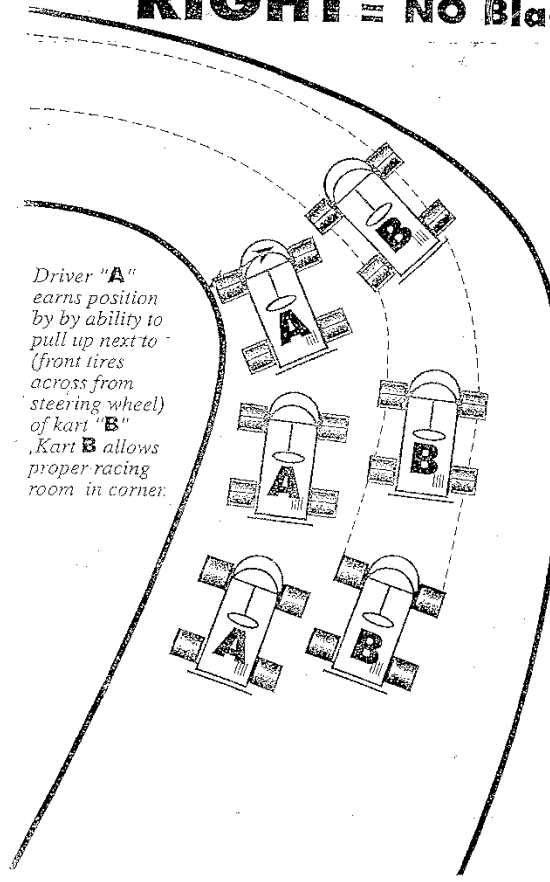


SAFE DRIVING = Driver Etiquette

Many accidents can be avoided by following Grand Prix Open Wheel etiquette. If Driver **A** has the ability to pull up next to Driver **B**, coming off of the same corner or straight-away, then Driver **B** is required to give Driver **A** proper "racing room" in the next corner. (This assumes Driver **A** has the ability to hold his "position" approaching the next corner.) In Karting, this position is earned when the wheels of drive: **A** are able to pull up next to an imaginary line intersecting the position of the steering wheel in kart **B**.



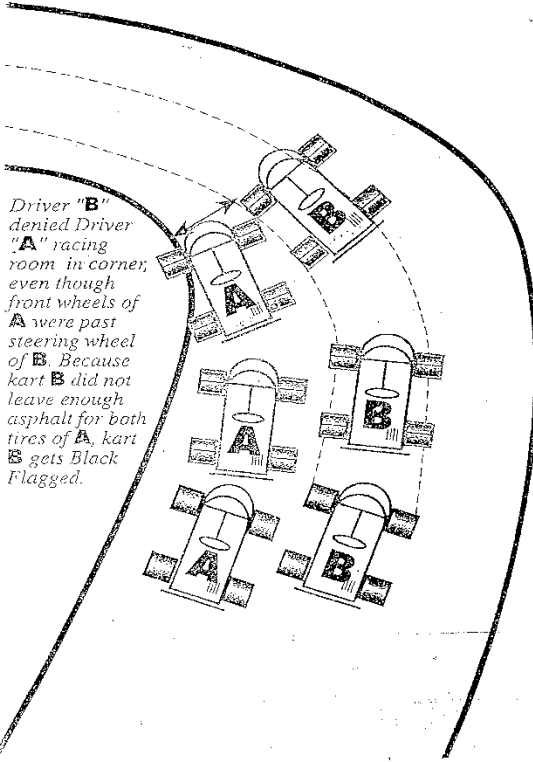
RIGHT = NO Black Flag



Driver "A" earns position by by ability to pull up next to (front tires across from steering wheel) of kart "B". Kart B allows proper racing room in corner.

