

## 2008 CKRA Regulations

These regulations are based on the WKA regulations stipulated in the WKA 2008 technical manual. CKRA will follow **all** of the WKA regulations with **exceptions** as listed herein. The list of exceptions refers to the regulation section number and states the exception to said regulation.

A WKA 2008 Technical Manual may be purchased from the [World Karting Association website](#).

### General Regulations - Section 100

Note: many of these regulations are wording specific for "WKA events" and in such cases, where applicable, these regulations are to be interpreted for "CKRA events" also. Section 101.5 refers to "spirit and intent" of the rules, and to carry this a step further, CKRA will use the spirit and intent of our club's mission statement in interpreting and enforcing any and all rules. Furthermore, we reserve the right to deny entry to any club event, any individual, for any or no reason in order to pursue that contained in our mission statement. Our club racing is in alignment with manufacturer's cup (2 cycle) and gold cup (4 cycle) sprint racing, and therefore excludes all regulations relative to road racing, speedway and champ kart.

103.2.2 If a driver will reach the age to be eligible for the next age group, either 8-12 or 12-15, within the regularly scheduled CKRA season; they may move up at the beginning of the season with administration approval. Drivers may not move up early to the senior classes.

104.4 Driver of record must be the competitor. No relief drivers.

105.1 All drivers shall conduct themselves in an orderly manner. Physical violence or abuse of any individual will subject the offender to immediate ejection from the site and possible suspension of membership status.

105.2 Verbal abuse or threats directed at any individual at any CKRA event will subject the offender to immediate ejection from the event and possible suspension of membership status. In our continuing effort to maintain a family friendly atmosphere, no foul or obscene language will be tolerated. Foul or obscene language will result in immediate ejection from the event and possible suspension of membership status. The message forum on the CKRA website, ([www.ckra.org/forum/](http://www.ckra.org/forum/)), falls under this rule also.

105.4 Drivers are responsible for the control and actions of their pit crew members and accompanying guests. Unacceptable actions of crew members may subject the driver to penalty or disqualification or suspension of membership status.

105.6 All drivers are required to attend all drivers meetings. Juvenile drivers must be accompanied by their "crew chief".

106.2 The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. If in the judgment of the presiding officials, a participant is bumping, crowding, chopping, blocking or pushing other participants in other than an inadvertent manner, that participant shall be subject to immediate disqualification and possible suspension of membership status. In practice or in race, any unsportsmanlike conduct after checkered flag may result in disqualification and/or suspension at the discretion of the race director. We emphasize "inadvertent"!

Race officials will have the authority to make such decisions without question. Sections 106.2.1 and 106.2.2 still apply and provide definitions for unsportsmanlike driving and unsafe driving respectively. CKRA Passing Rule - A overtaking driver who is half-way up on another kart is entitled to fair racing room so that both karts can complete a turn side by side on the racing surface without contact. Halfway up is defined as the overtaking kart's front tire being ahead of the rear tire of the kart being passed. Any driver not sharing the racing surface according to this rule shall be subject to disqualification and will be black flagged. More than one driver may be black flagged for the same incident. Any driver making a late "diving move" causing another kart to go four wheels off of the racing surface will be subject to a black flag and disqualification. REMEMBER - Safety is always the foremost factor.

106.3 Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield the race line until the faster karts have passed. Lapped karts will observe the passing (blue) flag or may be subject to disqualification. The blue flag is not just information; it is an order to give way.

Adults only should assist in removal of kart. Juveniles should remain in the kart until instructed otherwise by the corner workers. You are somewhat protected by bumpers and nerf bars while in the kart even if it's in a precarious location. We don't want you getting out of your kart and stepping out in front of another kart. Remember to get those hands up to signal the other drivers.

106.7 Point of no return. Once any part of a kart passes the designated line on the entrance to the track it may not be restarted unless it can be restarted by onboard means and the driver is in any senior class or 50cc Kid Karts. 50cc Kid Karts will be started by an adult while the driver stays in the kart. Qualified seniors will start themselves provided they can do so safely and in a timely manner. Onboard means include pull starters permanently mounted to the engine or electric starters as used on TAG karts. Separate, stand alone hand held electric starters may only be used inside the grid area.

