

# Autobahn Kart Series Competition Rules



The Autobahn Member Racing League is proud to offer the Kart Racing Series. This series is open to a wide variety of kart and engine combinations with several classes focused on the Ignite chassis with the Briggs LO206 sealed 4 stroke motor. Classes can be modified as needed based on participation.

The Kart Racing Series is intended to be a fun and competitive racing option for kids and adults. It is a great way to gain experience and work your way up the racing ladder, or to hone your skills for other racing levels. Many of the top professionals in motorsports have started in kart racing and continue to be active in this great form of motorsports. All levels of Autobahn Membership are eligible to participate in the Kart Series.

These rules and classes mirror established regional and national classes meaning a purchase of these karts allows you to run, not only with us, but at other tracks without any major changes.

## **Race Director Authority**

The Race Director shall be the authority for control over all racing competitions within the Autobahn Members Racing League. This rulebook has been established by the Race Director and shall be referred to in all decisions. The rulebook may be revised at any time; updates to the rules will be sent via E-mail to all participants. All rule changes will be considered effective immediately unless otherwise noted. All rules within this book should be interpreted with logic and "spirit of intent." Any input from a participant will be considered, however the Race Directors decisions will be considered final.

## **Key Contacts:**

Mike Gritter –Race Director

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815-823-8587

Kyle Nadeau - Chief Steward

[Kylenadeau@autobahncc.com](mailto:Kylenadeau@autobahncc.com)

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## **1.0 Officials and their Duties**

Each racing event will have a staff appointed, whose duty it shall be to direct the control of the event.

These may include the following:

- Chief Steward
- Race Control
- Grid Chief
- Starter
- Chief of Timing and Scoring
- Chief of Technical Inspection
- Corner Marshalls

Not every position needs to be filled for every event and it is acceptable for one person to fill more than one role.

**Race officials must always be respected. Drivers are responsible for any crew or supporters and may be subjected to penalty for any un-sportsman like behaviors. Failure to follow the direction of an official may result in the immediate expulsion from an event.**

### **1.2 Staff Duties**

The Race Director shall oversee all aspects of the Autobahn Member Racing League. This includes scheduling, rulebook creation and revisions, sponsorship organization, and driver history record keeping.

The Chief Steward shall be responsible for the general operations of the event. The Chief Steward has the authority to impose any penalties it deems appropriate in order to keep the racing series both safe and fair. This includes but is not limited to the reduction of points, exclusion from events, or the revoking of a racing license. The Chief Stewards responsibilities shall include:

- Generate all event schedules and make any adjustments to the schedule during an event as is necessary.
- Determine if there has been any rules infractions.
- Consider if any classes should be combined or split into two or more groups.
- Assure no racing event starts until all necessary equipment and personnel are in place.
- Gather all reports of misconduct on or off the track.
- Determine the length of all races.
- Accept all entry forms.

The Chief Steward has the authority to disqualify a kart, disallow qualifying times, direct kart to be impounded at any time, and impose time, lap, event points, or position penalties. The Chief Steward may also impose penalties against a driver who presents a safety hazard or does not conduct his actions according to the spirit of good sportsmanship. The Chief Steward shall also review any reports from Race Control, Corner Marshalls, or participants.

## **2.0 Participation Requirements**

### **2.1 Competition Licensing**

All competitors must be Autobahn Members. An Autobahn Kart Racing License will be required to compete in all wheel to wheel racing events. This has been implemented to ensure that all participants are familiar with the rules and situations that can arise in a racing environment. A license is not required for the Chase Race series.

### **2.2 Age Rule**

Ages are determined by the age a driver will attain for that given season. If a driver ages out of a class before April 1st, they are required to move up to the older class option. If a driver will attain an age into an older class **during** the course of a season, they may choose to stay in their current class, or move up to the older class. Once a driver has raced in a class, they may not move back to a younger class. All minors must have the proper waivers on file.

## **3.0 Flags and their Meanings**

Flags, both manual and in the form of LED lights, are used by the Corner Marshalls and the Starter to relay information to the drivers while on course. In all cases a flashing digital flag is equivalent to a waved fabric flag. It is extremely important that drivers completely understand the meaning of flags.

Green Flag: A green flag lets competitors know the track is clear for practice or competition; it is also used to start or restart a race.

Yellow Flag: A yellow flag alerts competitors of an unsafe condition in that part of the track. A waving yellow flag means there is trouble on the track. Drivers are to hold their position in these areas and shall not pass another competitor until they have passed the incident.

Red Flag: A red flag alerts competitors of a halt to racing and to stop as soon as they can do so safely. Drivers may be directed by race officials to proceed to the front stretch or other designated area if it can be done safely. Any driver disobeying a red flag may be subject to penalties. Participants, crew or family members are not allowed on the racing surface during a red flag.