WRONG = Black Flag

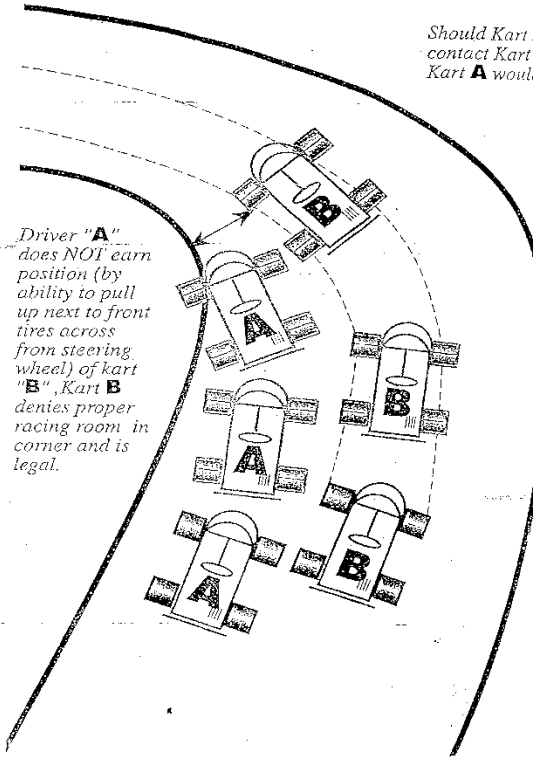
Driver "B" denied Driver "A" racing room in corner, even though front wheels of A were past steering wheel of B. Because kart B did not leave enough asphalt for both tires of A, kart B gets Black Flagged.



RIGHT = NO Black Flag

Should Kart A intentionally contact Kart B at this point, Kart A would be in violation.

Driver "A" does NOT earn position (by ability to pull up next to front tires across from steering wheel) of kart "B". Kart B denies proper racing room in corner and is legal.



11. Red Flag indicates a serious problem on the track and the track is closed. All drivers are to slow down and proceed with extreme caution to the start finish line where they will turn their engines off and await instructions.
12. Black Flag indicates that you are to leave the track. This can be for a mechanical issue or a driving infraction. If it is rolled up and pointed to you, it is a warning for a driving infraction. If it is waved at you, you must exit the track.
13. Yellow Flag means to assume a safe speed through that corner and no overtaking is permitted. If one passes under a yellow corner, they must relinquish the position immediately or will be moved to last place by timing and scoring.
14. Blue and Orange Flag means that faster karts are about to lap you (put you a lap down). You are to move out of the fast groove and point to the side you wish them to pass on.
15. Failure to obey a black flag after three laps will result in disqualification of the driver.
16. Only track workers and race officials are allowed to operate the golf karts.

2.9 Driveway, Pit and Parking Area Safety

1. All safety rules will be strictly enforced due to safety and insurance reasons.
2. All individuals entering the pit area must have at least a Non-Participant Pit Pass. Individuals entering the hot grid, including drivers and starting personnel, must have a Participant Pit Pass.
3. Pit crewmembers will not pass through or onto the scales when karts are being weighed or waiting to be weighed. Infractions of this rule may result in disqualification for the race completed (heat or feature).
4. Only drivers and starting personnel are permitted on the starting grid.
5. Crew members are not permitted to enter the racing surface without permission from race officials.
6. All pets must be restrained; any unrestrained pets will be required to be removed.
7. Driveway and pits will be kept clean at all times.
8. Climbing or hanging on any fences will not be allowed.
9. Exit lane through parking area will be maintained at all times.
10. No roller blades, skateboards, minibikes, motorcycles, bicycles, scooters, etc., will be permitted to operate on the track, in the pits, or in the parking area. Race officials and their designees only will be allowed to use such transportation as needed.
11. No kart shall be driven on the driveway or in the pits.
12. Clutch testing is to be conducted only on the Grid. Driver must wear helmet and protective clothing while in the kart.
13. It is the responsibility of the driver and crew to maintain a clean pit area.
14. It is the responsibility of the driver and crew to dispose of all used oils and fuel. MSOKC and CRP have no provisions for disposing of hazardous waste. Dumping of fuel on the ground is prohibited.