106.10 In addition to what is presented at the drivers' meeting, the following shall apply:

If a kart drops out during warmup lap(s) or pace lap, both rows will move forward until the gaps are filled. If a kart does not line up on the false grid, then positions will be criss-crossed if time allows; otherwise the rows will move straight ahead until the gaps are filled.

The number of warmup laps will be announced at the drivers' meeting and can be as few as zero (0).

106.15 In addition to section 106.15 in its entirety, if all karts are brought back in for a complete restart, (no laps completed), then any stalled kart(s) are also brought back in and will start in their original position.

106.18 Drivers may drop one (1) and only one black flag disqualification (DQ) for on track behavior. Any future infractions must be counted against season end points. All else applies for this rule.

106.20 Due to the size of our track, there will be 60 seconds to exit the grid from the command to fire engines. We do not have a hot pit. Rule 106.7 as defined above shall apply to stalled karts. Refusal to move a stalled kart from the racing surface to a safe location is grounds for disqualification for the day.

107.8 Skateboards, bicycles, scooters, rollerblades, etc. are not permitted anywhere there is pedestrian traffic.

108.2 When head flagman displays a single yellow flag, it is a local yellow. Double yellow flags displayed by head flagman indicate a full course yellow.

110.2 Race director's decisions on protests will be final. There is no appeal procedure.

### **Manufacturers cup regulations (2 cycle) - section 200**

202.1 Tire brands and compounds opened.

202.2 6" diameter rims are also allowed.

203.4 Rear axle up to 50mm also allowed

208 Bodywork according to gold cup (4 cycle) section 258 is permitted to run in 2 cycle classes. Lower cross bar per figure 209.3.5 is required to run in 2 cycle classes. Ballast per 201.10 at front bumper is superceded by 251.10 .

208.2 CIK style noses are not required to use "break away" mounting and entrant will not necessarily get DQ if it falls off. However, entrant will get black flag if earned through misuse of nose.

208.5.1 The side pod dimensions as described will apply though the method for measuring the maximum protrusion of the rear tire outside the the sidepod will be measured differently. A straight edge will be placed across the outermost surfaces of each rear tire and a 1.510" high block may NOT fit between the straight edge and the sidepod on either side. Failure to meet this rule is a technical DQ.

208.8 Numbers should be 6" high, black on white background. Any scoring discrepancies due to numbers of improper color are without grounds and shall automatically be dismissed.

209.3.5 Back edge of lower bumper cross bar must be less than 4" from vertical plane at back edge of rear bumper. "torsion tubes" are acceptable as a lower bumper cross bar.

209.4 Double high nerf bars with cik style pods are allowed and subject to 208.1 requirements for appearance and mounting.

212.1 Wet weather conditions is not an issue because we will not run in the rain.

212.5 Event format is blind draw for starting position of first heat. Invert that order for second heat.

Points earned in heats only determine starting position for feature race and do not count towards year end awards. (tiebreaker for heat points is previous blind draw) points earned in feature count toward year end awards.

212.7 Technical DQ causes points to be zero.

212.7.1 Points are only awarded for finishing order in the feature. Black flag during feature is a DQ and receives zero points.

212.8 Rain outs: if all heat races are completed and feature gets rained out, competitors in rained out classes will get scored as if the feature was run with the finishing order the same as the starting order, and event is concluded. If rain out occurs before all heat races are completed, all heats get nullified and race is a rain out.

### **Gold cup regulations (4 cycle) - section 250**

258.5.1 In addition to 258.5.1 in its entirety, the protrusion of rear tires outboard the sidepods will also be limited. A straight edge will be placed across the outermost surfaces of each rear tire and a 1.510" high block may NOT fit between the straight edge and the sidepod on either side. Failure to meet this rule is a technical DQ.

258.8 Numbers should be 6" high, black on white background.

259.3.4 Bumper mounted oil catch cans are allowed as long as reasonably shielded by the bumper and reasonably attached per discretion of pre-tech inspector. A leaky or loose catch can will earn you a black flag, even if you passed pre-tech.