Crossed Flags: A crossed white and green flag indicates the race has reached the halfway point.

White Flag: A white flag lets competitors know they are starting the last lap of the race. If the white flag has been waved, the checkered flag will follow even if it is waved with another flag, i.e. red, yellow or black.

Checkered Flag: The checkered flag indicates the race or practice session has concluded, and all competitors shall slow down to a moderate pace, and safely proceed to the scale or pit area.

Black Flag: A waving/pointed black flag is used to inform a competitor they need to exit the race course and proceed to the scale or pit area due to a rule infraction or mechanical issue; the flagman will

attempt to display the kart number of the driver receiving the black flag. If a competitor ignores a black flag it may lead to additional penalties. A rolled black flag is a warning usually given for unsafe or unsportsmanlike driving. If the actions continue it could lead to a waving black flag and disqualification.

**Blue Flag:** A blue flag is used to alert competitor that they are about to be lapped and shall allow the lead karts the preferred racing line to complete the pass.

## **4.0 Race Events**

Events shall consist of practice and qualifying sessions leading into a Pre-Final race followed by a feature race. Each event will be as follows: A Practice session, Qualifying session which determines the starting position for the Pre-Final. Finishing position in the Pre-Final determines starting position for Final Race. Points will be awarded per finishing position in the Final Race. At the conclusion of the season a champion shall be named for each class. A minimum average number of 3 participants is required to determine a champion.

## **5.0 Entering an Event**

### **Race Entry**

Due to the additional operating costs incurred for this type of event, an entry fee will be required. ALL ENTRIES MUST BE RECEIVED BY 5:00PM THE DAY PRIOR TO A RACE.

A driver must email or contact the Chief Steward to be entered in an event. Participants may not enter an event until the conclusion of the previous event or at such a times as the entry has been declared open for an event.

All entries should be submitted to Kyle Nadeau

Email [KyleNadeau@autobahncc.com](mailto:KyleNadeau@autobahncc.com)

Office 815-280-1910

### **5.1 Late Entries**

If an entry is received after 5:00pm the day prior to the race, or if no entry is received at all, an approved driver may be permitted to race but will incur a 2-position penalty on the starting grid for the 1<sup>st</sup> two offenses. Subsequent offenses after the 2<sup>nd</sup> time will result in a 5-grid position penalty. Late entry penalties will be served for the Pre-Final race.

### **5.2 Drivers Meeting**

A MANDATORY drivers meeting shall be held each day of a race event. The time and location of this meeting shall be indicated on the daily schedule. Each driver must be present. All drivers who miss the meeting or arrive late, as determined by the Chief Steward, will incur a 2 grid position penalty for the Pre-Final. In special circumstances arrangements can be made, prior to the meeting, with the Chief Steward to be absent from the meeting without penalty.

## **6.0 Penalties and Protests**

All participants in an Autobahn Country Club sanctioned event shall be subject to control by the Chief Steward. In addition to any actions that may be covered by the Autobahn Country Club Members handbook, the following may be considered violations of the rules.

- Missing or being late to a driver's meeting.
- Reckless or dangerous driving, whether on the race course or in the paddock.
- Failure to follow the direction of, or cooperate with, any official.
- Kart to kart contact.
- Unsportsmanlike like conduct.
- Physical violence toward any persons.

The penalties imposed may include the following

- Reprimand -Black Flag (stop and go)
- Loss of time, lap or position
- Loss of points
- Probation of competition eligibility
- Disqualification from an event -a disqualification will result in no points awarded. Race results with a DQ may not be used as a "drop" in final point standings
- Suspension of future participation.

### **On-Track Incident Penalties**

Any kart to kart contact, or other driving that could be considered reckless or over aggressive, during a practice, qualifying, or race session may result in disciplinary action which includes any combination of warnings, probationary periods, loss of finishing positions, disqualification, time penalties, forfeiture of qualifying position, suspension from one or more races, and/or loss of racing privileges.

Penalties will be imposed based on the situation of the current infraction and also the past history of the driver(s) involved. Penalties will be escalated for drivers with frequent infractions. If a mechanical failure is the leading cause of contact between two or more karts, typically no fault will be found, and no penalties issued.

In wheel to wheel racing it is inevitable that incidental contact may take place. If no drivers involved in the incident feel anyone is at fault after reporting to the Chief Steward, the Chief Steward may choose not to find fault with any one driver.

