



2009 Rules

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2009 CSC Schedule

Race #1.....June 7.....IMI Motorsports

Race #2.....July 26-27.....Grand Junction Motor Speedway

Race #3.....October 4.....IMI Motorsports (New Track)

NO drops.

You must register with the CSC, and race at least 50% events to qualify for year end awards.

Fundamental rule 1:

All racers agree to be bound by these rules.

Fundamental rule 2:

All racers and crews agree to not use an outside court of law regarding any dispute of these rules.

Fundamental Rule 3:

All racers shall carry themselves in a sportsmanlike manner.

Fundamental Rule 4:

Anything that is not expressly allowed within these rules is forbidden.

Fundamental Rule 5:

The decision to race or not race rests solely with the driver.

SPIRIT AND INTENT

The rules contained in this book are supplied in order to provide for fair and equal competition. All specifications and limitations are supplied in order that each competitor can insure that his or her equipment meets the requirements. Compliance is the competitor's responsibility. Any attempt to circumvent these rules violates the basic premise of the CSC and will be dealt with as any direct violation of the rules. Any attempt to elaborate on the existing rule in order to gain a competitive advantage will be considered a violation of this "spirit and intent" rule. Anything not specifically outlined in the rules should be considered illegal. If you have any question about whether something is permissible, please contact the appropriate CSC official to get clarification before attempting it.

Disclaimer: The rules and regulations set forth herein are designed to provide for the orderly conduct of Colorado Sprint Championship (CSC) events. They establish minimum acceptable requirements for those events. These rules and regulations shall govern all CSC events and, by participating in these events, all entrants are deemed to have understood and agree to comply with these rules. No express or implied warranty of safety shall result from publication or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, officials, or others.

1.0 ADMINISTRATIVE

1.1 Competition Licensed Driver: All competition drivers shall hold current year CSC Competition License. Only CSC licensed drivers will accrue series points. All points shall be contingent upon driver being licensed and in "Good Standings" for current year.

1.1.1 Daily Competition License: Daily Competition License will be available to racers that are not CSC members, yet wish to compete at a

CSC event. "DAILY" privileges will be subject to skill and ability evaluations of the Race Director and a "Daily License" fee as established by CSC. Daily license privileges shall not exceed two (2) events without applying for full CSC Competition License.

1.2 Releases and Liability Waiver: Everyone entering the pit area at a CSC event, including pit crew, track officials, tech personnel, or other personnel, MUST sign the Release and Waiver of Liability, Assumption of Risk, and be in possession of proper credentials prior to engaging in the business of race preparation. Failure by anyone to comply may result in disqualification, suspension or other action as deemed appropriate by the Race Director, or CSC officials. All drivers and crew are required to sign a waiver and release of liability before participating in each and every CSC event. The entrant and/or driver, in submitting the entry form for any CSC event agrees to hold CSC, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from all liability.

The driver is responsible for the actions of their pit crew at all times

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

1.2.2 No person is allowed to drive a kart on the track other than the registered, licensed driver of that kart, for any reason whatsoever.

1.3 Appearance All CSC events will demand at a minimum, clean and professional driver and team standard. Gross violations of these minimums may result in revocation of entry or team.

1.3.1 Driver: All members competing in CSC events shall maintain a clean, neat appearance. Driver wear shall be clean for each event.

1.3.2 Kart: Series or class sponsor decals shall be displayed as directed. Other appearance elements of the racing vehicle should reflect the highest possible standards and shall not be less than clean.

1.3.3 Crew: All crew persons shall maintain a high standard of appearance at all events. During the "Official" event days, teams are encouraged to wear team uniforms and maintain them in the most professional manner possible.

1.4 Official Event Entry: The driver is the official entry in a CSC event. That driver is allowed to enter and race only one chassis per class at an event, and there shall be no substitutions of the chassis without the permission of the Race Director. Viable reasons include a bent or broken chassis. The Race Director is to consider all safety concerns involved. The

kart chassis is official once the first competitive green flag (qualifications, first heat, etc.) is thrown on that kart chassis. You may practice with as many chassis' as you wish that have cleared pre-tech, but once competition begins, you are bound to that chassis for the remainder of the event competition. A kart chassis can have only one entrant competing in it per class. A kart may be entered in more than one class if applicable, and meets all the requirements of both classes. The kart chassis identification number may be recorded or the chassis may be marked after qualifying.

1.5 Entry Refunds: Entry refunds are at the discretion of the Race Director, and promoter but general policy will be no entry refunds after the start of event day activities.

1.6 Substitute Drivers: Substitute drivers are not allowed.

2.0 SAFETY

Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, crew members, officials, promoters, and CSC, have taken measures to reduce the risk of serious injury, the risk cannot be eliminated and will always be present at a high level. Although safety is everyone's concern, CSC cannot, and is not, responsible for all or even most aspects of the safety effort. That responsibility rests with the various participants.

2.1 General: Safety is the primary concern of the CSC at all events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to raise safety standards of the sport.

2.2 Protective Equipment: Safety is taken very seriously. The following protective items will also be found on the Pre-Race Safety Checklist.

2.2.1 Helmets: Must be a full face helmet designed for kart or open wheel auto racing. Must meet current WKA, Stars or SKUSA standards or better. Note: the chin bar must be an integral part of the helmet structure. Motocross style bolt on chin and face protectors do not meet these Snell standards.

2.2.2 Gloves: Manufactured for racing and possessing racing related grip enhancement and offering a degree of abrasion resistance.

2.2.3 Driving Suits: Manufactured for racing. Suit constructed of heavy weight abrasion resistant nylon or leather. 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.

2.2.4 Footwear: High-top shoes manufactured for racing. No portion of

the leg or ankle may be exposed when in the driving position.

2.2.5 Neck Brace: Neck brace must be manufactured for racing, must include foam insert as originally designed and produced, and shall be required for all "on track" activities. Altered neck braces, including removal of foam insert (unless they are designed to do so for proper fit, e.g. "Rector" brand, etc.), are in "Non Compliance". Loss of neck brace on course may result in a BLACK flag.

2.2.6 Rib/Chest protectors: These are highly recommended for ALL drivers. They are required for drivers under 12 years old.

2.2.6.1 All drivers under 12 years old are required to wear SFI approved chest protection.

2.3 Accidents:

2.3.1 Race officials and emergency medical personnel are the only persons authorized to be on the track when an accident occurs. Exceptions to this are at the discretion of the Race Director.

2.3.2 Any driver who sustains an injury must be examined by medical personnel.

2.3.3 Kart and driver may continue only with approval from Race Director.

2.3.4 Any repairs to kart must be approved by the Race Director.

2.4 Track Owner Responsibility: The track owner is directly and finally responsible to ensure that the racing facilities are adequate including safety personnel and equipment for the event, both for the purpose of preventing injury where reasonably possible, and responding to injury when it occurs. He is further responsible for ensuring the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury.

2.5 CSC Responsibility: Representatives of CSC, when they are present at an event, will inform the Track Owner of any inadequacies in the facilities, safety personnel and equipment, or other conditions at the track that they (a) observe and (b) consider in their best judgment to be inconsistent with the interest of safety. In general, however, CSC employees and representatives are not present at events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, CSC cannot and does not take responsibility to ensure the adequacy, for the purposes of safety, of the racing facility, safety personnel or equipment, or conditions at the track. The Track Owner and the competitors are solely and ultimately responsible for such matters at all CSC events. CSC reserves the right to cancel, reschedule, or delay a race at its sole discretion if the safety of competitors, spectators, crew members, or staff members is endangered for any reason.

2.6 Competitors' Responsibility: Competitors are closer to the racing facilities, track conditions, safety personnel and equipment, than are CSC officials or the promoter, and are, therefore, better able to monitor track conditions on a continuing basis. Competitors are thus obligated to inspect, observe, and promptly report to the Race Director any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived.

Competitors are solely and directly responsible for the safety of their racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crew member) in a manner designed to minimize, to the degree possible, the risk of injury to themselves and others.

Neither CSC nor the Track Owner will assume any liability for the safety or technical compliance of a competitor's race kart and/or racing equipment.

2.7 CSC Officials: At CSC events, CSC officials are independent contractors, often employed by the promoter in other capacities. Those officials, in the exercise of their independent judgment, will report promptly to the promoter any observed safety inadequacies in the racing facilities to include safety personnel and equipment. In addition, if a CSC official observes any safety inadequacy in a competitor's race kart, racing equipment, or conduct, the official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy.

3.0 ELIGIBILITY OF DRIVERS

3.1 Driving Ability: All drivers shall demonstrate their driving ability to the satisfaction of the race officials during practice period before being fully allowed to compete. The Race Director has the authority to ask an entrant not to compete at an event. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver, but to insure the safety of everyone.

3.2 Age Criteria: The minimum age to compete in any CSC class depends on the division in which applicant desires to compete. In no case shall any applicant be under 5 years old (actual attained age). A driver's age shall be determined by their age during the competition year. This means that a racer that is 7 years old at the beginning of the competition year, but has a birthday during the year, can race as either a 7 year old, or an 8 year old. This flexibility is designed to allow racers to compete in the most appropriate class for their racing ability, instead of being forced into a class based purely on their age. A certified copy of birth certificate shall be required for all minor drivers (under 18 years of age). It is important to note that the driver's age is only a part of the driver applicant requirements. Any driver who falsifies their age on Competition License application in order to meet age requirements is

subject to penalties and or suspension. Length of suspension is at the discretion of CSC.

3.3 Medical Condition of Competitors: Competitors are prohibited from participating in any CSC event if their physical or mental condition makes it unsafe to do so. This restriction applies to any and all on track activities. This includes persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions, persons under a doctor's care for physical or mental illness, or persons with any physical disability that would jeopardize their safety and the safety of others, including pregnancy.

3.4 Drugs and other Mood Altering Substances: No competitor, crew member or other related persons shall be allowed within the confines of a CSC event while under the influence of any substances commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. Any person suspected to be under such influence is subject to immediate ejection from the premises or, turned over to local authorities. Any licensed competitor or CSC member considered to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. The CSC shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense for misuse or misconduct. This is a "Zero Tolerance" policy.

The CSC is not liable for injuries or problems incurred by drivers with any medical condition.

3.5 Alcoholic Beverages: The use of alcoholic beverages is prohibited during any event. After the event is declared concluded for the day, local track and/or facility rules, as well as local laws governing the use of alcohol shall apply.

4.0 DISCIPLINARY ACTION

4.1 General Actions: Drivers and crews will, at all times, be responsible for their own conduct. Any offense committed by a crew member will be chargeable to the driver and/or crew member.

4.1.1 Scope: Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from his pit. The responsibility also extends to conduct in the local area of and event or related function (e.g., banquets, seminars, televised events, etc.) including motels, hotels, restaurants, or any private or public area. Such conduct will be treated with "ZERO TOLERANCE".