2.10 Substitute Drivers

Driver of record must race one of the event's three races to earn championship points for that event with substitute driver allowed for other two races under the approval of the race director. The race director will only allow substitute drivers if a scheduling conflict or a medical issues with the driver of record. It is the racer's responsibility to register the substitute driver with timing and scoring prior to that substitute driver taking the green flag. All substitute drivers must start on the REAR of the grid. Lastly, a substitute driver must have a valid pit pass to race. The number of substitutions will be limited to 3 race days per race season. If an entry is found to have a substitute driver that was not cleared by the race director, does not have a pit pass, or does not start at the rear of the grid, that entry will get 0 points for that heat.

2.11 Rookie Drivers

1. Beginning drivers must have a distinctive "X" marking on the back of his/her helmet.
2. Beginning drivers will start in the back of the grid for 2 race days or as otherwise determined by the Race Director.
3. Drivers are permitted to race Rookie Box, Rookie Sportsman or Yamaha Sportsman, not any combination of these classes that involves Rookie Sportsman or Rookie Box.
4. Drivers will not be permitted to return to the Rookie Box class once they have moved up to a Sportsman class (Briggs or Yamaha).
5. Rookie Box drivers winning the Overall Points Championship must advance to a Sportsman class (Briggs or Yamaha) the next season.

Rookie Sportsman and Rookie Box drivers are encouraged to move up to a Yamaha Sportsman class after a maximum of two seasons or 24 race days but may remain in Rookie Sportsman after 2 seasons but may not accumulate championship points.

2.12 Championship Points

Points each race weekend shall be calculated as follows:

- Heat Races: 80 points will be awarded to the winner, and then a reduction of 2 points per position for the rest of field.
- Feature Race: 160 points for winner, reduction of 5 points per position for the rest of field, plus three (3) points for each registered participant (entry) in that class for that particular event.

POINTS FOR POSITION			
HEAT RACES/QUALIFYING		FEATURE RACE	
POSITION	POINTS	POSITION	POINTS
1 st	80	1 st	160 + 3 x # of entries
2 nd	78	2 nd	155 + 3 x # of entries
3 rd	76	3 rd	150 + 3 x # of entries
4 th	74	4 th	145 + 3 x # of entries
5 th	72	5 th	140 + 3 x # of entries
6 th	70	6 th	135 + 3 x # of entries
7 th	68	7 th	130 + 3 x # of entries
8 th	66	8 th	125 + 3 x # of entries
9 th	64	9 th	120 + 3 x # of entries
10 th	62	10 th	115 + 3 x # of entries
11 th	60	11 th	110 + 3 x # of entries
12 th	58	12 th	105 + 3 x # of entries
13 th	56	13 th	100 + 3 x # of entries
14 th	54	14 th	95 + 3 x # of entries
15 th	52	15 th	90 + 3 x # of entries
16 th	50	16 th	85 + 3 x # of entries
17 th	48	17 th	80 + 3 x # of entries
18 th	46	18 th	75 + 3 x # of entries
19 th	44	19 th	70 + 3 x # of entries
20 th	42	20 th	65 + 3 x # of entries
21 st	40	21 st	60 + 3 x # of entries
22 nd	38	22 nd	55 + 3 x # of entries
23 rd	36	23 rd	50 + 3 x # of entries
24 th	34	24 th	45 + 3 x # of entries
25 th	32	25 th	40 + 3 x # of entries
26 th	30	26 th	35 + 3 x # of entries
27 th	28	27 th	30 + 3 x # of entries
28 th	26	28 th	25 + 3 x # of entries
29 th	24	29 th	20 + 3 x # of entries
30 th	22	30 th	15 + 3 x # of entries
31 st	20	31 st	10 + 3 x # of entries
32 nd	18	32 nd	5 + 3 x # of entries
33 rd and up	0	33 rd and up	0 + 3 x # of entries

1. All competitors taking the green flag in any feature or race heat shall be awarded points in the absence of any infractions by the competitor. Points shall be awarded based on laps completed or overall finishing position.