### **6.1 Protests**

Any participant has the right to protest the results of an event. Any protest must be lodged with the Chief Steward within one hour after the conclusion of an event. The protest must be presented in person to the Chief Steward who may request the protest be presented in writing. The Chief Steward shall then make a ruling within a reasonable amount of time depending on the complexity of the situation. All rulings shall be made no later than 48 hours prior to the next race with the exception of when the following races run on the same day or within consecutive days. All decisions by the Chief Steward shall be considered final and may be made public by the distribution of a drivers report and/or reviewed at following driver's meetings with the use of collected videos as an option.

## **6.2 Review of Video**

In the event of a protest, the Race Director (or designated official), may choose to review video evidence. If a protest is filed, any video taken must be immediately available for the official to review. It will solely be the call of the official if the view provides enough evidence to overturn the call. Staff may view up to two (2) on-board videos for clarification of an on-track call. Due to time constraints, videos will not be reviewed for penalties issued in Heat or Pre final races. Video review will take place at the completion of the Final race only.

## **7.0 Timing and Scoring**

The Timing and Scoring system used shall be the AMB system already in use at Autobahn. Each participant is responsible for using a properly installed and maintained transponder compatible with the AMB system. All competitors must notify the Chief of Timing and Scoring or Chief Steward if the transponder they are using does not display accurately on the timing system the correct drivers' name and kart number. Transponder rental may or may not be available. It is the driver's responsibility to ensure that a transponder is working correctly. In the event of a transponder failure during a race, the Chief of Timing and Scoring shall designate one person to manually keep a lap chart on that vehicle(s). At the conclusion of the event, the Chief of Timing and Scoring, upon approval from the Chief Steward, shall make any necessary adjustments to the results of the event. If a complete system failure occurs, the race shall be stopped until such time as the information has been restored. If possible, the race shall be restarted in the order of the last scored lap. It shall be the responsibility of the Chief Steward to determine a fair solution to any situation that cannot reasonably be resolved to continue the race in a properly scored manner. The transponder location is on the left side pod perpendicular to the nearest seat bracket or attached to the seat bracket via secure strap.

## **8.0 Points**

Participants shall compete primarily for points and awards. Any financial rewards, through sponsorship or donations, may be accepted upon approval of the Chief Steward. All entry fees received shall go towards offsetting the additional costs that will be incurred as a result of running this type of event, racing insurance, extra employee time, etc. and should not be considered part of an awards fund.

Points will be awarded for each race after the results have been declared official by the Chief Steward. Points will be awarded as follows.

1 <sup>st</sup>	100 points
2 <sup>nd</sup>	90
3 <sup>rd</sup>	80
4 <sup>th</sup>	75
5 <sup>th</sup>	70
6 <sup>th</sup>	65
7 <sup>th</sup>	60
8 <sup>th</sup>	55
9 <sup>th</sup>	50
10 <sup>th</sup>	48

After 10th place, points will decrease by 2 for each subsequent position. All competitors will receive a minimum of 10 points for starting a race.

Points will be accumulated throughout the year in order to determine a series champion. In some classes a driver may only be allowed to use points accumulated in a limited number of races.

Example; if a class runs 12 races, a driver may participate in as many races as he/she would like, however only the top 8 finishes, or whatever number has been determined at the beginning of the season for a particular class, may apply to the year end points total. In the case of a tie, the driver with the most first place finishes then wins the tiebreaker. Successive tiebreakers are second place finishes, third place finishes. An average of 3 drivers or more in each class are required to declare a champion.

Results are unofficial until all karts have passed tech and any penalties have been assessed.

## **9.0 Cameras**

Cameras should not obstruct the driver's vision or block the view of the number panel in any way. Cameras may be mounted on kart as long as it will bend or break away if hit by another object such as a driver or body part.

## **10.0 Race Procedures**

When racers have been released by the grid marshal, they are to proceed directly onto the racetrack. No excessive swerving or warming of tires is allowed while exiting the paddock. Drivers are to remain two by two and in their starting positions. If a racer spins or loses position on the pace lap, they may regain their position if safe to do so. The pole sitter is to set the pace. Before the front straight, the pole sitter must slow to allow the field to gather. The waving of the green flag signals the start of the race. Penalties may be assessed to any racer that jumps the start or is out of position. If the field is not grouped properly, the Starter will wave off the



start of the race. They will hold up one finger which signifies that the group must redo their pace lap. Wave off laps do not count a race lap.

### **10.1 Quiet Grid**

Engines shall only be run in the competitor's assigned pit area or adjacent to your assigned pit area (aisle). Running the engine on your way to the grid or on the grid is not permitted.

### **10.2 Exiting Your Kart on Track**

If at any point during a race a driver is unable to continue, they should pull their kart away from the track surface and then move to a safe location. Track staff may assist only when safe to do so though they are not obligated if they feel unsafe.