4.1.2 Penalties: Any such incidents may result in the loss of series

points by the associated participant. Flagrant incidents will result in the disqualification of the associated participant and the expulsion of the violator. Any such conduct aimed specifically at an official will result in immediate disqualification of the associated driver. An additional deduction of series points may be assessed depending on severity. Any physical threats directed at any official WILL result in a ONE YEAR SUSPENSION from CSC. The associated participant's license will be revoked and application for renewal will not be considered for at least 12 months.

4.2 Race Director Authority: The interpretation and application of these CSC Rules by the Race Director shall be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event, and the interest of karting.

4.3 Conduct: If the act or omission of a participant is determined by the Race Director or CSC official to constitute a threat to the orderly conduct of the event, that official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat created by the member or non-member. Any official taking such temporary action must notify the Race Director immediately.

4.4 Protests (No protests for non-performance items):

4.4.1 Protests involving specifications or drivers' conduct must be submitted by a participant in the same class. All protests involving drivers' conduct or involving specifications, when there is no post-race tech, must be submitted to the Race Director in writing within 30 minutes after the posting of the results. All protests involving specifications, where there is post-race tech, must be submitted to the Race Director within 30 minutes after the posting of post-tech results.

4.4.2 All protests must be decided before the next race of the event for the particular class in which the protest took place, within 1 and 1/2 hours after the results are posted for the last class of the day when there is no post-race tech, or within 1 and 1/2 hours after post-tech results are posted for the last class of the day when there is post-race tech, whichever is the earliest.

Protests must refer to a specific regulation, specification or driver conduct. The Race Director has final say in all protests at the event. In the case that the Race Director cannot be impartial, then and only then, shall the Race Director, flag men, and other race officials at the event collectively make the decision.

4.4.3 A \$150 (one hundred-fifty dollar) protest fee shall accompany any written protest. Protest fee will be refunded only IF the protest is found valid. In the event no rule infraction is found, the protestor relinquishes all rights to the funds.

Protest forms are available from CSC officials.

4.5 Disqualification / Suspension:

4.5.1 Any driver who is disqualified from a CSC event for any reason whatsoever will lose all race points and awards for that event. A driver who is disqualified from an event may also be suspended from the series for the rest of the season, if the CSC board feels that the infraction warrants such penalty. Any driver who receives a disqualification will also forfeit any and all nominations for year end special awards.

4.5.2 Any driver who competes with illegally modified equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modification is subject to suspension and loss of all points and awards for the entire season. Such suspension is at the discretion of the Race Director and shall be made at the particular event and is subject to protest and appeal rules.

4.5.3 Any member who races at an affiliated event without being the driver of record will be subject to disciplinary action

4.5.4 Any driver who falsifies their age on Competition License application in order to meet age requirements is subject to suspension. Length of suspension is at the discretion of CSC.

4.5.5 Non-compliant fuel found in time trials, heat races, or pre-final places the competitor on the rear of the next race line-up. Non compliant fuel found at the end of a main event is an automatic disqualification. Participants may be granted a courtesy fuel test prior to the event, time permitting. If a competitor is found to be in non compliance on fuel twice in the same season, they may be suspended from all future CSC events

The CSC reserves the right to prosecute to the full extent of the law; any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any sanctioned event.

4.6 Driving Conduct:

4.6.1 Scope: Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

4.6.2 Rough Driving: Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent

and inadvertent contact. The basic rule is "no contact". Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rule book depending on each incident. Officials will spot such infractions and take the prescribed action. CSC shall employ the assistance of all race officials to identify rough driving.

4.6.3 Blocking: Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties. Blocking is considered when a driver makes more than 1 move off the preferred racing line on a given straight away.

4.6.4 Inadvertent and Unwilling participants: Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent. As a rule, no compensatory action can or will take place with regard to the violated competitor(s). All actions in such situations will be taken toward the violator.

4.6.5 Prescribed Action: Marginal infractions shall be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black but instead, a full waving black flag. Ignoring a black flag is grounds for event disqualification. All such calls, with the utmost consideration of the officials, will be final. .

4.6.6 Repeated Violations: Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties.

4.7 Infraction Definitions and Penalties: The definitions below are a guideline for driver conduct and conduct for any person attending a CSC event:

4.7.1 Careless: Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct.

4.7.2 Reckless: Performing an act or omission which creates an obvious and serious risk to others with out due consideration of the consequences.

4.7.3 Dangerous: Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences.

4.7.4 Penalties The penalties that follow are the guideline for driver conduct and personal conduct for any person attending a CSC event. The Race Director may levy any of the penalties listed below,

depending on the severity of the infraction.

- Verbal Warning
- Loss of practice or practice time
- Docked one Position
- Docked three positions
- Docked all positions gained – Plus One
- Docked all positions gained – Plus Three
- Moved to rear of the field
- Docked one lap
- Disqualified from Qualifying, Heat, or Main – (no points for the DQ round)
- Disqualified for Day. – No Points for Day.
- Disqualified from Event. – No Points for that Event. May be asked to leave premise.
- Suspension for One Race. – No Points for that Event. Must leave premise
- Suspension for One or More Races. - No Points for that Event. Must leave premise
- Suspension for Present Season or Next Season. Must leave premise.
- License Revoked / Member Banned until further notice. Any person not belonging to CSC may lose rights to attend future CSC events

Note: Some infractions may be of a nature that the most severe penalty for disciplinary action needs to be imposed for the first incident. Review "Reckless or Dangerous Definitions" above.

5.0 RACE OFFICIALS

5.1 Race Director: The Race Director is the head official at each CSC series events. The responsibilities of each Race Director include all decisions on matters of competition, rules interpretations, and disciplinary action. It is the Race Director's obligation to certify the legality of all aspects of the competition including timing and scoring, vehicle conformity, fuel and engine legality. Decisions by the Race Director are final.

Any series wide issues will be handled by the CSC Board, made up of the track owners and/or operators.

5.2 Grid Steward: The Grid Steward directs all grid operations including dispatching karts to the grid, supervising the grid alignment, and overseeing the entry of karts onto the track.

5.3 Flagman: The Flagman is in charge of all infield personnel and is in control of the racing surface during all competitive activities. Responsibilities of the flagman include maintaining a safe, competitive environment on the track and displaying the appropriate flags of competition. The Black Flag will only be given at the Race Director's discretion.

5.4 Technical Director: The Tech Director is in charge of all pre and post race inspections to check that all karts comply with published safety and technical guidelines. The Tech Director is in charge of all technical staff and reports any and all infractions concerning safety and technical issues to the Race Director.

5.5 Other Officials: The Race Director will appoint other officials as considered necessary for race operations. These officials may include but are not limited to registration, timing and scoring, pit area, etc.

5.6 Interaction Between Competitor and Officials:

All concerns or disputes from drivers, crew, mechanics or kart owners shall be taken to the Race Director via Grid Steward. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor (including the driver) shall subject the driver to disciplinary action

6.0 RACE PROCEDURES

6.1 Race Starts: Once vehicles are released to the racing surface from the pre-grid all competitors are under "Race Conditions" and the direction and control of the Race Director. From this point forward to the point where the competitor clears post race tech, no person may assist the competitor. A course worker is not required to help restart the kart. Karts stalling on warm-up laps or are experiencing difficulties in keeping warm-up pace are in jeopardy of losing their starting position. A kart not in proper position upon approaching the grid is subject to being placed at the rear of the field. Any such vacancies on the grid will be left OPEN. Any driver stalling, while in position, on the grid must raise their hands immediately. An effort may be made on the part of the grid staff to restart the kart. Should this not occur, the driver is obligated to remove their machine to the side immediately. If it is safe to do so, after the field has cleared the grid, a driver may attempt to restart and join the field if not directed to the contrary by course officials. Driver failing to start race will be scored DNS.

6.1.1 Standing Start: One or more warm up laps are provided with the field staying in line up position. At the direction of the officials, the field will slow and proceed to their designated grid position in two abreast format. It is the driver's responsibility to know their proper position.

6.1.2 Flag Start: Once the field is set:

6.1.2.1 Method #1:

1. Starter will hold flag pointing down, with handle in one hand, outstretched flag in other hand. This will begin the starting sequence.
2. Starter will raise flag slowly with both hands until overhead.
3. Once Starter reaches full overhead position and movement upward stops, the race will start within five seconds.
4. Race starts when Starter releases and waves flag.

6.1.2.2 Method #2:

1. The flagman will raise his non flag hand vertically, with the green flag pointed straight down and beside his leg, to signal a five "window" second count.
2. The flagman will throw the green flag at any time within the five second window.

Changes in the start procedure are at the Race Director's discretion.

6.1.3 Light Start: During warm up lap(s) only the YELLOW light will be displayed. Upon the last competitor passing the start line, on the last warm up lap, the RED light will be added to the YELLOW. As competitors approach the grid, RED and YELLOW lights are displayed. After the field is set and is turned over to the starter, the five second window is started by extinguishing the RED light, at which time only the YELLOW is visible. At any time during that five seconds, the GREEN light will be displayed (YELLOW extinguished simultaneously) signaling the start.

6.1.4 Rolling Starts: TaG classes, Mini Max, Jr 1 Comer, and Jr 1 Honda will use rolling starts. The field will be led slowly to the green by the pole sitter. The flagman will waive the green flag if all competitors are at a slow pace and lined up appropriately. The front row will get two chances for a start. If there is no green flag thrown on the first two tries, the front row will move to the tail of the field. There is no passing until the green flag is thrown. In the case of a rolling light start, the Yellow light will be on. All karts must be on a slow rolling speed and no passing until the light goes green.

6.2 Pre Grid: The pre-grid serves the following functions; to allow race officials to stage the forthcoming event, inspect for safety violations, and to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the pre-grid there can be no mechanic or crew assistance without penalty and official approval. Mechanical work by crew on the circuit (Grid) will result in the competitor being placed to the rear of the field for the start. This stands whether or not the need was for safety reasons.

6.3 To The Track: Once the race karts leave the "pre-grid" and enters the track for the warm up lap(s) prior to the event they are under the direct control of the Race Director. From the point of leaving the pre-grid to the point that they clear the post event scales, no person other than course workers, the driver, or officials may touch the competing machine unless specifically authorized to do so by the Race Director.

6.4 Delay of Start or Event: Any action, or lack there of, that results in delaying the event will result in penalties for the associated driver. A driver stalling on the grid must, first and foremost, raise both hands to signal trouble. Where possible, a grid official may assist in a restart effort. Failure to

restart will result in officials ordering the kart and driver to a safe position off the racing surface.

6.5 Rejoining Field After Start: An effort may be made to join the race after the green flag has been given. Failure to restart safely before the field completes the lap will result in being ordered safely off the circuit for the duration of that race.