2. Season champions and positions shall be awarded based on the competitor's best 9 of 12 races in the season. Should a points tie occur, the competitor with the most first place finishes shall be declared the season champion.
3. Bonus Point Race days will have said bonus points added to the year total. The purpose of bonus points are to encourage participation for those specific events, so you may still use that day as a drop while not dropping your bonus points. One only needs to enter and pay their fee for that race day to receive bonus points (e.g., they do not have to take a green flag).
4. If a competitor is disqualified or black flagged due to on course misconduct, NO POINTS will be awarded for that particular heat or feature race and that day CANNOT be used as a drop.
5. If a competitor is disqualified or black flagged due to a technical infraction (e.g., underweight, lost parts, etc.), points will not be awarded for that particular heat or feature race. If a competitor is disqualified in post-race tech, that competitor will receive ZERO points for the day. In the event of a disqualification, points for the remainder of the competitors in that class increase accordingly. A particular race day CAN be used as a drop in the event of either a single race technical infraction or a post-race tech disqualification
6. **To qualify for year end awards, you must register for a minimum of 9 championship point events in any given class.**
7. **For a CLASS to qualify for year end awards, the class must have an average of 3+ karts per race day for seniors and 2+ for juniors and rookies.**

3. TECHNICAL INSPECTION

3.1 Exhaust Systems

1. Approved pipes and mufflers will be required in all 2-cycle classes. Minimum specification pipes are required per WKA tech manual.
2. All 4-cycle classes must run RLV silencer as per WKA tech manual.
3. All 2-cycle classes must run air boxes as per WKA tech manual (excluding shifter).
4. 80cc Shifter Karts will follow **2004** SKUSA rules. 125 shifters will follow S1 rules. Air Boxes are required.

3.2 Nose Cones/Body Work

Nose Cones/Body Work will be as specified in the WKA Tech Manual. All karts must conform to either the WKA Gold Cup Bodywork Rules or the WKA Manufactures Cup Bodywork Rules. Bodywork rules will not apply to engine type (i.e., 2 cycle body work on 4 cycle karts is acceptable)

MSOKC has made the following clarification on section, "209.4 NERF BARS":

Upper/lower nerf bars will only be required if the kart is equipped with the new CIK homologated bodywork side pods. Karts with older style "breadbox" side pods (square with open ends) are exempt from the double bar rule. In the case of pre-2003 karts fitted with new CIK side pods, the upper bar must be added in accordance to the WKA specification but the attachment points to the kart chassis **do not**

have to be modified. Shifter classes are exempt completely from this rule as they are governed within MSOKC by the SKUSA S1 rule book.

3.3 Data Acquisition Instruments

Lap Timers and other data acquisition instruments are permitted at MSOKC events.

3.4 Post Race Tech

1. Unless directed otherwise by the Tech Inspector, the top three finishers in each class (including Kid Karts) shall report directly from the scales to the impound area. No changes to the kart are allowed between the end of the race and post race tech. Karts must remain in the impound area until released by the tech inspector. Failure to do this will result in immediate disqualification of that competitor for the day's event. Disqualifications move following competitors up one position.
2. Technical inspection shall follow WKA rules with the exception of Shifters which follow SKUSA. Items examined each week shall be up to the tech inspector. Any violation of the technical rules will result in disqualification.
3. Any disqualification may be appealed in writing to the board of MSOKC. **Notice of such appeal must occur before leaving the impound area.** The equipment in question shall be impounded for further inspection to be returned to the owner if the appeal is upheld. The part in question may not be removed from the impound area by anyone but tech personnel. The board reserves the right to consult with WKA regarding any violations. Members appealing the disqualification must submit \$20.00 with their appeal. If the appeal is upheld, then this amount will be returned to the member. Should the decision of the tech inspector be upheld, then the fee will be deposited in the general fund of the club and the part will be confiscated by the MSOKC BOD. The board's decision shall be deemed the final ruling.
4. Any driver disqualified for illegal equipment shall lose all points earned that race day; however that event may be used as one of the competitors drops for the season championship.
5. A permanent record of the infraction shall be kept for the remainder of the race season.
6. It is the driver's responsibility to know if his/her equipment is legal.
7. Only the driver or owner/mechanic for the kart being technically inspected is allowed in the Tech Impound Area. The driver or owner/mechanic will restrict his/her movement to the immediate vicinity of his/her equipment. At no time will a driver or owner/mechanic leave his or her kart to observe the inspection of another competitor's kart.