262.1 through 262.7 (see 212.1 through 212.8)

### **BRIGGS ANIMAL CLAIMER CLASS RULES (CKRA)**

Stock as per WKA Tech Manual with the following exceptions: All engines are subject to tech inspection as per all class rules.

- 1) Engine is to remain stock as shipped from the factory with no blueprinting, machining or re-machining other than where CKRA rules permit for maintenance or rebuilding.
- 2) Cam will be visually teched against OEM Stock Cam. No blueprinted ground stock cams allowed. Cam lift and timing per current WKA stock regulations. Easy-Spin must be in place.
- 3) Max overbore is .010 inches to allow for rebuilding.
- 4) Exhaust: Robertson "super snake" pipe, part no. AP3058G or AP3058A are the only legal exhaust. Must be unaltered and use RLVB91XL silencer. Exhaust may be repair welded but must be unaltered.
- 5) Clutch: Noram GE Series clutch is the only legal clutch. Norams light or heavy shoes. No coated shoes allowed. Springs are non-tech items. Shoes may have cleaning slots. Clutch cooler is allowed.
- 6) Ignition Timing: 25 degrees max advance measured at leading edge of magnet to trailing (forward) edge of coil at the very base of coil with Briggs coil, any or no flywheel key is accepted. With PVL ignition, max advance 20 degrees measured at leading edge of magnet to trailing (forward) edge of the coil at the very base of coil. PVL ignition system must run stock flywheel key(unaltered). Minimum key width is .183 inches. CKRA reserves the right to adjust these rules in the interest of performance equality.
- 7) Any unaltered Walbro jets allowed.
- 8) Flywheel: Either flywheel part no. 555612 (2003) or part no. 555625 with plastic fins assemble part no. 555526 (2005) allowed with stock Briggs Animal magneto or (2007) PVL flywheel and magneto.
- 9) Valve lapping is allowed.
- 10) CKRA may use known stock parts as comparison for tech.

### **CLAIMING RULE**

Any competitor racing in the Animal class may have their motor claimed by another competitor in the class.

The person claiming another's motor must give written notice to the race director prior to the start of the feature race. Motor will be turned over following the feature. The amount is A.P.S. current regular price(not special price) plus \$25.00. In addition they will pay 6.5% sales tax. The engine will be complete minus clutch, mount, air cleaner, throttle cable, chain guards, carb jets and throttle needle, fuel pump, oil fill cap with pulse fitting and exhaust. The Engine will be teched to assure it is legal and the club will mediate the process. If an engine is found to be illegal(non compliant to rules) the claimer will receive their money back. CKRA will reserve the right to retain any non-compliant motor at owners expense. Officers and Trustees may make alternative concessions if a particular situation justifies it. A claimed engine CAN NOT be reclaimed by the original owner in the same season. ANY unsportsman like conduct during any part of this process is grounds for removal from club and membership privileges being revoked. The administration also will hold the right to claim a competitors engine if a majority of the Officers and Trustees present at an event see fit. Any competitor refusing to let another competitor claim their motor will forfeit all season points and be suspended from competition in any CKRA events for the remainder of the season.

This Animal claimer class is a local class and currently run at Barberton Speedway, Fremont Raceway Park, Thompson Kart Raceway. We included the claimer rule to reduce the cost of being competitive - it is designed with good, clean, affordable racing in mind. This rule eliminates the need for blueprinting the motor to be competitive. We will also make adjustments in the minimum weights between the gas and alcohol motors in the interest of maintaining a performance balance. Maximum kart weight(without driver) on alcohol is 200lbs.

**Technical inspections & engine specifications - sections 500 thru 750**

502.7 Calipers may be used in lieu of no-go gauges until such time as the club is wealthy enough to put out the big bucks to buy the no-go's.

554.3 No copper exhaust gaskets when using ssx-v supercan. (note: ssx-v is the only legal supercan ..... 4 holes, all 90 degrees apart)

601.1 Air filter adapter may be anodized.

602.1 Use of yamaha parts in the Comer-Arc engine is allowable.

750 The 4 cycle tech inspector may over-ride items similar in nature and reason to those exclusions listed for 2 cycle regulations.