6.6 No Wrench Grid: It is assumed that a kart and driver are ready for competition when they leave the pre-grid. If it becomes necessary to do work on any competitor's equipment, and provided the Race Director allows for such, that competitor must then start the race from the rear of the field.

6.7 Authorized Crew or Mechanic Assistance: A driver failing to make a start may, when safe to do so, move his kart to the pit entrance, or hot pit where applicable, and receive crew or mechanic assistance. A return to the circuit MAY be allowed but is subject to the Race Director or Race Director's approval.

6.8 Restarts: Restarts will be a single file, rolling start in the same order as the last fully completed and scored green flag lap prior to the red or full course yellow condition. A lap is considered complete when the leader crosses the finish line to begin the next lap. Karts that caused or were involved in the incident resulting in the need for a restart may be required in the case of a full course yellow flag, or will be required in the case of a red to restart at the rear of the field. In the case of a red flag, drivers, unless otherwise directed, must make their way to the start finish line and await restart alignment instructions.

If the track is blocked due to a red flag incident and a competitor(s) stops in full control of their kart and is not involved in the incident, the Race Director has discretion, when track is clear and safe, to allow the competitor(s) to continue to the Start/Finish line and be placed in grid position determined by the last completed and scored lap.

NO crew or other persons may come upon the racing surface without SPECIFIC authorization from the Race Director. Drivers waiting for restart may not go to the pits. Crew members may not approach the kart or driver for restart or work until, and if, directed to do so by the Race Director. Passing may begin once the green flag/light is shown.

6.9 Red Flagged Events: In cases where a race is halted due to a red flag, two scenarios exist regarding restarts:

6.9.1 Scenario #1: Red flag was displayed before the completion of one half of the scheduled laps, or distance. In this situation, the race will be restarted as general rule, conditions permitting.

6.9.2 Scenario #2: Red flag was displayed after the half way point. In this situation, at the discretion of the Race Director, the race may be declared complete and the results will be based on the last completed and scored lap. Any passing taking place in the incomplete (red flag) lap will be negated. Drivers involved in the red flag incident will be scored

behind the last running kart in the lineup and not in the position they were in on the last completed green flag lap.

6.10 Track Re-entry: *Always raise your hand when entering or re-entering the track*

6.10.1 A kart that intentionally or inadvertently cuts the track, corner, and/or has 4 wheels off the racing surface, must yield right-of-way to competitors at racing speed. When re-entering the racing surface during practice or a race, stay out of the racing line until the kart is up to racing speed and able to merge with traffic safely. Penalties may result for infraction. Penalties to be determined by Race Director.

6.10.2 Cutting course during racing, regardless if position(s) were gained or lost, or cutting the course during qualifying may be subject to penalty. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations or the head flagman. Any driver that commits a driving procedure infraction is subject to penalties.

6.10.3 Karts that leave the track or stop on the track must, first and foremost, get themselves and their kart to a safe position and out of the way of others. Only after taking care of safety concerns may they attempt to restart. All such attempts must be conducted in a safe manner and under the driver's own power. At ALL times, a driver's privilege to attempt to restart is subject to track officials instructions and interpretation of "safe to do so". A driver is not to expect corner workers to assist his re-entry. If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe position. Once the kart is secured, the driver must remain in a safe place near their kart until the race is completed.

6.11 Pit Rules

6.11.1 Waivers - Only those persons who have signed a release and waiver of liability will be allowed in the general pit areas. CSC is empowered to determine the number of persons per entry that may be permitted access to the pit area. The CSC has the power to revoke permission of any individual, for misbehavior, non-compliance with the competition regulations, or disobedience to a race official's orders.

6.11.2 Conduct - All drivers are responsible for the conduct of their crew and subject to disqualification for infractions by their pit personnel. This particularly applies during the running of an event while the driver is away from his pit. This responsibility also extends to conduct in the local area of an event, including motels, hotels, restaurants or any private or public area. Such revocation of privilege may lead to expulsion from the pit area or from the track.

6.11.3 Fuel and Oil Disposal - No fuel, gear oil, or coolant may be disposed of at a CSC event, unless the facilities have a designated disposal site. If no official designated container is provided for disposal

of specific fluids, all such fluids, and their disposal, are to remain the responsibility of the driver.

6.11.4 Tire disposal: All competitors are obligated to take charge of their used or junk tires in a responsible manner and, shall initiate such responsible action by taking their used and junk tires with them upon leaving the racing facility. Teams or individuals caught in violation of this rule are subject to penalties.

6.11.5 Hot Pit Area: The hot pit lane/area, if such exists, is reserved for the exclusive use of competing karts and their support crew. The number of such support persons may be limited and is subject to the control of the Race Director.

6.11.6 Signals: Unless a kart is actually in the pit, only one crew member will be in front of the pit for signaling and only for the length of time needed to accomplish the actual signaling operation.

6.11.7 Warming of Tires: It is illegal to warm or heat tires, in any manner, in the pits and pre-grid.

6.11.8 Cold Pits - Karts must be pushed to the pre-grid area, no driving through pits on CSC event days.

6.11.9 Other transportation / toys – No motorized vehicles, bicycles, scooters, etc. to be used in the pit area / pit lanes.

6.11.10 Pets – If allowed by track, pets must be leashed or tethered at all times.

6.12 Flags: *Each competitor is responsible for the adherence to the following flag signals.*

6.12.1 Green Flag: A green flag is displayed at the start of practice or competition. If the starter, after giving the green flag, decides to have a restart, he will throw a yellow and red flag or yellow and red lights. If this happens, all corners will go to a waving yellow flag.

6.12.2 Yellow Flag: A yellow flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. A driver is not to pass from the point that the yellow flag is being displayed until cleared of the incident. Passing on a yellow flag will result in lap penalties

6.12.2.1 Double Waving Yellow Flags: Signifies a full course yellow when double waving yellow flags are displayed at the start/finish line. All competitors will line up behind the leader at a constant reduced pace and follow the restart procedure.

6.12.2.2 Waving Yellow Flag: Slow down, Do Not Pass. Waving Yellow Flag on a corner means there is something on the racing surface or extreme danger to the driver or person ahead.

6.12.2.3 Standing Yellow Flag (not waving): Continue at racing speed. There is minimal danger ahead requiring driver's attention at next corner.

6.12.3 Red Flag: A red flag indicates that the race has been temporarily halted, for emergency or other reasons. A driver is to slow safely to a stop with hand raised. The drivers may be directed by officials to return slowly to the start / finish. A driver may not enter the pits and may not work on the kart unless otherwise directed by the Race Director. The race order for the restart is determined by the last fully completed and scored green flag lap.

6.12.3.1 Any driver that leaves the track by ambulance will not be allowed to restart. Any driver causing a red flag may be subject to not restarting or other penalty determined by the Race Director. If more than two karts are involved in a red flag incident, position at back of pack will be determined by last scored position in a fully completed lap.

6.12.4 White Flag w/ Red Stripe – Emergency vehicle on track, same procedures as red flag

6.12.5 Blue Flag w Orange Stripe: Indicates that the driver is being overtaken by a faster, lapping kart. The driver is to allow those attempting to pass to do so safely and without difficulty.

6.12.6 Black Flag:

6.12.6.1 Waving Black – Driver must exit the track immediately, driver has committed an infraction. Failure to respond to the black flag will result in lap penalties or disqualification.

6.12.6.2 Rolled black - displayed as a warning of a driving infraction. If the driver does not heed the rolled black flag warning, a waving black flag will be displayed.

6.12.6.3 Black with Orange Dot: This is the "Meatball Flag" and is to remove drivers from the course for technical or mechanical reasons. Driver is to immediately exit the course and report to officials for evaluation. Where applicable, a driver removed by a technical flag may rejoin the race. Some conditions may not permit such re-enter. This is not necessarily a disqualification.

6.12.7 Crossed Flags: A set of crossed flags (Green & White) is displayed to indicate that the race is at the halfway point.

6.12.8 Two Vertical Flags, Side by Side: This presentation, if used, of the Rolled Checkered and Rolled White flag, side by side represents two laps remaining in the race.

6.12.9 White Flag: One lap to go in the race.

6.12.10 Checkered and Black Flag: Race under official protest.

Results are unofficial and all awards are provisional until a final decision is rendered.

6.12.11 Checkered Flags: A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number. Drivers shall not pass any other karts after passing the checkered flag.

6.12.12 Any driver that commits a flag procedure infraction is subject to penalties

6.13 Driving Procedures:

6.13.1 Signaling Procedure: A driver will raise one arm overhead to signal following drivers when slowing abnormally or pulling off course. The slowing driver will maintain their line and point the approaching kart(s) to the safest side to pass.

6.13.2 Blue Flag/Lapping Procedure: A driver will signal the safest side for the faster, lapping kart to pass. The driver is not to block or race the lapping kart. The overtaking vehicle may or may not be right behind you. The overtaking process may or may not take place in the next turn. In the opinion of the official, you will be overtaken before you complete the present lap. It may well be by more than one vehicle, often indicated by fingers from the official presenting the flag. Failure to respond to this flag and to properly yield may result in a penalty.

6.13.3 Rough Driving: A driver is not to use bumping, nerfing, or pushing tactics to protect or improve their position. A driver making deliberate contact with another kart will receive a rolled black flag as a warning. If the driver does not heed the warning, a waving black flag will be displayed and the driver will be removed from the race.

6.13.4 Blocking: A driver is not to alter the preferred race line to block a trailing kart from passing safely. A driver considered to be intentionally blocking (defined as: more than one movement in the racing line) may receive a rolled black flag as a warning. If the driver does not heed the warning, an unrolled black flag will be displayed and the driver will be removed from the race. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations or the head flagman

6.13.5 Any driver that commits a driving procedure infraction is subject to penalties.

7.0 EVENT FORMAT: Each CSC series event will consist of engine break-in, qualifying, heat, and main event for each class. Classes can be combined on the track at Race Director's discretion.

7.1 Event Qualifying:

7.1.1 For all classes, timed lapping periods will be designated. Once a competitor's race kart has entered the designated hot pit area the race kart may not leave the hot pit area (inclusive of the circuit) without ending the lapping session for that competitor. All work shall be conducted within this designated area to retain the privilege to return to the circuit if time remains. Each competitor's times will be attained and

accumulated by CSC timing official over all laps of all sessions to determine competitor's best time for the qualifying round.

7.1.2 Scales After the qualifying session, all karts must proceed to scales. Kart and driver, with all gear, must weigh at least the minimum weight listed for that class. Any kart / driver combo that comes in under weight for qualifying will start at the rear of the heat race.

7.1.3 Tires – Tires will be inspected and marked after qualifying. The same tires must be used for remainder of races in the event. If there is a need to change out a tire, a competitor must first get approval from the Race Director.