3.5 Protest and Appeals Procedure

General Protest Procedures: The procedures listed below replace those stated in the WKA Technical Manual in paragraph 110.

3.5.1 General

All protests involving specifications legality and driver conduct shall be submitted by a bona fide (legal) entrant (or the Master Member who is the parent or guardian of the entrant) and from the same class

the protest occurred. The protester may be required to submit to similar inspection procedure as protested participant.

3.5.2 Protest Submissions

Protests may be submitted in writing to the Race Director of the race with a \$50.00 filing fee. All protests must be submitted to the Race Director within thirty minutes after notification of the infraction that is being protested or in case of scoring protest; thirty minutes after the official results have been announced or posted. Protests should refer to a specific: (a) specification and/or, (b) regulation contained within the MSOKC GCRs and/or WKA Tech Manual or SKUSA referenced to by section, page, and paragraph when specifications and/or rules apply. Disqualification rules appeals must also refer to a specific rule provision. A protest form will be available at scoring.

3.5.3 Protest Resolution

Every effort should be made to resolve protests as soon as they are tendered. The Race Director will summons the Board of Directors and then present the protest, interview witnesses, etc. A quorum of 6 BOD members must be present to make a ruling. Depending on the complexity of the protest, it will be resolved on the spot. If the protest is deemed by the Board of Director and Race Director to be too complex and/or time consuming to properly resolve, it will be deferred for resolution by the Board of Directors at its next scheduled meeting. The person filing the protest and, if applicable, the person being protested may be called to give testimony, but will not normally be present when the Board of Directors resolves the protest. If the ruling of the Board of Directors is in favor of the person raising the protest, his/her \$50.00 filing fee will be returned. If the protest is dismissed, the filing fee will be added to the end of year points award fund.

3.5.4 Protest Exhibits

Where protests involve specific components such as engine parts that must be examined by the Board of Directors, said parts will be impounded by the Race Director. The Race Director will maintain in his/her custody the exhibit(s) until the protest is resolved. If the protest will not be acted upon until the next Board of Directors Meeting, the Race Director is responsible for providing the component to the site of the next meeting. Any component presented for protest inspection that does not meet the specifications of the MSOKC GCRs or WKA Tech Manual shall become the property of MSOKC. Any kart or part(s) may be impounded at the discretion of the Race Director or Board of Directors in the case of unsafe or improper equipment, for review and/or inspection at a later time by the Board of Directors.

3.5.5 Singular Protest Requirement

Protests may not be collective, that a bona fide entrant (or Master Member who is the parent or guardian of the entrant) of the class in which the protest is made must singularly protest. Once a protest is properly lodged, additional protests of the same incident alleged technical infraction, etc., will not be accepted.

3.5.6 Appeals

Appeals will be submitted in writing with a \$20.00 filing fee to the Race Director, MSOKC President, or Vice President. The appeal will be reviewed by the MSOKC Board of Directors at the next scheduled Board Meeting. The person filing the appeal will be notified of the Board of Directors findings at the next scheduled race day following the Board Meeting. If the appeal is found in favor of the person filing the appeal, the filing fee will be returned. If the ruling for which the appeal was filed is upheld, the filing fee will be added to the end of year point's award fund.

3.6 Tire Rule

All classes (excluding Kid Karts, Rookie Sportsman and Run What U Brung) will be required to run MG HZ reds tires during the 2011 season to score championship points. All racers must be on MG HZ reds per class specifications for rim and tire size to score championship points. Although competitors will be allowed to race on any tire they choose, only competitors that have raced all of the day's races on the club's spec tire on all four wheels and spec rim sizes will be awarded championship points for the day.