### **10.3 Re-entering the Racing Surface**

Other than leaving the grid area, if a driver leaves the racing surface during practice or a race, they should reenter the racing surface at a point not in the racing line, for example on a straightaway or other spot that can be done safely and not obstruct another driver. When reentering, the driver shall yield to drivers on the racing surface. The driver shall not advance any positions or gain any advantage during this time. Race officials will be critical of re-entry safety.

### **10.4 Slowing or Stopping on Racetrack**

If your kart slows from racing speed during practice or a race due to mechanical issues, or to exit the racetrack, the driver shall raise a hand above their head and wave to alert other drivers behind them. If a kart comes to a stop on the racetrack during practice or during a race, the driver shall raise a hand above their head and wave to alert other drivers. When safe to do so the driver must exit their kart and remove it from the racing surface.

### **10.5 Restarts**

The starting order after a red flag will be determined by the running order of the last completed lap. The kart or karts causing or directly involved in the red flag will be placed at the back of the starting order. A completed lap is considered to be after all karts on the lead lap have crossed the finish line or scoring loop. Restarts will be single file.

### **10.6 Passing**

The responsibility for the safe pass of another kart rests with the overtaking driver. The driver being passed should be aware that he/she is being passed and must not impede the pass by blocking. A driver who appears to be blocking another kart attempting to make a pass may be black-flagged and/or penalized. Any passing in a NO PASSING area, such as a yellow flag situation, is considered illegal. "NO PASSING" means a pass cannot even be initiated. A passing kart will be considered to be in position to execute a pass when its front wheel is next to the driver of the kart being passed. At this point the kart being passed must allow room for the passing kart at the apex of the coming corner.

### **10.7 Blocking**

Blocking is not allowed. A driver may not change position in reaction to the kart behind. Any move off of the racing line will be considered blocking.

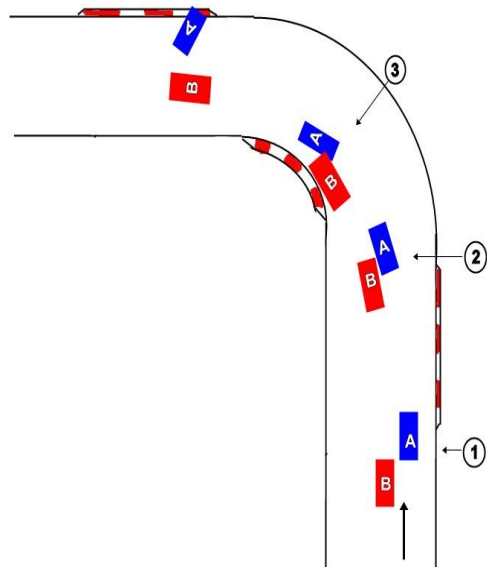
The following diagrams are a few examples of what is and is not considered acceptable in a passing situation.

#### **Example 1. The Dive Bomb**

In this example, kart B is attempting to pass kart A.

1. Kart B has not established position on kart A by having its front tire alongside the driver of kart A at the turn in point, so then should not attempt the pass.
2. At the turn in point kart A turns and is unaware that Kart B is on the inside.
3. At the apex of the corner kart B hits kart A

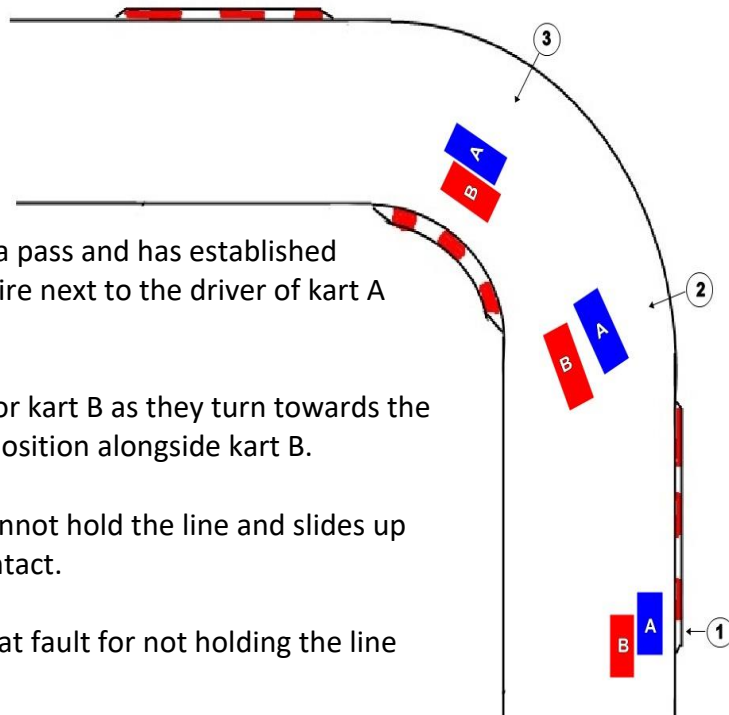
Kart B did not have the right to be there and would be found at fault.