7.1.4 Qualifying Tech – The race director has the option of checking karts after qualifying for technical, fuel and/or safety infractions. He may choose to do a random check of any number of competitors from the group, or check every competitor. If there is an infraction, a penalty may be imposed. The penalty is at the discretion of the Tech Director, usually to start at the back of the field for the next race for that group at the event.

7.1.5 Non Qualifiers - Competitors that miss the qualifying round for any reason will start at the rear of the field for the heat race. Unless otherwise stated in specific race day rules, a competitor that shows up late to an event, and misses all practice and qualifying rounds may be allowed to start the heat or main race at the rear of the field.

7.2 Heat Races Competitors will line up based on qualifying results. If a disqualification in qualifying has moved any competitor to the rear of the field, then the rest of the competitors will be moved forward accordingly. If a competitor misses the start of a heat race, the place in the line up should be left vacant.

7.3 Main Events – Competitors will line up based on heat race results. If a disqualification in the heat race results has moved any competitor to the rear of the field, then the rest of the competitors will be moved forward accordingly. If a competitor misses the start of the main, the place in the line up should be left vacant.

7.3.1 If a competitor does not take the green flag in the main event of the race, they will not get any points for that race. Bonus points for Qualifying and Heat races will remain.

7.4 Disqualification: Unless specific penalties by Tech and/or Race Director override, competitors with a disqualification will be handled at follows:

Drivers DQ'd from qualifying shall start at the rear of the heat race field.
 Drivers DQ'd from heat race will be placed at the rear of the main.
 Drivers DQ'd from the main feature do not receive points or other awards.

Conduct DQs shall always be more severe than technical DQs.

7.5 Points System: Points are based on main event finishing order. Drivers must take the green flag to be eligible for points. Only CSC members may accumulate points. Disqualifications will result in no points for that event. A field factor (one point for each kart that took the green flag in the Main) is added to the base points.

Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts
1	200	9	126	17	72	25	40
2	190	10	118	18	66	26	38
3	180	11	110	19	62	27	36
4	170	12	102	20	58	28	34
5	160	13	96	21	54	29	32
6	150	14	90	22	50	30	30
7	142	15	84	23	46	31	29
8	134	16	78	24	42	32	28

7.5.1 Qualifying Bonus Points: Bonus points will be awarded to the top four qualifying positions as follows: First: 4 points; Second: 3 points; Third: 2 points; Fourth: 1 point

7.5.2 Heat Race Bonus Points: Bonus points will be awarded for the top 4 finishing positions in the heat races as follows: First: 4 points; Second: 3 points; Third: 2 points; Fourth: 1 point.

7.5.3 Tie Breaking Criteria: Year end ties will be sorted out as follows:

7.5.3.1 Level One: The competitor who attended more series events for the season will be placed ahead of the other tied competitors.

7.5.3.2 Level Two: If the tie is still not broken, main race results for the season will determine the tie. The competitor that had the overall best average finish in the main events will be placed ahead of the other tied competitors.

7.5.3.3 Level Three: If the tie is still not broken; heat race results for the season will determine the tie. The competitor that had the overall best average finish in heat races will be placed ahead of the other tied competitor.

7.5.3.4 Level Four: If the tie is still not broken; qualifying results for the season will determine the tie. The competitor that had the overall best average qualifying position will be placed ahead of the other tied competitor

8.0 CSC CLASSES: See section 11.0 for Class Details

CLASS (rear plate color)	ENGINE	AGE	WEIGHT
125 Shifter (yellow)	125cc Moto 125cc ICC	16-up	375 lbs. 385 lbs.
Spec 125 Shifter (blue) Spec 125 Master (Yellow)	125cc Honda	15-up 35-up	385 lbs. 420 lbs.
125 Shifter Heavy (black)	125cc Moto 125cc ICC	15-up 200 lb personal wt OR over 35	400 lbs. 410 lbs.
DD2 (black) DD2 Masters (yellow)	Rotax	15-up 32-up	385 lbs. 420 lbs
Novice 125 (S5) (red)	Moto	12 – 15	330 lbs. 340 lbs.
TaG Mini Max (yellow)	Rotax Mini Max	9 – 13	255 lbs.
TaG Junior (blue)	See TaG Junior Class details for approved motors	12 – 15	320 lbs.
TaG Senior (red)	See TaG Senior Class details for approved motors	15 - up	See TaG USA Class details for weights
TaG Masters (yellow)	See TaG Masters Class details for approved motors	15 - up w/ 200lbs personal wt OR 35yrs +	See TaG USA Class details for weights
TaG 4 Cycle (white)	See TaG 4 Cycle	15 – up	410 lbs.
Jr 1 – Comer 80 (black)	Comer K80	8 – 12	225 lbs.
Junior 1 – Honda (red)	Sealed Honda engine	8-12	230 lbs.
Novice 80 Shifter (yellow)	Moto	9 – 13	260 lbs.
Kid Karts (white)	Sealed Stock Honda Comer K50	5 – 7	160 lbs.

9.0 RACE VEHICLE STANDARDS The Race Director has the authority to disallow any vehicle from competition for substandard hardware, construction defects, unsafe design, or crash damage. The Race Director's decisions will be final in these matters.

9.1 Chassis: Kart chassis must be constructed of a carbon steel alloy using traditional tubular construction. Any non-traditional materials or chassis design must be approved by CSC before vehicle can be used for competition.

9.1.1 Suspension components of any type, including shocks and springs, are not allowed

9.1.2 Differential mechanisms that allow the rear wheels to rotate at different speeds relative to each other are prohibited.

9.1.3 Overall dimensions: For all classes except Kid Kart, Jr 1 Comer 80, and Mini Max, the maximum tire width is 55" and maximum length is 84".

9.1.3.1 For the Kid Kart class the width is: maximum 40" in the front. Minimum 39" and maximum 42" width for rear. Wheel base for Kid Karts is minimum 29", maximum 31.5".

9.1.3.2 Jr 1 Comer 80 and Mini Max classes. Maximum wheelbase is 41". Maximum overall width is 55"

9.2 Bodywork: Consists of side pods, front nose cone, and steering fairing. All bodywork must be CIK style. Full bodywork (G-man style) is allowed in Jr1 and Kid Kart classes. All bodywork should be securely mounted and of good workmanship. Ballast may not be mounted to bodywork.

9.2.1 Side pods should be solidly attached to the nerf bars. Bodywork that is loose, and in danger of falling off, may result in the driver being black-flagged.

9.2.2 The driver fairing maximum width is 15", and must have a minimum of 2" clearance to any part of the steering wheel.

9.2.3 Front nosepiece. On full size karts, the nosepiece may not exceed in width that of the front tire/wheel width as measured from the outside of each front wheel while in a straight forward position. On a cadet kart, a full-size nose cone is allowed. On a kid kart, a cadet nose is allowed.

9.2.4 No bodywork may extend past the rear tires, with the exception being rain set-ups.

9.3 Kart Numbering

9.3.1 Number assignment. CSC assigns numbers on a first paid basis, with numbers 1 – 10 typically being reserved for those carrying a National or Regional number from a previous season.

9.3.2 Number Plate Background. Karts must run a number plate with the appropriate background color. This requirement allows drivers to more easily distinguish what class other karts are running in. This is helpful when there is more than one class running on the track at any given time.

9.3.2.1 Background color requirement by class:

125 Shifter – Yellow
125 Spec Shifter– Blue
125 Spec Heavy - Yellow
125 Masters Shifter – Black
DD2 Rotax – Black
DD2 Rotax Masters - Yellow
Junior 125 S5 Shifter– Red
Novice 80 Shifter - Yellow
Tag Masters - Yellow
Tag 4 Cycle – White
TaG 4 Cycle Heavy - Yellow
Tag Senior - Red
Tag Junior - Blue
Mini Max - Yellow
Jr 1 Honda - Red
Jr 1 Comer 80 -Yellow
Kid Kart –White

9.3.3 Number Plate Graphics: It is mandatory that each kart display its racing number on all four sides. The plate background must match above requirement

9.3.3.1 Numerals shall be of a style that is easily readable.

9.4 Seat, Mountings, and Struts

9.4.1 Seat: Sprint style bucket seat only. Seat incline shall remain consistent with sit-up sprint racing incline. No lay-down seats. Seat must be of one piece, or molded, construction. All mounting of seat components to the main chassis shall be done in a manner that does not place the safety of the driver in jeopardy. Furthermore, use of all such semi-rigid materials shall allow that at least one mounting bolt to pass through a hole in said material and not a slot.

9.4.2 Mounting Specifics: Seat mounting, as a bare minimum, must include the use of all traditional and integral chassis provided

components. Such components shall attach to the seat utilizing the standard nut and bolt method. The use of washers, either metal or of a softer composition is allowed as long as such washers or spacers are in compression. Such integral components shall not number less than four (4). The addition of more struts is allowed and may also utilize the flex washers.

9.4.3 Struts with mid-point washers are allowed as long as the furthest most ends of said strut are rigidly mounted at each end. In no case may the use of any strut(s) preclude the use of chassis provided seat mounts. In no case may the strut become more complex and include the use of metal springs, of any description, or gas shocks or any other mechanical devices expanding on the flex associated with flex washers. The "appearance" of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is illegal.

9.5 Aerodynamic Regulations

9.5.1 Floor Pan: Floor Pans are not allowed to extend rearward past the front seat mount/crossbar and must be inside the frame rails.

9.5.2 No skirts or vertical aerodynamic sealing devices are allowed to extend below the main frame rails from the forward edge of the front tires to the rear of the kart.

9.5.3 No wings are allowed.

9.5.4 No duct tape or packing tape shall be allowed to form aerodynamic effects. Taping side pod openings is allowed.

9.6 Brakes:

9.6.1 All shifter karts 125cc and larger are required to have four wheel braking with two (2) independent master cylinders. There are no exceptions.

9.6.2 TaG Senior, TaG Masters, and TaG 4 Cycle – front brakes are optional. 80 Novice Shifter, MiniMax, Jr 1 Comer 80, Jr 1 Honda, and Kid Karts are rear brakes only.

9.6.3 Calipers, master cylinders and front rotors must be properly safety wired and/or secured with metal castle nuts and cotter pin or nuts with safety wire. Factory metal lock nuts and bolts are adequate on rear brake rotor. Lock nuts on the rear rotor may not be nylon type. All nuts must be "ALL-METAL" lock nuts.

9.6.4 "Carbon/carbon" braking systems are prohibited. Carbon brake pads allowed.

9.6.5 Brake Cooling: Flexible duct tube is allowed for brake cooling.

9.7 Tires/Wheels: Spec tires for ALL CSC Classes are MG Yellow (FZ) or (MZ). Wheel size for all classes is five (5) inch.

9.7.1 Kid Karts and Mini Max must run the 4.6 x 5 size tire on front and rear.

9.7.2 Tires will be marked after qualifying. CSC competitors will race Heat Race and Main Event with the same tires that were used in Qualifying. The Race Director may or may not allow "one-for-one" tire replacement of a tire that has been damaged during the racing.