A durometer will become a tool used by Tech personal. At the beginning of the season, a baseline will be established with the MG tires and new tool.

Tires may be marked each race day at the completion of heat one (or qualifying). Tires may not be changed after the first heat or qualifying without reason and permission from the Race Director as per WKA rules.

Treating of tires is strictly prohibited. Any tires suspected of being treated with a chemical with the intent to soften or change its properties will be confiscated by the BOD and sent to WKA for testing. If tire is found to have been treated (or doped as commonly called) that member will loose all championship points for the year and not be eligible for year end awards.

3.7 Fuel Tech

3.7.1 2 Cycle

Fuel tested on regular basis based on a sample of the club-spec fuel (for 2011 this is Dragon Tarragon 110) with 8 oz of Burris Blend, Burris Caster, or a 50/50 mix of the Blend and Castor. The participants fuel will be legal if it tests +/- 10pts when the gauge is zeroed compared to the sample the participant they are using. Fuel color is also a tech item. The fuel in the competitor's fuel tank must match the color of the control sample. If it does not, the racer will be given the chance to prove that club-spec fuel was used in his fuel by demonstrating to the race director by mixing a sample in front of the race director. Proof of purchase of club-spec fuel may also be required.

3.7.2 Shifters and Kid Karts

Exception to this rule is that of Shifters and Kid Karts. Shifters have open oil; however they must still use and pass the club-spec fuel test meter. The spec for Shifters will be set by determining which synthetic oil when mixed at 4oz per gallon produces the higher number on the meter and then that will be the standard to be used for the rest of the season. Kid Karts are allowed to run on pump gas.

3.7.3 4 Cycle

All 4-cycle classes will run Methanol with the exception of Rookie Box which will run pump gas as specified.

4. CLASSES

4.1 Kid Karts

The intention of the Kid Kart class is to teach young drivers how to safely and responsibly race a kart. It is expected that parents help to provide guidance and help to their karter and support the officials as much as possible.

4.1.1 Race Description

The racers grid randomly and go out together. They will do a rolling start and receive the same flags as normal races. The class will run two 4-lap heats and one 6-lap main. No scoring will be done.

4.1.2 Awards

At the conclusion of the race all racers will received 1st place trophies and all are winners. At the end of year award banquet all Kid Kart participants that attend 9 or more races will be awarded Kid Kart class trophies.

4.1.3 Driver Eligibility

Drivers are required to be 5 years old at the time of racing or turn 5 years old during the MSOKC racing season. Maximum driver age is 7 years. Drivers are expected to know the flags before entering the race. To be eligible for year-end awards the driver's parent or legal guardian must be a Master Member.

4.1.4 Technical Rules

WKA rules in the current WKA Tech Manual will be followed excluding the use of the intake restrictor. Rear bumpers are required to cover the width of the rear tire as viewed from the rear. Kid Karts are required to report to post-race tech.

Nose cones are required per WKA rules and in the interest of safety it is recommended that 2003 CIK adult bumpers or similar nose cones be used to cover the width of the front tires.

Tire is open but max circumference is limited per the WKA tech manual

4.1.5 Kid Kart Claimer Rule

Since it is the intention to keep this class fun and cost effective, a claimer rule will be in place for the engines.

The intention of this rule is to keep parents from feeling pressured into spending extra money into blueprinting Kid Kart engines. Again, all competitors win and no scoring is done.

In the event that a competitor's parent or crew wishes to purchase another competitor's complete engine, that parent or crew will make that request in writing to the race director before the start of the last Kid Kart race of the day. For a fee of \$765 (current cost of motor at Comet + \$20 for shipping), the requested engine will be purchased from the owner. The payment must be made in cash witnessed by a MSOKC BOD member before the end of racing for the day.