## Example 2. Can't hold the line

1. Kart B is attempting a pass and has established position by having its front tire next to the driver of kart A entering the corner.
2. Kart A leaves room for kart B as they turn towards the apex but maintains position alongside kart B.
3. At the apex kart B cannot hold the line and slides up the track causing contact.

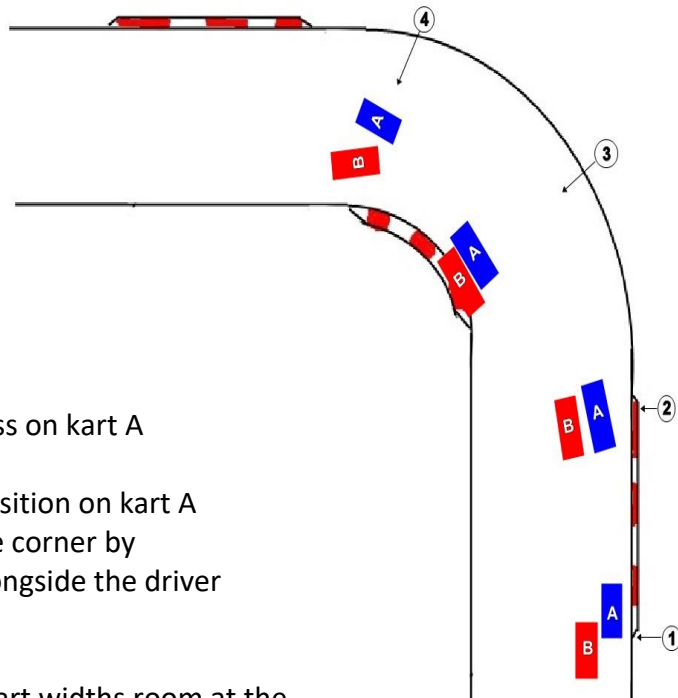
Kart B would be considered at fault for not holding the line



Example 3. Not leaving room at the apex

1. Kart B is attempting a pass on kart A
2. Kart B has established position on kart A at the turn in point of the corner by having its front wheel alongside the driver of kart A.
3. Kart A does not leave a kart widths room at the apex for kart B and contact results

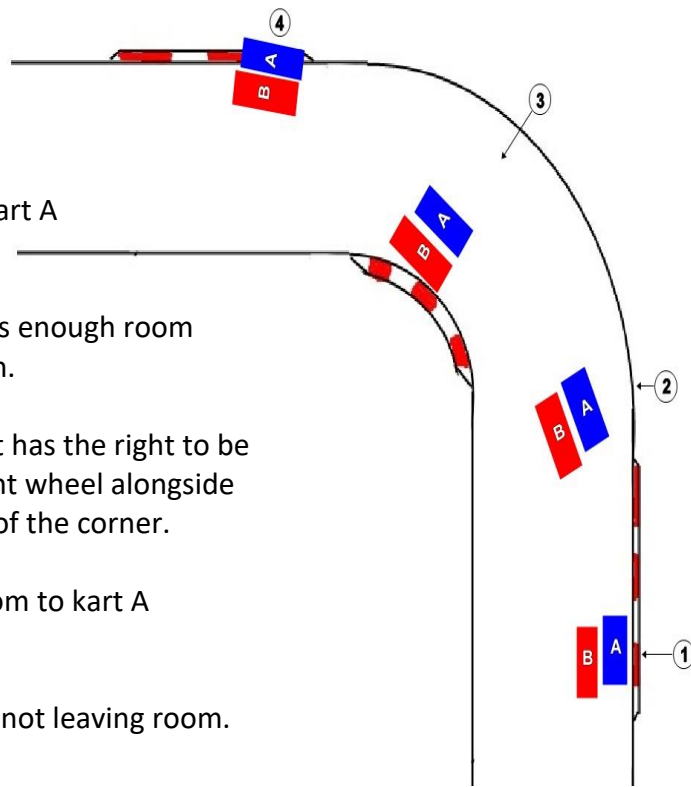
Kart A would be considered at fault for turning into kart B.