9.7.3 Rain tires: The decision to declare a race a rain race is at the discretion of the Race Director.

9.7.3.1 Kid Karts, Jr 1 Comer 80 and Jr 1 Honda classes will not be run under wet conditions.

9.7.3.2 Tires must be manufactured rain tires; No grooved slicks are allowed.

9.7.3.3 In the event that rain conditions are declared for a race, it is at the racers discretion to choose rains or slicks. Rain tires are only optional to use when it has been declared a rain race. The number of sets will be at the Race Directors discretion.

9.8 Kart Safety Pre-tech safety inspection checklist shall be completed, signed, and turned in to CSC officials before the kart/racer participate on scheduled on track activities. If a kart is found to be non-compliant on any of the safety items signed off on, the racer is subject to penalties. The penalties, levied by the Tech Director or Race Director, can be a monetary fine, docking of points or positions, or disqualification from run or event, depending upon situation.

9.8.1 The following shall be safety wired or cotter keyed:

Steering:

- a. 3 Steering wheel hub bolts.
- b. Bolt, steering hub to steering shaft.
- c. Bolt, steering shaft to chassis.
- d. All bolts, tie rods (at steering shaft and spindle arm.)
- e. Kingpin bolts.

Braking system:

Calipers, master cylinders and front rotors must be properly safety wired and/or secured with metal castle nuts and cotter pin or nuts with safety wire. Factory metal lock nuts and bolts are adequate on rear brake rotor. Lock nuts on the rear rotor may not be nylon type. All nuts must be "ALL-METAL" lock nuts. Sufficient force applied to brake pedal shall result in all applicable wheels being unable to rotate.

Misc. items:

- a. Weight mounting bolts to be double nutted or, single lock nut with safety wire or cotter pin.
- b. Clevis pin, or an appropriate stud or bolt may be used for throttle pedal pivot.

9.8.2 Additional Tech Inspection Items:

9.8.2.1 NO fluids may dump to track. The competitor is responsible for containing all fluids. The penalty for not complying could result in a black flag, docking of positions, or disqualification.

9.8.2.2 Water wetter solutions and anti-corrosion solutions are allowable in cooling system. Glycol based anti freeze is NOT.

9.8.2.3 Appropriate kart numbering to be in place prior to qualifying.

9.9 General

9.9.1 Data Acquisition: Data acquisition devices are allowed in all classes. Data acquisition systems used during time trials & racing shall be limited to the collection and storage of data only. Systems which are capable of modifying ignition timing, air or fuel ratio mixtures, traction control, throttle position, etc. are forbidden. *There is to be not two-way communication between data device and any other item while kart is in on course.*

9.9.2 Radio/Telemetry: Communication with a driver or to/from instruments while on course during qualifying or races is not allowed.

9.9.3 Special Needs: Special "driver aids" may be allowed, in certain circumstances, for drivers with special needs due to physical disability.

9.9.4 Sound Limits: CCS participants will follow local track restrictions on sound limits. Some venues have a local noise ordinance specifying that sound be kept below a specific dB limit.

9.9.4.1 Air Box: CSC requires the use of an air box (induction silencer) only when required by rules at a particular track. When used, air boxes must be in stock form with NO modifications to the box or the inlet tubes. Air box may have up to 3 inlet tubes, each not to exceed 30mm inside diameter and 95mm minimum length. The intent of air box use is to reduce sound levels. The trimming of excess rubber on air box flange (inside of air box) is permitted. Approved air boxes are RLV and CIK only and may have an inside or outside filter.

9.9.5 Fluid Capture: The goal is to eliminate fluid spills on the racing

surface, not to make sure a competitor has a fluid catch bottle(s). Obviously, the existence of such a device does not preclude spillage. The competitor must control fluid spillage. The penalty for not complying could result in a black flag

9.9.6 Fuel Pumps: Single, pulse type feed system only. Any additional pumps must be for evacuation pump around system. One feed only. No belt driven or electric fuel pumps allowed.

9.9.7 Transponder Location: Transponder shall be mounted no closer than 10 inches behind the center line of the kingpin.

9.9.8 Fuel / Oil: The CSC uses spec fuels and oils. Fuel tests may be administered at any time during or after an event. Failure to pass a fuel test will void results of qualifying, heats, or main events that contestant has participated in during that event. Results of fuel tests are deemed final.

CSC reserves the right to prosecute to the full extent of the law, any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any event

9.9.8.1 Fuel The spec fuels for all classes are: VP MS93, MS98, or C-12. No Additives, Alcohol, Oxidizers, or Hydrazine may be added to the fuel/oil.

9.9.8.2 Oil The spec oils are Burris High Rev for castor and Motul 800 for synthetic.

10.0 ENGINE STANDARDS – Basic engine standards for Moto engines, ICC engines, and TaG engines. See individual class rules for more details. Other classes have engine specifications listed under each individual class rules.

10.1 MOTO Engines

10.1.1 Approved Moto Engines:

10.1.1.1 125 Shifter classes (except Spec): Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto

10.1.1.2 Spec 125 Shifter: 1999 Honda CR125R

10.1.1.3 Jr 80 Shifter: Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto

10.1.1.4 Novice 80 Shifter: 1991 or newer Honda CR 80, 01 or newer CR85

10.1.2 Moto Engine Description: Engines must be mass produced single cylinder, Motocross motorcycle engines. No prototype, pre-production, "works type motors", or road race engines are allowed in these divisions. Engines may be liquid or air-cooled. Induction may be piston port or case reed type only.

10.1.2.1 Displacement: All displacements shall bear a tolerance that shall be defined by specifications deemed as "Factory Stock" in specifications from said manufacturer. All post event tech shall rely on factory specifications in conducting a bore and stroke inspection.

10.1.2.2 Turbo or Supercharging: Turbo or supercharger systems, or any form of pressurized fuel feed is strictly prohibited.

10.1.2.3 OEM defined: For the purpose of defining allowable ending components. OEM will mean parts produced by particular manufacture for a particular model. Where OEM parts are called out, for example, you may not use Yamaha YZ parts in a Honda CR engine, or RS transmission parts in a CR, or TM enduro parts in a TM moto-cross engine. The year of manufacture is not controlled provided the parts are still commercially available to the U.S. market.

10.1.2.4 Year of origin: OEM parts can be interchanged from any year model of the same brand name and similar model of motor (i.e. CR to CR, YZ to YZ etc) provided that these parts are commercially available over the counter in the USA.

10.1.2.5 Ignition interrupt: All classes. Speed shift / no lift shift systems are not allowed. You may only use the shift lever to shift the J-arm method. No air bottles, air pumps or any other methods may be used.

10.1.2.6 Spark plug: Dimensions: length 18.5 mm; pitch M 14 x 125. The spark plug must be commercial available without modification (exception is the gap of electrodes). When proper torque is applied, no thread on the spark plug shall be below the upper most portion of the cylinder dome. Some portions of the spark plug may be below the dome (i.e. electrodes and non-threaded area of the spark plug). The non-threaded area must not be altered, machined, or tampered with to circumvent the intent of this rule.

10.1.2.7 After market availability: All after market products used in competition must be of standard production and be commercially available in North America and must have been so for no less than thirty days prior any CSC event.

10.2 ICC Engine Standards: Unless specified in this rulebook, ALL CIK Rules and Regulations for ICC engines standards and their components will

be enforced.

Approved Engines for FIC Engine Division:
Pavesi engine/PAVESI & C. s.n.c.
Vortex engine/VORTEX srl
SGM engine/SEVERI RACING KART & C. srl
Cassini engine/CASSINI srl
Seven" engine/MOTORI SEVEN
CRS engine/CRS srl
TM engine/TM RACING srl
MC engine/Motori-MC-kart S.r.l.
VM engine/VM Motor
All have 5 transfer ports and 3 exhaust ports.

10.2.1 The Engine assembly may have a maximum of two halves (not including the clutch housing and inspection cover). Cassette type transmission assemblies are not allowed. Engine case may be divided in the vertical or horizontal plane.

10.2.2 Engine must be a water cooled single cylinder design with a single reed-valve circuit, homologated by the CIK-FIA.

10.2.3 Maximum cylinder displacement: 125 cc.

10.2.4 Intake inlet must have the same dimensions and appearance as shown on the homologation form. Location is open.

10.2.5 Carburetor: Carburetor made of aluminum with a single round venturi. Maximum diameter of 30.06mm. The prescribed carburetor must be the Del'Orto VSH 30, VHAH 30 BS, VSH 30 CS designated following an invitation to tender. All replacement parts must be Del'Orto OEM parts. The integral fuel filter may be removed; if kept, it must be OEM. The carburetor must remain strictly original with no modifications to carburetor or factory Del'Orto parts. Setting changes only allowed to be made to: the slide, the needle, the needle jet, the main & pilot jets, and the air bleed screw.

10.2.6 Air box: (When venue requires air boxes) As per CIK rules, per homologation with two inlet tubes CIK rules will be enforced.

10.2.7 Gearbox: Homologated by CIK-FIA (including the primary gear ratio). Minimum 3 and maximum 6 ratios.

10.2.8 Gearbox Shifting: Mechanical gearbox control only. No ignition interrupt systems are allowed.

10.2.9 Exhaust Port Opening: Total CIK/FIA exhaust duration is 199° maximum for all approved ICC engines. To be read with a degree wheel of a minimum diameter of 200mm or with a digital device.

10.2.10 Combustion Chamber Volume: 13.4cc measured with a LAD

tool.

10.2.11 Spark plug: Manufacturer is open. The thread of the spark plug, tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5 mm; pitch M 14 x 125.

The spark plug must be commercial available without modification (exception is the gap of electrodes). No thread on the spark plug shall be below the upper most portion of the cylinder dome. Some portions of the spark plug may be below the dome (i.e. electrodes and non-threaded area of the spark plug). The non-threaded area must not be altered, machined, or tampered with to circumvent the intent of this rule.

10.2.12 Turbo and supercharger systems are not allowed.

10.2.13 Exhaust Pipe: Must be CIK homologated for the brand of the engine being used as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe. All power valve systems are forbidden.

10.2.14 Exhaust Silencer: Make and manufacturer open.

10.3 TaG Engine Standards See TaG class list for approved engines. Refer to individual engine homologation documents for specifications. These documents can be found at www.tagracing.net. The exception is the tire rule. Tires will follow CSC rules for all classes.

10.3.1 Starter - Engine must have all the starter components intact and working properly. If alternative methods other than the onboard starter are used to start the engine the competitor must go to the rear of the grid. A jumper battery pack for the purpose of starting on grid connected to the battery only will be allowed.

10.3.1.1 Battery is non tech, but must be of the same size and shape and must be of the same amperage and voltage as OEM. 12volt / 6.5 - 8 Amperage Hour. Any battery found to be cracked or broken and leaking will be removed from the event.