In the event that the requested engine's owner does not allow the sale of the engine for the claimer fee, that competitor will not be permitted to participate in any remaining MSOKC Kid Kart races for the season.

4.2 Rookie Box

The MSOKC Rookie Box class is designed to give the beginner racer an inexpensive and low maintenance place to get started in kart racing. This class is intended for beginner racers and is a scored class. Championship winners in Rookie Box are required to move out of this class the following season.

Rookie Box is for 8-12 year olds. Purple Plate required on Flat Head style Raptor or Intek with club specified restrictor. Both engines will run gasoline. The engine is to be 'Box-Stock'. The engine, pipe, and carburetor are to be sealed or re-sealed each race season. Noram is the required clutch. All engines must be sealer prior to the first race of the season. Contact Butch McCall if interested (614-853-3862). Championship winner in the class will be required to move up the following year.

Rookie Box Engine packages are available from McCall Motorsports Inc. – 614/ 853-3862, 10:00 AM to 6:00 PM Tuesday through Friday.

The 5.5 hp Briggs & Stratton Intek OHV engine or the Raptor are the only engines legal for this class.

4.2.1 Intek Rules

The governor will be removed and the engine will be sealed to prevent access to internal components.

1. Carburetor bolt to valve cover bolt drilled and sealed.
2. Side cover bolt will be drilled and sealed in front of engine.
3. Blower housing bolts at top and bottom will be sealed to each other to prevent removal of housing.
4. These seals will be subject to post race inspection for tampering or missing. The seals are a lead wire seal that will be crimped with a number embossed for reference.
5. Restrictor Plate: The restrictor plate will be inserted between the phenolic carb spacer and the intake port with a gasket on both sides of restrictor plate. Restrictor plate size will be 0.390 inch diameter.
6. Fuel: Fuel is to be regular pump gasoline. NO RACING FUEL ALLOWED.
7. Air filter element mandatory and is subject to post race inspection.
8. Crankcase breather must be in place and connected to air filter housing. Also subject to post race inspection.

9. Exhaust: OEM exhaust must be in place and in original condition with no holes drilled. Factory heat shield must be in place for safety reasons.
10. Fuel Tank: Must have original fuel tank with original mounting.
11. Clutch: Clutch is to be Noram GE series shoe clutch.

4.2.2 Raptor Rules

For original Raptor box stock rules, see a BOD member.

4.3 Rookie Sportsman

This class is for kids 7-13 years old. This is a non-Championship Class. All participants get a metal at the end of the day. Those that participate in a minimum of 9 events for the year are eligible for year end awards.

This class is intended for novice, less experienced racers that need time to adjust to the racing environment and speeds. There are several options for motors:

- Raptor (old flathead style): Turquoise plate (0.500" hole) - per most recent WKA rules for Junior Sportsman 2. Weight = 250 lbs
- Animal: Turquoise plate (0.275" top hole/0.325" bottom hole) - per current WKA rules for Junior Sportsman 1. Weight = 250 lbs
- Yamaha KT100 with Walbro WA55 carburetor (same as Yamaha Sportsman) but with 3 hole Can per WKA rules: Weight = 250 lbs
- Comer K80 Per WKA rules: Weight = 235 lbs

4.4 Junior Briggs

This class is for kids 12-15 years old. There are two options for motors:

- Raptor (old flathead style) - Unrestricted - per 2006 WKA rules for Briggs Jr.
- Animal - Gold Plate (0.505" hole) - per current WKA rules Junior Sportsman 2.

4.5 Briggs Animal Heavy

Per WKA rules in the current WKA Tech Manual.

4.6 Spec100 Pipe

Per WKA rules in the 2010 WKA Tech Manual and weights listed on class page.

The HPV class will compete with the Spec 100 class with the following specs and weights. HPV will comply with rules and regulations for HPV Senior classes as per the Current WKA Tech Manual with the addition of permitting the HPV 4 Pipe and any clutch to be used. Minimum weight for an HPV entry equipped with the HPV 4 pipe will be 360 lbs. Flex pipe on the HPV 4 pipe will be required to have a minimum length of 10.00" and a maximum length of 10.50".