#### Example 4. No room at exit

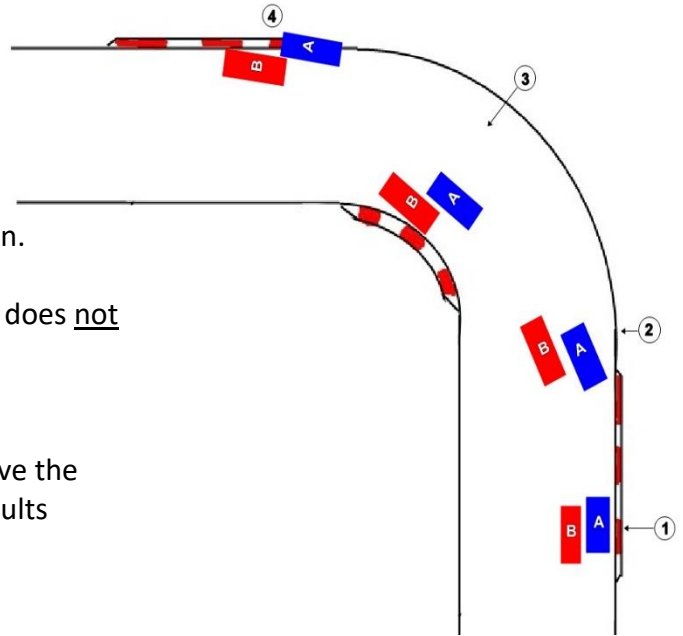
1. Kart B is attempting a pass on kart A and has established position.
2. At the turn in point kart A leaves enough room for kart B but maintains position.
3. Kart A has left enough room but has the right to be on the outside by having its front wheel alongside the driver of kart B at the apex of the corner.
4. Kart B does not give enough room to kart A and contact results.

Kart B would be considered at fault for not leaving room.



Example 5. Concede the exit

1. Kart B is attempting a pass on Kart A
2. At the turn in kart B has established position.
3. At the apex kart A leaves enough room but does not maintain position by having its front wheel alongside the driver of kart B.
4. At the exit of the corner kart A does not have the right to be alongside Kart B and contact results



Kart A would be found at fault for not conceding the corner when it was unable to hold position.

## **11.0 Safety Equipment**

### **SAFETY GEAR**

#### **HELMET**

Full faced, Snell or SFI approved SA2010 or newer helmets only. Snell M rated helmets are acceptable.

#### **NECK COLLAR AND RIB/CHEST PROTECTORS**

Neck collars are recommended for all classes. All drivers under the age of 13 years in all divisions are required to wear a chest protection device with ***SFI approved specification 20.1*** at all times they are on the racetrack. ***The SFI tag must be attached to the chest protector.***

#### **SUIT, GLOVES AND SHOES**

Full coverage, abrasion resistant karting suit is required. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jacket and jeans are not permitted. Closed fingered gloves are required. High top, racing style shoes are strongly recommended. No open toed shoes or sandals are allowed. Shoes must cover the ankle.

NOTE: Safety gear compliance for gloves, suits, shoes are at the discretion of the Chief Steward.

## **12.0 Kart Classes and Specifications**

### **Kid Kart**

**Age:** 6-8 years old  
**Chassis:** Margay Wildcat  
**Engine:** 50cc Honda GXH50 or Comer only  
**Exhaust:** Stock  
**Tire:** Hoosier R60B 4.5/4.5  
**Weight:** 150 lbs

### **Ignite Classes**

#### **BRIGGS ROOKIE**

**Age:** 8-12 years old  
**Chassis:** Ignite K2  
**Engine:** Briggs LO206  
**Engine Slide:** Red, **Briggs carb locking clamp must be in place with cap fully tightened at all times.**  
**Exhaust:** RLV 5507 or 5506  
**Tire:** Hoosier R80 4.5/4.5  
**Weight:** 250 lbs

**BRIGGS JUNIOR**

**Age:** 12-15 years old

**Chassis:** Ignite K3

**Engine:** Briggs LO206

**Slide:** Yellow, Briggs carb locking clamp must be in place with cap fully tightened at all times.

**Exhaust:** RLV 5507 or 5506

**Tire:** Hoosier R80 4.5/6.0

**Weight:** 320 lbs

**BRIGGS SENIOR**

**Age:** 15+ years old

**Chassis:** Ignite K3

**Engine:** Briggs LO206

**Slide:** Black

**Exhaust:** RLV 5507 or 5506

**Tire:** Hoosier R80 4.5/7.1

**Weight:** 360 lbs

**BRIGGS SENIOR MASTERS**

**Age:** 35+ years old

**Chassis:** Ignite K3

**Engine:** Briggs LO206

**Slide:** Black

**Exhaust:** RLV 5507 or 5506

**Tire:** Hoosier R80 4.5/7.1

**Weight:** 370 lbs

**12.1 Masters Division**

Some race classes may also include a Masters division within the class structure. Drivers eligible for this class will race according to the structure of the class and accumulate points towards the class championship based on overall finishing position while at the same time accumulating points for the class they have entered based on finishing position relative to those who are also competing for the same division.