10.3.2 Air Box – (where required due to track requirements) OPEN, but must be CIK or, RLV approved air box with two inlet tubes not to exceed 22.0 mm (+/- 1.0 mm) inside diameter and 95.0 mm minimum length. The 2004 homologated CIK, KG and Freeline boxes are not legal. All air boxes may not be modified although the rubber flange may be trimmed on the inside of the air box to the flange lip. Aftermarket internal foam air filters are allowed as long as no modification is made to the air box itself. The position of the air box is open.

10.3.3 Carburetors - OEM as supplied from the engine manufacturer, jetting is open. Washers may be added to the stock needle jets for the purpose of tuning, must be the OEM needle jets. The way the throttle

cable connects to the arm and the bracket that holds the cable are non-tech; you must not modify the manifold or the carburetor, and use all the factory fasteners. The arm, throttle shaft and butterfly are OEM with no modifications. The slide assembly is included in jetting but must retain OEM replacement parts. No button head screws in butterfly. Surface finish of venturi and bore must remain as manufactured. Butterfly type: Must be of original manufacture and stock. Fuel may only pass through stock metering orifices. Any means taken to bypass fuel to the engine in any other manner is not allowed. Any components not specified herein must be stock appearing. Inlet springs are non-tech item. Machine work to the throttle shaft is not allowed. Surface finish of venturi and bore must remain as manufactured. Carburetors must be matched to engine as homologated. All pumper style carburetors are single-pumpers with plastic fuel cap. Fuel adjustment needles must be stock from the needle top to the "O" ring step. Needles may be modified beyond the "O" ring step to attach needle extensions. No remote carburetor adjusters or triggers

10.3.4 Fuel Pumps - Must be of diaphragm pulse type, manufacturer and location are open. No electric fuel pumps and no secondary pumps allowed.

10.3.5 Ignition System - OEM, as supplied and per factory specifications. Static timing must be at the factory settings, key must be in place, with no modifications allowed. Spark plug is open. The spark plug wire and cap are non-tech items.

10.3.6 Piston / Rings - OEM as supplied by engine manufacturer only no Interchange is allowed. Wrist pin must be made of ferrous material.

10.3.7 Exhaust System - Exhaust and silencers OEM as supplied by manufacturer. No plating or ceramic coatings permitted. Header and pipe: No interchange allowed. Pipe and header must be of original manufacture with no modifications. Exhaust system must start and complete race intact as intended for use by the manufacturer. Connector pipe where applicable must be round and of proper O.D. as to connect pipe to header as supplied by manufacturer. Connector pipe length non-tech unless otherwise specified. Addition of exhaust gas temperature lead is legal, but hole must be plugged if exhaust temp lead is not used. No welding for repairs allowed.

10.3.8 Clutch OEM, as supplied with engine from manufacturer and as per factory specifications. Non-adjustable, single disk or shoe type clutch only. Clutch engagement not to exceed 7,000 RPM for Cadet 1 and Cadet 2 and 6,000 RPM for all other classes. To be tested on grid with remote RPM meter attached to the spark plug lead. Test procedure from a dead stop, driver will accelerate at full throttle for approximately ten feet and clutch may not exceed posted RPM limit. Clutch drum gear (amount of teeth on drive sprocket) is non-tech. Although you may not

make any modifications to the OEM clutch drum, only factory clutch drums from the manufacturer will be allowed.

10.3.9 Cooling System - Coolant may not contain any Glycol based material. Water wetter or other surfactants may be added. Radiator OPEN used as supplied by manufacturer, or after-market product. (Must be mounted to right or the left of the driver) After market water pumps are allowed, but must be driven by the rear axle, and be of the same type as OEM.

10.3.10 Internal Modifications - All internal modifications of any kind are strictly prohibited. This includes adding and/or deleting of parts; i.e. gaskets, nuts, bolts, etc. Example: if the manufacturer calls out a 10 thousand gasket, you may not use two 5 thousand gaskets as a replacement.

10.3.11 Reed Cage and Reeds - Must be OEM with no modifications. Must retain stock reeds and reed screws with no modification.

10.3.12 Exhaust Flex tubing - Exhaust Flex Tubing is a non-tech item. Must be flexible tubing only. PRD will use the OEM solid pipe. Some engines require a controlled exhaust flex length, see Section 1.0. The following engines have a controlled length and may use solid pipe - Sonik TX 125 / Sonik VX 125.

10.3.13 Bearings, Seals, and Gaskets- Bearings are open but must be of the same type, material and design as the OEM bearings. Replacement bearings must be standard type, conventional bearings with steel or plastic retainers. They must be of the same width and outside diameter as original bearings. Ceramic or angular contact bearings are not allowed. Seals are open, but they must be unmodified and must be installed as the manufacturer intended. Gaskets are open but must meet the manufacturers' thickness and cannot be added or deleted. You may not stack base gaskets (must be single gasket as it was supplied from the factory). Combustion Chamber Volume (CCV) will be checked to the top of the spark plug hole.

11.0 CSC CLASS DETAILS: This section covers the individual class details. If there is a discrepancy in rules, specifications here will override any found in previous sections.

11.1 125 Shifter

11.1.1 For drivers 15 years and older.

11.1.2 Minimum weights for this class are 375 lbs. for Motos and 385 lbs. for ICCs

11.1.3 Engines –

11.1.3.1 Approved Moto engines - Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto

11.1.3.1.1 All rules and specifications from section 10.1 MOTO Engines must be adhered to.

11.1.3.2 Approved ICC engines - Pavesi engine, Vortex engine; SGM engine; Cassini engine; Seven" engine; CRS engine; TM engine; MC engine; VM engine

11.1.3.2.1 All rules and specifications from section 10.2 ICC Engines must be adhered to.

11.2 Spec 125 Shifter – The Spec Moto Rules are taken directly from the International Racing Association; PO Box 759; Antioch, IL 60002 (847) 395-1100. Questions can be directed to Dave Larson

11.2.1 Engine -The 1999 Honda CR125 “kit motor” is generally accepted as the motor that the class is designed around.

11.2.1.1 Cylinder

11.2.1.1.1 Cylinder must be unaltered 1999 CR125. No Modifications allowed to the cylinder height, port inlets, passages, or port windows of the OEM part as supplied from Honda. The cylinder must be as cast, no modifications, and no re-plating for any reason.

11.2.1.1.2 Cylinder Height Minimum is 3.311” min to 3.316” max, measured from the cylinder base to the head surface. Exhaust Valves (power valves) may be removed and plugged. Plug is a non-tech item and may be blended to match the exhaust port. All modifications to plug must be done prior to installation in cylinder and no grinding, polishing, or machining of any type may be done to the exhaust port.

11.2.1.1.3 Allowable Base Gasket Thickness: .010” - .030”

11.2.1.1.4 Exhaust Port - Cylinder top Minimum Distance: 1.145" (29.08 mm)

11.2.1.1.5 Stroke: 2.149" (54.59 mm) maximum

11.2.1.1.6 Bore: 2.129" (54.10 mm) Maximum

11.2.1.2 Cylinder Head-1999 CR125 Cylinder Head only. No modification to the OEM combustion chamber volume, shape, or dimensions. Combustion Chamber Profile must match the approved Shockwave 99 CR125 Cylinder Head Gage. Cylinder

Head Gasket will be OEM only. Thickness = .010” + or -.001”. Cooling spigots may be replaced with a substitute in the original location. One spigot may be plugged for single water outlet.

11.2.1.3 Combustion Chamber Profile Using approved Shockwave 99 CR125 Cylinder Head Gage, inspect Parabola of Chamber Dome and Squish recess for apparent gaps greater the .005" deep. Spark Plug sealing surface must be above spark plug stem of gage. The overall height is measured also. "The "go" portion of the stem of the profile gage should protrude above the spark plug sealing surface. The "No Go" portion of the stem should not."

11.2.1.4 Piston to Cylinder Deck Minimum is .025" (.63mm)

11.2.1.5 Crankcase halves must be OEM. Internal Crankcase modifications are not allowed with the following exception. Minor grinding of casting flash is allowed but only to eliminate the possibility of flash breaking off and damaging the motor. Kick Starter may be removed and plugged.

11.2.1.5.1 Legacy Cases (fully modified cases) the use of legacy cases, i.e., may be utilized. The legacy cases may be used but must utilize the other stock components such as cylinder, head, ignition etc. A weight penalty may be imposed (10 pounds). The use of Legacy cases will be approved through 2007. If the legacy cases are replaced, the new stock cases must comply with the “no internal or external modifications” rules.

11.2.1.6 Crankshaft must be OEM Honda CR125 any year. The crankshaft main bearing journals may be polished for slip fit of bearings. Precision alignment of crank is allowed. No material may be added or removed from Crank Wheels or Rod. No “heavy metal” balancing allowed.

11.2.1.7 Connecting rod Connecting rod must be OEM with no lightening or polishing. Bearings, piston pin and cir-clips are non-tech items but must be of the original design, weight and size.

11.2.1.8 Piston 1999 OEM Flat Top design. Direct replacement only, OEM or aftermarket. This piston has a window and cannot be replaced with non-window piston.

11.2.1.9 Piston Ring Minimum Thickness: .038" (.96 mm) as measured with calipers.

11.2.1.10 Bearings all crankshaft and rod bearings must be steel material.

11.2.1.11 Gaskets and seals and gaskets are non-tech. Seals must be same size and diameter as OEM.

11.2.1.12 Clutch: Stock OEM 1999 CR125 Clutch Basket and Pressure Plate must be used. No modifications allowed to any component. All 7 Clutch disks and 6 Clutch Plates must be installed. Aftermarket replacement clutch discs, plates, springs and hardware parts are allowed.

11.2.1.13 Transmission Bearings are to be steel material only. Micro polishing of Gears is allowed.

11.2.1.14 Five or six gears are allowed.

Gears are per the 1994-96 ratios as follows;

First - 14/33

Second - 15/28

Third - 19/29

Fourth - 21/27

Fifth - 23/26

Sixth - 24/24

11.2.1.15 Water pump Water pump must be used as originally intended. No external or axle driven pumps allowed.

11.2.2 Induction System

11.2.2.1 Carburetor Approved carburetors are:

Keihin PWM, Keihin PWK, Mikuni TMX38

No modifications allowed. No polishing, grinding or machining allowed. Venturi Diameter may not exceed 38.6 mm in diameter measured from the first .450" of the Venturi diameter downstream from the slide. Round bore only Pump-around Carburetor Fuel Feed Systems are allowed.

11.2.2.2 Fuel Pump Fuel Pump(s) must be driven by pulse pressure in the motor. No Electronic Fuel Pumps. Dual Fuel Pumps for Pump around Carburetors allowed. Fuel Pump must be a separate component from the Carburetor.