In order to help scale personnel **HPV karts will be required to have a sticker on the side pod to identify the pipe and weight requirement.** Example: HPV3 340lbs.

4.7 Yamaha Sportsman

Per WKA rules in the current WKA Tech Manual for 8-12 year olds.

4.8 Yamaha Junior Heavy

Per WKA rules in the current WKA Tech Manual for 12-15 year olds.

4.9 Yamaha SuperCan Heavy

Per WKA rules in the current WKA Tech Manual for 15+ year olds.

4.10 Yamaha SuperCan Novice

This class is intended to give the beginner adult karter a place to compete against other beginners.

1. Engine and chassis specs – same as Yamaha SuperCan Heavy.
2. Driver eligibility – Ages 15+ years.
3. Driver is expected to be a novice in that he or she is a beginner or nearly a beginner with limited karting experience. The MSOKC BOD reserves the right to remove anyone from the Novice class should the BOD find that such driver is not a novice.
4. At the end of the year, the top 3 in points must move up to the regular Yamaha SuperCan Heavy class the following year.
5. Yamaha SuperCan Novice drivers cannot participate in the regular Yamaha SuperCan Heavy class.
6. Any MSOKC member may petition the BOD for entry into the Yamaha SuperCan Novice class. If the member is clearly not a novice, they must explain why they believe the Yamaha SuperCan Novice class is best for them. Medical and physical circumstances will be considered.

4.11 Shifter Classes

All shifter classes are senior classes and the driver's minimum age is 15.

SKUSA technical rules apply. It is the driver's responsibility to be familiar with SKUSA rules as well as MSOKC GCRs.

It is not recommended that novice racers start in the shifter classes. In order to race a shifter, it is recommend that the racer has at least 1 year of karting experience and show the ability to run competitive lap times in order to not cause a hazard on the track or a detriment to the leaders of the class. The Race Director at his discretion may ask a racer not meeting these requirements to sit out a number of races until the required skills are demonstrated.

Beginner shifter drivers are required to start at the tail for the first 2 races regardless of other kart racing experience. This is to give to time to get used to standing starts without being a hazard to racers around you.

4.11.1 80cc Shifter

1. 2004 SKUSA K1 will govern 80cc Shifter class.
2. Kart and driver minimum weight: 370 lbs.
3. Front brakes are legal in this class with no weight penalty.
4. Spec Tire: MG HZ Reds.
5. Only OEM stock CDI boxes are allowed at MSOKC on 80 cc shifters.

4.12 TaG (Touch and Go)

All TAG karts must have a **2" x 3" label affixed to the top left side of the side pod** designating the **class, engine type, and weight**. Letter and background must be in contrasting colors (white on black or black on white).

TAG will be run under WKA rules for Weights and Engines.

4.13 Senior Box Stock (a.k.a., "Clone")

Per WKA rules in the current WKA Tech Manual (including exhaust) for 15+ year olds with the exception of minimum weight, which is 360 lbs. Engine rules are per Section 711 – International Class Box Stock. Senior Box Stock karts are to run on club-spec fuel and must use the club-spec tire.

4.13.1 Senior Box Stock Class Claimer Rule

Since it is the intention to keep this class fun and cost effective, a claimer rule will be in place for the engines. The intention of this rule is to keep competitors from feeling pressured into spending extra money into blueprinting Senior Box Stock engines.

In the event that a competitor wishes to purchase another competitor's engine (minus exhaust and clutch), that competitor must make a request in writing to the race director before the start of the last Senior Box Stock Class race of the day. For a fee of \$300, the requested engine will be purchased from the owner. The payment must be made in cash witnessed by a MSOKC BOD member before the end of racing for the day.

In the event that the requested engine's owner does not allow the sale of the engine for the claimer fee, that competitor will not be permitted to participate in any remaining MSOKC Senior Box Stock Class races for the season.

4.14 Run What U Brung

All karts must pass safety tech.