Example -Driver A is eligible for the Masters class and finishes a race in 7<sup>th</sup> position overall but is 2<sup>nd</sup> among other drivers competing for the Masters class. He will collect 7<sup>th</sup> place points for the class championship and collect 2<sup>nd</sup> place points for the Masters class. These will be recorded as separate point totals and will have no effect on one another.



## **13.0 Chase Race**

This class is intended as an option to the other classes listed. Any chassis/engine combination is eligible. If a particular chassis/engine combination has participation of 4 or more entrants, this group can be run as their own class with specific rules established as needed. These races will be run as a "Chase Race" format. No "laydown" karts are allowed.

**Age:** 12+ years old

**Chassis:** Open

**Engine:** Open

**Fuel:** Open

**Exhaust:** Open

**Tire:** Open

**Bodywork:** CIK plastics

The Chase Race regulations can be referenced in the Autobahn Member Racing Rulebook. Use of timing devices is prohibited.

### **13.1 Chase Race Penalties**

1. Break out. Each driver is allowed to go 1 second faster than their qualifying time. Anything more than 1 second and a penalty shall be levied. Timing for this purpose shall be considered to the 10<sup>th</sup> of a second.

-First offense will result in 1 second to be added to the total elapsed finishing time after the race.

-Second offense will be an additional 3 seconds = 4 total.

-Third offense will be additional 5 seconds = 9 seconds total.

-Fourth offense will be an additional 7 seconds = 15 sec.

-Fifth offense will be an additional 9 seconds = 24 sec.

-Sixth offense will be an additional 11 seconds = 35 sec.

## **14.0 Technical Requirements**

### **Bodywork Regulations**

NOTE: Bodywork that comes apart from its original mounting location during the course of a race is subject to disqualification at the discretion of the Chief Steward.

### **NUMBERS**

Numbers must be reserved in advance with the Chief Steward. No duplicate numbers within a class will be allowed. Numbers must be clearly visible on the front and both sides of the kart in a contrasting color. If a number is not used in competition for two consecutive years it will become eligible again.

## **FRONT BUMPER**

Push Back Nose Cone Mounts: All karts must use the push back nose cone mounts. The arrow must be pointed upward. Front bumpers must be CIK homologated. Full body nose cones are not allowed. If a competitor alters the push back nose cone during/after a race, it will result in a DQ. Front bumper must be secured at all times. If nose cone comes off while on track before receiving checkered flag, competitor will receive the black flag. No lead may be bolted on the plastic.

Push Back Nose Inspection: All non-kid kart classes must utilize a front nose equipped with a CIK-homologated pushback nose system, with a maximum of two CIK-homologated clamps. Competitors will present their karts to the grid with the nose cone in place and the clamps on, zip ties may be used to hold the clamps to the bumper but shall not hold the clamp from opening. The grid official will do an inspection of the nose while on the kart. The official will be checking for holes and to verify that the nose has not been damaged to the point that it has lost its rigidity. During inspection the competitor may be asked to remove one or both clamps by hand and then re-install them. The nose is a tech item, and therefore may be inspected at any time during the day by series officials. If any officials ask to inspect the nose, the driver or their mechanic must remove it for inspection, without the use of any tools. If the nose, clamps, or blocks, are found to be illegal, or the mechanic/driver is unable to remove it for inspection when asked, there will be a 4-position penalty assessed. If any part of the top or bottom bar/bumper is in the drop-down area, the competitor will be assessed a 2-position penalty per side with a maximum penalty of 4-positions. Additional penalties up to disqualification may be assessed depending on the infraction.

## **FRONT PANEL**

The front panels must be CIK homologated and may not extend above the top of the steering wheel. No lead may be bolted on the plastic.

## **SIDE PODS AND NERF BARS**

Both side pods and nerf bars must be CIK homologated. Side pods may not extend inside the vertical plane of the rear tires by more than 1". No lead may be bolted on the plastic. Nerf bars must remain secured in at least one mounting location per side.

## **REAR BUMPER**

Rear bumpers must be CIK homologated and plastic in composition. The rear bumper must mount off of or inside the left and right frame rails. No lead may be bolted on the plastic. Rear bumper must be secured using locking nuts.

## **FLOOR PAN**

Floor pan must be manufactured from aluminum and may not extend beyond the center cross member or outside the main frame rails. Full length floor pans are not allowed.

### **14.1 Loose or Missing Components**

All components shall be fastened and in place at the start of a race prior to the green flag; if not, a competitor may be black flagged. All karts must finish the race with all components subject to tech still intact in the manner the rule specifies. Any competitor that loses a 'spec' or 'tech-able' component may be black flagged. Examples include a nose, side pod, bumper or exhaust. A loose but intact exhaust may be black flagged. When leaving the grid, rear bumpers must be securely attached to the kart as designed by the manufacturer. If a bumper becomes completely detached from one side of the kart, or is deemed unsafe by track officials, it will be grounds for a black flag.