11.2.2.3 Carburetor Boot: The stock 1999 CR125 30° Boot is recommended. The RS125 Straight Boot or the RS125 5° boots are allowed For Seat Clearance Purposes. However, the Stuffer Lobes of the Straight Boot and the 5° boot must be cut off flush with mounting surface and may not extend into Reed cage.

11.2.2.4 Reed cage and Reeds: Reeds are open but must be single petal design. No dual stage reed petals Reed cage must be 1999 CR125 6-Petal Design. No material may be added or removed. Reed Stops must be 1999 CR125. Bending stops to fit

into unaltered reed throat of crankcase is allowed. No removal of material from Reed Stops allowed.

11.2.2.5 Air Filters and Air Boxes: Motor may be equipped with either Air Filter or Air box. Air Box Requirements may be imposed by Local Track regulations.

11.2.3 Exhaust System

11.2.3.1 Pipe/Expansion chamber: The Pipe/Expansion chamber is restricted to the following:

RLV 6800 series also marked as (RLV-R2)

RLV-R4

RCE T3

The Pipe/Expansion chamber Maximum Circumference is 17-1/8" (440mm) measured at the drum/dwell section. Addition of exhaust gas temperature lead is legal, but hole must be plugged if exhaust temp lead is not used. External mounting brackets may be added.

11.2.3.2 Silencer should be a minimum of 10" long by 2-1/2" in diameter. Tracks that have noise emission requirements shall provide any necessary supplemental rules for where noise abatement is required.

11.2.3.3 Exhaust Flange The exhaust flange is open but aftermarket headers may not alter the effective length of the Exhaust system by more than plus or minus .050".

11.2.4 Ignition

11.2.4.1 Coil must be Stock 1999 Honda CR125 Coil.

11.2.4.2 CDI Capacitive Discharge Ignition (CDI) must be Stock 1999 Honda CR125. Denso Part Number 071000-1410 should be legible on Tag.

11.2.4.3 Flywheel and stator: Flywheel and stator must be Stock 1999 Honda CR125 parts. No material may be removed from Flywheel. Flywheel Key may not be machined to offset timing. Stator may be mechanically advanced or retarded but must remain in a fixed position while running. Stator Plate may be slotted for adjustment.

11.2.4.4 Spark Plug and Ignition Wires: The spark plug manufacturer is open, but the plug must be commercially available and measure 18.5mm long by pitch M14 x 1.25. Exception: The spark plug washer may be removed to facilitate the use of a cylinder head temperature sensor and the gap of the electrode may be adjusted. Ignition Wires are non-tech. No additional components

may be electrically connected to the CDI or Coil. Only an inductive RPM sensor may be used

11.2.5 Ancillaries Studs, Bolts and washers are non-tech.

11.3 Masters 125 Shifter –

11.3.1 For drivers 35 years and older OR drivers that are 15 years or older that are also over 200 lbs personal weight.

11.3.2 Minimum weights for this class are 400 lbs. for Motos and 410 lbs. for ICCs

11.3.3 Engines –

11.3.3.1 Approved Moto engines - Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto

11.3.3.1.1 All rules and specifications from section 10.1 MOTO Engines must be adhered to.

11.3.3.2 Approved ICC engines - Pavesi engine, Vortex engine; SGM engine; Cassini engine; Seven" engine; CRS engine; TM engine; MC engine; VM engine

11.3.3.2.1 All rules and specifications from section 10.2 ICC Engines must be adhered to.

11.4 Junior Shifter S5

11.4.1 This class is for Junior drivers 12 to 15 years old

11.4.2 The minimum weights for this class are 330 lbs. for karts without front brakes or 340 lbs. for karts with front brakes.

11.4.3 Engine Specifications per SKUSA S5 rules

11.5 Novice 80 Shifter –

11.5.1 For drivers 9 to 13 years.

11.5.2 Minimum weight is 260 lbs.

11.5.3 Engine - 1991 or newer Honda CR 80, 01 or newer CR85, Kawasaki KX60, 2004 or newer Yamaha YZ85

11.5.3.1 The only machining allowed is to head gasket surface. Absolutely no other machining allowed.

11.5.3.3 CCV: The minimum CCV for Kawasaki is 6.3cc. The minimum CCV for Honda is 8.0cc. The minimum CCV for Yamaha is 8.0cc.

11.5.3.4 Porting: Porting is not allowed. Adding or deleting ports or re-sleeving is prohibited. Re-nikasil is prohibited. Cylinder must remain OEM. Exhaust flange is non tech, but must retain OEM dimensions. Any flanges that represent a possible performance gain are prohibited.

11.5.3.5 Crank, Rod, and Flywheel: Must be OEM with no modifications allowed. The two main bearings, big end bearing and small end bearing are to be OEM. Piston and ring must also remain OEM parts. Ignition timing must be stock, and the flywheel key must be in place. NO static ignition advance allowed.

11.5.3.6 Transmission: Transmission is OEM, NO aftermarket parts; polishing, grinding, transmission must remain stock OEM with the exception to the Honda. May use aftermarket 3rd gear, as long as the tooth count is the same and its not lighter than OEM part.

11.5.3.7 Clutch: Clutch must remain OEM, NO modifications allowed. Aftermarket springs, discs, and clutch plates may be used. Do not delete any clutch plates.

11.5.3.8 Exterior Case Modifications: Must remain OEM, NO modifications allowed. With exception to the Yamaha, you may update the oil/crankcase breather system.

11.5.3.9 Exhaust system: Kawasaki must use the motorcycle type pipe and may be modified for the purpose of fitment only. Yamaha and Honda must use approved pipes. Modifications to the Honda and Yamaha exhaust pipes are not allowed.

11.5.3.9.1 Honda RLV part # 6704, Yamaha RLV part # 6730

11.5.3.9.2 Woltjer WV-2

11.5.3.9.3 RCE R-9

11.5.3.9.4 Hi-Tech 80/85

11.5.3.9.5 The 80/85 engines must use the approved HI-TECH performance version exhaust restrictor. This is a tech item and must have the stamp on it.

11.5.3.10 Ignition: Must be OEM, No modifications allowed. This covers the complete ignition system (stator, CDI, and coil). The Yamaha must use the motorcycle type ignition only. The programmed version is not allowed. No static ignition advance allowed.

11.5.3.10.1 Spark plug wire may be longer than stock length, to allow for better mounting options of coil. Brand of plug wire is open, but must be OEM diameter. Spark plug cap brand is open.

11.5.3.10.2 Ignition Control Box: (CDI): Direct connections to the ignition modules are limited to the starter, trigger pulse generator, coil and kill switch (if used). Kill switch, if used, must function only to kill the engine. The only other allowed connections to the ignition system, as a whole, shall be surface mounted (inductive type) spark sensor attached to the high voltage spark plug wire.

11.5.3.11 Carburetor: The Kawasaki must use OEM carburetor with no modifications. The Honda and Yamaha may use the twin pump re-circulating system with the RM style carburetor with a max. Bore of 28.6mm. NO modifications allowed. The reeds, reed cage and manifolds must be stock with no modifications allowed. Reed cage must be as supplied. Single reed only. No reed backers allowed even if made from stock reeds. Carburetor bore measurement will be determined at the engine side of the slide. Bore may not exceed the designated maximum diameter in an area .400" wide measured inboard of the slide.

11.5.3.12 Gaskets, Bearings, and Seals: The Kawasaki may use aftermarket gaskets as long as there is no performance gain, but must use OEM bearings and seals. The Yamaha and Honda must use OEM gaskets with the exception to the base gasket, which is open (max. thickness base gasket 20 thousandths). Bearings and seals are open, but must be OEM dimensions.

11.6 Junior 1 – Honda

11.6.1 – For Junior drivers 8 to 12 years of age.

11.6.2 – Minimum weight is 230 lbs.

11.6.3 – Chassis

11.6.3.1 - Wide rear bumpers covering both rear wheels are mandatory. Bumpers must cover at minimum the inboard half of each tire, but may not protrude outboard of the edge of either tire

11.6.3.2 Cadet or Full size chassis allowed. Maximum overall width is 55"

11.6.4 Engine – Sealed GX200 Honda

11.6.4.1 Timing key stock no advance must be in place.

11.6.4.2 Carburetor: Delorto PHBL22

11.6.4.2.1 **Allowed Changes:** Main Jet, Pilot Jet, Idle Mix, Idle Speed, Needle Height.

11.6.4.2.2 **Disallowed Changes:** #30 Slide, #D31 Needle, #264 Emulsion Tube (Atomizer), #270 Float Needle & Seat, #60 Choke Jet, #GR3.6

Floats, along with anything not listed under allowed changes.

11.6.4.2.3 **Absolutely NO Machining of any kind.**

11.6.4.3 Exhaust: IMI/RLV 4-cycle pipe 5526-K-55SH

11.6.4.4 Clutch: Noram Cheetah NAC1820 2 disk

11.6.4.4.1 Must use .08 clutch spring (black)

11.6.4.5 Gear ratio 20 engine 66 rear sprocket

11.6.4.6 Spark plug NGK BPR56ES or BPR6ES

11.6.4.7 Engine oil Castrol HD 30w, no multi viscosity or synthetic allowed

11.7 Junior 1 - K80 –

11.7.1 – For Junior drivers 7 to 12 years of age.

11.7.2 – Minimum weight is 225 lbs.

11.7.3 – Chassis

11.7.3.1 - Wide rear bumpers covering both rear wheels are mandatory. Bumpers must cover at minimum the inboard half of each tire, but may not protrude outboard of the edge of either tire

11.7.3.2 Maximum wheelbase is 41"; Maximum overall width is 55"

11.7.4 – Engine – Comer K-80

11.7.4.1 The original parts of the engine must comply with and be similar to the photographs, drawings and physical dimensions described in the manufacturer's documentation for the model year of engine employed. The competitor is responsible to produce such documentation upon request from CSC officials.

11.7.4.1.1 Both new and old style engines are allowed.

11.7.4.1.2 Any leaks that allow air to enter the intake tract or allow exhaust gases to vent to atmosphere, which are not expressly designed by the manufacturer, are prohibited.

11.7.4.2 Swept volume – 81.53cc maximum.

11.7.4.3 Bore – 2.055 inch maximum

11.7.4.4 Stroke – 1.495 – 1.505 inch.

11.7.4.5 Turbocharging, supercharging, or any other methods of forced induction are prohibited.

11.7.4.6 Carburetor - Only one must be Tillotson model HL166A, HL166B, or HL166C.

11.7.4.6.1 Throttle and shaft butterfly must be stock and unaltered. Butterfly stop pin is non-tech

11.7.4.6.2 Metering hole diameters are non-tech. Maximum of three (3) low speed orifice holes. High and low speed adjusting screws are non-tech.

11.7.4.6.3 Ball check must be present in the high speed dump tube. Other alterations of the high speed dump tube are permissible.