**Point system - section 800**

Section 800 point system is entirely excluded. Points earned in heat races are only used to determine starting position for the feature race and do not count toward year-end awards. Points awarded for feature race will count toward year-end awards and will be according to finishing position. If you take the green flag, you will have a finishing position even if you DNF. A black flag is a technical DQ which makes your points zero. Only one technical DQ may be dropped from points total per season. An engine tech DQ for blatant cheating results in zero points for that event and must be counted towards season points totals. Example, but not limited to: porting, illegal piston, cam or head. Race directors decision is final and not subject to appeal. The low pill number from the blind draw is pole for the first heat. Heat points are one for first, two for second, etc. And lowest total heat points gets pole for feature. (pill numbers from previous blind draw will be tie breakers relative to total heat points)

Twelve karts is the maximum that CKRA will typically run in any heat or feature. If entries exceed twelve then two groups may be run (A & B). If two groups are to be run the drivers will be separated by season points standings. Drivers in even position standings will be in group "A" and odd positions standings will be in group "B". The top three drivers from each group according to heat points standings will transfer to the "A" main. All other drivers will compete in the "B" main with the top three finishers from the "B" main transferring to the "A" main. Season points will be awarded with the "A" main finishes first then "B" main finishes.

Points will be awarded as follows. (noe = number of entries, that class, that day)

Heat points	Finishing Position	Feature Points
1	1	20 + noe
2	2	15 + noe
3	3	12 + noe
4	4	10 + noe
5	5	9 + noe
6	6	8 + noe
7	7	7 + noe
8	8	6 + noe
9	9	5 + noe
10	10	4 + noe
11	11	3 + noe
12	12	2 + noe
13	13	1 + noe
14 and up	14 and up	0 + noe
100	tech DQ	zero

**Worker Bonus Point System**

This is a racing club of volunteers. All members are expected to do their part to help out. To be eligible for season end awards you must have received your worker bonus points. The bonus points will be awarded in the following manner. Total bonus points to be received will be 100 points per driver per class. Bonus points will not be awarded until all (100) worker points have been earned. Worker points are accrued based on jobs performed with each job being worth different points based on the level of effort for the job. The following schedule shall be used earning worker points:

### **Worker Point Schedule**

<b>Worker Job Title</b>	<b>wPts</b>	<b>Comments</b>
Race Director	40	Prior approval and training required
Assistant Race Director	30	Required training to be Race Director
Corner Worker	35	Minimum of two corner workers per event. Maximum of four.
Head Flagman	35	Harder than it looks
Scale Worker	25	Must weigh every kart every race
Registration	25	Prior training required. Worker points earned after training complete.
Scoring	30	Prior training required. Worker points earned after training complete.
50/50 Raffle	10+10	Social butterflies appreciated. 10 points for doing 50/50 and 10 bonus points if split is over \$100/\$100
Main Gate/Trophy set-up	25	Gatekeeper/set out the days trophies
Concession stand	25	flippin' burgers and more
Concession stand management	35	All shopping and preparation
Wed Practice	20	Prior training required. Up to three workers per practice.
Sat Practice	25	Prior training required. Up to three workers per practice.

You must reserve your work positions in advance. The worker schedule will have the positions for the season and no additional positions will be added.

If you fail to work on your scheduled day and do not make arrangements for someone to stand in for you twenty (20) points will be deducted from your season points. The exception being family emergencies.

In the event of rain/snow/inclement weather, you must be present unless notified by track officials as excused, to receive worker points for the rainout.

It is the worker's responsibility to completely fill out the Worker Points Form each day in order to receive credit for working that day. Of particular importance is designating the driver to eventually receive the bonus points. The Worker Points Form must be turned in the same day as the work to qualify for the worker points.

### **CKRA Class Structure**

Note: see the CKRA 2008 class structures list for exceptions and deviations from the associated class structures listed in the WKA regulations. If any particular exception or deviation is not specifically indicated, then go by what WKA shows. WKA updates their regulations as necessary on about a monthly basis and publishes it in the WKA magazine. CKRA reserves the right to also update regulations as necessary and will note updates on our website [www.CKRA.org](http://www.CKRA.org).