## **15.0 ENGINE REGULATIONS**

### **BRIGGS LO206 REGULATIONS**

The Ignite series will run the Briggs LO206 senior engine package for all classes. The Ignite series will utilize the standard Briggs LO206 engine rules. The LO206 rules package can be viewed here – <http://www.briggsandstratton.com/engines-racing/racing-engines/karting/local-option-206/>

The Ignite series will utilize the following slides:

Ignite Rookie (ages 8-12): Red (part #302333)

Ignite Junior (ages 12-15): Yellow (part #302341)

Ignite Senior/Masters (ages 15+ and 35+): Black (part #302328)

NOTE: Any alteration of the slides will result in immediate disqualification.

### **SPARK PLUG**

Autolite AR3910X or Champion RC12YC may be used.

### **FUEL**

Fuel must be purchased at the kart track. Fuel may be checked post-race without advanced notice. No additives are allowed.

### **OIL**

Recommended crankcase oil is 5w30 synthetic, however any oil may be used as long as it does not contain oxygenators. No additives or oxygenators allowed. Oil may be tested for the presence of oxygenators.

### **CLUTCH**

The Ignite series will utilize the Hilliard Flame clutch (part #304200). The use of alternate Hilliard springs and weights is approved. All components must remain in factory stock condition and cannot be modified.

The Ignite series will utilize the following front sprockets:

Ignite Rookie (ages 8-12): 17t (part #305317)

Ignite Junior (ages 12-15): 17t (part #305317)

Ignite Senior (ages 15+): 17t (part #305317)

NOTE: Any alteration or modification will result in immediate disqualification.

### **SPROCKETS**

Sprockets must be 2-piece aluminum sprockets and must be #35 pitch. No skip tooth sprockets are allowed.

### **CHAIN**

Only #35 pitch chains are allowed. #219 pitch chains are not allowed.

### **RAIN HOODS**

Rain hoods for the approved air filter are allowed in wet conditions.

**Wheels**

Douglas Alupalite and TrueSpeed Magnesium wheels are the only approved wheels.

**16.0 TIRE REGULATIONS**

Hoosier R80 compound tires are mandated for all Ignite classes unless otherwise noted. The only approved rain tire for all Ignite classes is the Hoosier WET. Mandated sizes for Ignite classes are:

Rookie: Front 4.5/10.0-5, Rear 4.5/10.0-5

Junior: Front 4.5/10.0-5, Rear 6.0/11.0-5

Senior: Front 4.5/10.0-5, Rear 7.1/11.0-5

ANY ALTERING OF THE MANDATED TIRE THROUGH PREPPING, DOPING, CHEMICAL TREATING OR CUTTING IS EXPRESSLY FORBIDDEN. ANY COMPETITOR FOUND TO BE ALTERING THE TIRE OR ATTEMPTING TO ALTER THE TIRE FROM THE AS SUPPLIED CONDITION WILL BE IMMEDIATELY DISQUALIFIED.

Tire warming blankets, hotboxes or other warming devices are prohibited.

## **Appendix A Championship Details**

### **2020 Championship Details**

In each championship, points will be awarded for each race, except those designated as non-points races, and each driver may use the best results from a limited number of those results towards the year end totals.




For the 2020 racing season the structure will be as follows.

Kart League	best 7 results of 10 races
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If a race is cancelled or added to the schedule, the number of races counting towards a championship shall remain the same unless otherwise noted by the Chief Steward.

## Appendix B

### 2020 Autobahn Member Racing Schedule

	Date	Miata	GT	Radical	Chase	W-n-T	Kart League	Other Events	
May	2								
	3								
	16	S	S						
	17			S		S	K		
	29								
	30	S		S					
	31		S			S	K		
June	6			S					
	7						K		
	13		S (DBL)						
	14	N(DBL)							
	19				F				
	20					S(DBL)			
	21						K		
	27			N					
	28	N							
	July	10						K	
17					F				
18			F	F		F			
19		F					K		
26		S (DBL)							
Aug	1		N						
	8			N		N			
	14				F				
	15						K		
	16		S (DBL)						
	22	S (DBL)		S (DBL)		S			
	30		N						
	Sept	12							K
13		N							
25					F				
26		S	S						
27						N			
Oct	3						K		
	10			S (DBL)					
	16				F				<b>OctoberFast</b>
	17	F	F	F	F (Pro only)				
	18					F	K		
	TBD	3.5 Hour Enduro (S) and Awards Dinner							
updated 5/8									