11.7.4.6.4 Choke assembly may be removed and holes plugged

11.7.4.6.5 Carburetor dimensions:

Outboard air horn diameter is .890 inch maximum. Presence of cast radius at intersection of outboard air horn diameter and end face of carburetor is required. Length of outboard air horn diameter to the required machined step is .680 inch maximum.

Inboard air horn diameter is .832 inch maximum. Inboard air horn diameter must be as cast.

Transition area from inboard air horn diameter to venturi diameter must be as cast. Minor casting flash removal is permissible in transition area.

Venturi diameter is .640 inch maximum, straight bored.

Throttle bore diameter is .815 inch maximum.

Throttle bore length is 1.015 inch minimum.

Overall carburetor length is 2.610 inch minimum.

Carburetor spacer – the smallest diameter of the spacer must be no larger than .815 inch.

11.7.4.7 Clutch - Must be as supplied from the manufacturer with no alterations.

11.7.4.8 Cylinder head - new style cylinder head with cast "Comer" identification.

11.7.4.8.1 Combustion chamber volume:

Old style engine is 7.5 cc minimum

New style engine is 8.5cc minimum with .200 inch spacer used under cc plug.

11.7.4.8.2 Combustion chamber shape:

Old style engine is non-tech

New style engine is spherical only

11.7.4.8.3 Cylinder head gasket or O-ring is permissible.

Head gasket must be located by the cylinder studs.

Cylinder head gasket surfaces must be flat with no steps.

Welding in the combustion chamber or spark plug area is prohibited.

11.7.4.9 Piston - subject to the following restrictions:

11.7.4.9.1 Piston must be designated as a USA-type by a stamping on the dome.

11.7.4.9.2 Piston dome must be a continuous radius of 80mm +/- 4mm with no flat spots.

11.7.4.9.3 Wrist pin outside diameter .472 inch nominal.

11.7.4.9.4 "Relaxed" lower piston rings are specifically allowed in the engine class.

11.7.4.10 Cylinder – Subject to the following restrictions:

11.7.4.10.1 New or old style cylinder is allowed

11.7.4.10.2 All intake, transfer and exhaust port surfaces must remain as cast with no alterations allowed.

11.7.4.10.3 Inlet tract length, from mounting flange for carburetor to front tangent of piston – 1.656 inch minimum

11.7.4.10.4 Intake port height dimension: .460 inch maximum

11.7.4.10.5 Exhaust port height dimension: 1.140 inch minimum

11.7.4.10.6 Exhaust tract length (1.065 minimum reference) must remain unaltered; cylinder mounting face for exhaust silencer must remain as produced without additional machining.

11.7.4.11 Crankshaft - Original equipment only, subject to the following restrictions:

11.7.4.11.1 New and old style crankshafts are allowed.

New style, full-round crankshaft counterweights outside diameter 2.685 inch minimum, 2.705 maximum.

Old style, crankshaft counterweights outside radius 1.340 inch minimum, 1.355 inch maximum.

11.7.4.11.2 Width over counterweights, not including bearing lands 1.465 inch maximum.

11.7.4.11.3 Inside width between counterweights .240 inch minimum.

11.7.4.11.4 Hollow crankpins only. Crankpin inside diameter .240 inch minimum, .265 inch maximum.

11.7.4.12 Connecting rod – original equipment only subject to the following restrictions:

11.7.4.12.1 Center of crankshaft journal diameter to center of wrist pin diameter 2.673 inch minimum, 2.683 inch maximum.

11.7.4.13 Ignition – must be stock, OEM and unaltered in every respect and further subject to the following restrictions:

11.7.4.13.1 Spark plugs

11.7.4.13.1.1 For new-style cylinders, only spark plugs with a .500 inch nominal reach are allowed.

11.7.4.13.1.2 For old-style cylinders, spark plugs with either .375 or .500 nominal reach are allowed.

11.7.4.13.2 Ignition adjustment limited to adjustability provided by cast slots in stock item. Additional machining of cast adjustment slots is prohibited.

11.7.4.14 Exhaust – stock, unaltered and as-supplied from manufacturer only

11.7.4.14.1 Exhaust outlet tube length is 2.000 inch minimum and 2.175 inch maximum.

11.7.4.14.2 Exhaust outlet tube inside diameter is .715 inch maximum.

11.7.4.14.3 One exhaust gasket only, .060 inch maximum thickness.

11.7.4.15 Drive ratio is 5.30:1 minimum

11.8 Mini Max – The rules here are taken from the Rotax Max Challenge rules set forth for the Mini Max class. There may be slight differences between the CSC rules and what is published by RMax Challenge. If you have any questions on the rules, please contact a CSC official, or track owner for clarification.

11.8.1 For Junior drivers 9 to 13 years of age.

11.8.2 Minimum weight is 255 lbs.

11.8.3 Chassis

11.8.3.1 Wheelbase - 41 inches (1041.4mm) maximum

11.8.3.2 Wide rear bumpers covering both rear wheels are mandatory. Bumpers must cover at minimum the inboard half of each tire, but may not protrude outboard of the edge of either tire except in wet conditions.

11.8.3.3 No composite component or construction is allowed on the kart with the exception of the driver's seat and floor tray.

11.8.3.4 Bodywork - Bumpers and bodywork, meeting industry standards must be employed at all times. For bodywork, CIK homologation is not required, but construction must be similar in form and consistent with the size of the chassis. Quick fixation mounting method for nose cone is not required.

11.8.3.4.1 Cadet nose cone may be of the full size design with maximum protrusion outboard of the front tires of 40mm per side.

11.8.3.5 Seat - highest point at the center of the seat back shall be 12.0 inch minimum from ground level.

11.8.4 Engine – SEALED FR125Max. In conformance with latest revision release of FR125 Max specifications as released by ROTAX-Bombardier with the following exceptions and/or clarifications:

11.8.4.1 Mandatory use of junior cylinder and restrictors as specified by ROTAX.

11.8.4.2 Original and unaltered MiniMax exhaust header, ROTAX P/N 273 972, is required, inside diameter 22 +/-0,2mm.

11.8.4.3 The following inlet restrictor is required: Unaltered USRMC inlet restrictor as per RMAX Challenge, with inside diameter of 19+0/0,2mm.

11.8.4.2 Silicone or like substance may be applied to the exhaust springs for vibration dampening only.

11.8.4.3 The removal of the thermostat from the cylinder head cover is an acceptable configuration.

11.8.4.4 Spark plug NGK BR.EG is acceptable for use.

11.8.4.5. Carburetor requirements: Only those floats and/or jetting as originally supplied and in combination specified by ROTAX are acceptable for use. For clarification, this specifically applies as follows:

Series 2 atomizer nozzle only (R09796 configuration)

Floats - 3.6gr or 5.2gr only

Idle jet - marked 30 or 60 only

Idle jet insert - marked 30 or 60 only

Start jet - marked 60 only

The RMax min. / max. jet size rule does NOT apply.

11.8.4.6 Tires/ Wheels: Must run 4.6 x 5 size front and rear. The RMax spec for max width does NOT apply.

11.9 TaG Junior – The rules listed below are followed from TaGUSA. If you have any questions on the rules, please contact a CSC official, or track owner for clarification, or go to TaGUSA's website.

11.9.1.0 Individual factory engine specifications for each engine must be followed. Some engines have Junior and Senior set ups, it is the responsibility of the competitor to make sure their engine is in the proper Junior configuration.

11.10 TaG Senior – The rules listed below are followed from TaGUSA. If you have any questions on the rules, please contact a CSC official, or track owner for clarification.

11.10.1.0 All rules and specifications from section 10.3 TaG Engine Standards must be adhered to.

11.10.1.1 Individual factory engine specifications for each engine must be followed.

11.11 TaG Masters - – The rules listed below are followed from TaGUSA. If you have any questions on the rules, please contact a CSC official, or track owner for clarification.

11.11.1.0 All rules and specifications from section 10.3 TaG Engine Standards must be adhered to.

11.11.1.2 Individual factory engine specifications for each engine must be followed.

11.12 TaG 4 Cycle – The rules listed below are Followed from TaGUSA. If you have any questions on the rules, please contact a CSC official, or track owner for clarification.

11.12.1.0 All rules and specifications from section 10.3 TaG Engine Standards must be adhered to.

11.12.1.2 Individual factory engine specifications for each engine must be followed.

11.13 Kid Karts - The Kid Kart class is an entry level racing environment which primary purpose is to offer a safe, fun, and educational experience for its participants. This class serves as an opportunity to train and teach beginning drivers and their parents about proper event procedures, safety rules, racing etiquette, driving skills and sportsmanship.

11.13.1 Driver Eligibility - Ages 5-7. The CSC is a Regional series and attracts very good competition. New racers are encouraged to first gain experience at the local level.

11.13.2 Weight - The overall weight of kart chassis, driver, and driving gear is 160lbs.

11.13.3 Engines – The engine is a sealed 50cc Honda, Model GXH50. Engines, Oil spec Castrol HD 30 weight only.

Comer 50cc 2-Stroke by IKF rules.

11.13.4 Chassis regulations:

11.13.4.1 No offset karts allowed, seat may not be offset beyond the outside edge of the left frame rail.

11.13.4.2 Wheel base- Minimum 29", maximum 31.5"

11.13.4.3 Width- Maximum front width is 40" measured to outside of tire/rim. Rear minimum width is 39" and maximum 42" as measured from outside of tire/rim.

11.13.4.4 Tires- MG MZ or FZ (Yellow) Size10x 4.60-5 Rear tire Maximum Circumference 33.25"

11.13.4.5 Bumpers

11.13.4.5.1 Rear bumper- Continuous loop shape protecting rear tires. Minimum width 36", maximum width is 42". Upper rail of loop must be higher than the top of the rear axle.

11.13.4.5.2 Front Bumper- Minimum height of upper rail is 7.75". Two uprights required to connect upper rail to lower rail. Material required is steel, 16mm or .630" minimum diameter.

11.13.4.6 Steering wheel- Maximum height to highest point of steering wheel is 20".

11.13.4.7 Seat- Minimum height to top center of seat back is 12".

11.13.4.8 Bodywork

11.13.4.8.1 Side pods- Side pods are to be of CIK style and material, or double nerf rails are required. If nerf rail becomes detached while on the track, driver will be black flagged.

11.13.4.8.2 Nose Cone- Nose cone is to be of CIK style and material. It is acceptable for the nose cone to be slightly wider than the front tires, allowing for a cadet size nose to be used on the Kid Kart chassis.

11.13.4.8.3 Driver Fairing- Driver fairing must be of CIK style and material is optional. Maximum width of panel is 9". No part of the fairing may be higher than the top of the steering wheel.

11.13.4.9 Secondary retraction spring is required on throttle pedal.

11.14 DD2 Rotax – The DD2 class will run per Rmax Challenge rules. Senior class is at 385 lbs. Masters Class is at 420 lbs.