



KART 2022 Rules

Open Letter to Participants

Karting has had its ups and downs over the Years. It's always a good group of Racers looking for a place to do what they love to do and that's Race and spend time with friends. KAM Raceway is one of Nebraska's nicest facilities in the state, and hosted Kart Racing for decades. We have had an Adult and Kid Racing but over years Kid Racing started to dwindle, but in 2020 we started to see the re-insurgence of kids Racing with The Cage Karts(Thanks to the VanWey's). We also seen a Junior Flat Kart Class starting to Emerge. In 2021 Kam kart racers decided to take Kart Racing in an upward direction following the lead of Nick Dice of Tuxedo Raceway Park . They are following along with Tuxedo Raceway Park, Little Sunset, Mini Eagle and a few Western Tracks. This will allow Racers a NEW form of Racing also allow for lower cost of racing and allow for closer racing due to a Simpler format. The Hoosier No-Prep Tire Racing along with the Harbor Freight Predator Motor should make it more attractive to new and old Racers alike. I hope to see this change help make Racing Grow and make Racing Fun for Everyone.

Flat Karts over the years has been a great experience. We've seen the power of people that believe in what we are doing and their willingness to help out.

Cage Kart General Rules

All cage karts must use an aluminum upright style seat.

Only Senior style champs are eligible. Junior Champs are not allowed.

Helmets: Racers are required to have a full face helmet with a face shield installed.

Belts: MUST BE free of rips, tears or alterations.

Gloves are required in all divisions. It is REQUIRED to use a glove with a leather palm.

Raceceivers will be required for all participants *EXCEPT* Beginner/Rookie Cage Kart

Transponder are Required and will be given to you at check in by KAM or have Personal My Laps Transponder you may use it. Talk to the ladies at check in.

Class Structure & Rules

Beginner/Rookie Cage Kart

This is a participation class. The purpose for this class is for racers to learn in a lower pressure environment. *IF a racer has shown the KAM officials they are able to race with others, they may be asked to move up classes.

Age: 5-10 years old

Engine/Restrictor: Clone Engine (See Cage Kart Engine Rules.) RED .375 restrictor plate

Clutch: Drum 12T Clutch Sprocket and 60T Rear Sprocket

Weight: 280 Minimum weight

Tires/Wheels:

Front: Hoosier RaceSaver Champ Kart Front 11.0/5.5-6 - 11901RS mounted on wheel no wider than 6.0" (measured inside to inside)

Rear: Hoosier RaceSaver Champ Kart Rear 12.0/8.0-6 - 11939RS mounted on wheel no wider that 7.0" (measured inside to inside)

Cage Kart Charger/Junior 1

Age: 9-14 Years

Engine/Restrictor: Clone Engine (See Cage Kart Engine rules.) **GREEN** .425 Restrictor Plate

Clutch: Drum 12T ONLY

Minimum Weight: 310 lbs

Tires/Wheels:

Front: Hoosier RaceSaver Champ Kart Front 11.0/5.5-6 - 11901RS mounted on wheel no wider than 6.0" (measured inside to inside)

Rear: Hoosier RaceSaver Champ Kart Rear 12.0/8.0-6 - 11939RS mounted on wheel no wider than 7.0" (measured inside to inside)

Suit/Safety Equipment

A suit rated SFI 3.2A1 or better is REQUIRED. This is a fire resistant one or two piece suit.

Quick Release Steering Wheel Required and a Neck Collar is Required.

Seat Belts

Mandatory 5-point minimum harness must be commercially manufactured for motorsports with SFI rating. 2" wide belts are allowed for drivers less than 150 pounds; 3" wide belts are required for drivers over 150 pounds.

Lap & Sub Belts Cannot wrap around frame and must be mounted via a welded on steel seatbelt tab: at least .063" thick and 2" square.

Shoulder Belts Cannot be mounted to vertical cage rails and must be lower than the driver's shoulder blades.

Arm Restraints Mandatory SFI-rated, must attach to seat belt system, and not allow hands to exceed outside of Kart and ability to grab Cage Bars.

Special Instructions:

This class was put in place for parents that believe their racers are not ready for Mini Sprint Engines

Junior Flat Predator/Hoosier Kart

This class is Junior 1's & Junior 2's combined

Age: 5-13 Years

Engine: Predator Engine (See Hoosier Predator Engine Rules) **GREEN** .500 Restrictor Plate.

Clutch: Drum Style and open gear

Minimum Weight: 265 lbs

Tires/Wheels: Hoosier Tires

Right Side: Hoosier D20 11950D20A 11.5X9.0-6 – Open Wheel Size

Left Front: Hoosier D20 11920D20A 11.0X6.5-6 – Open Wheel Size

Left Rear: Hoosier D20 11900D20A 11.0X5.5-6 – Open Wheel Size

Special safety Instructions:

Chest Protector, neck collar, and Racing Jacket Required

Flat Kart Racewear

Suits/Jackets Driving suits of one or two piece design made of abrasion resistant material are preferred. Leather jackets produced for racing are acceptable, with full length pants free of holes to be worn. Hoodies are not allowed and all long hair must be tucked into drivers suit and/or helmet.

Footwear High top shoes or boots designed for motorsports use are REQUIRED. Closed toe shoes of most types are allowed. All shoes, regardless of type, must be properly laced and/or buckled at all times in any on-track session and must be free of holes or signs of extensive wear.

Flat Adult Hoosier Predator

Age: 15+ Years

Engine: Predator Motor (See Hoosier Predator Engine rules.) No Restrictor

Clutch: Drum Style and open Gear

Minimum Weight: 360 lbs

Tires/Wheels: Hoosier Tires

Right Side: Hoosier D20 1195D20A 11.5X9.0-6 - Open Wheel Size

Left Front: Hoosier D20 11900D20A 11.0X5.5-6 – Open Wheel Size

Left Rear: Hoosier D20 11920D20A 11.0X6.5-6 – Open Wheel Size

Tread Depth must be 1mm

Fuel: 87 Octane No Ethanol

Special Instructions: None

Helmet

Racers are required to have a full face helmet with a face shield installed. Racers must use a helmet that meets any of the following specifications:

Protection

A chest protector and neck collar are required.

Flat Kart Racewear

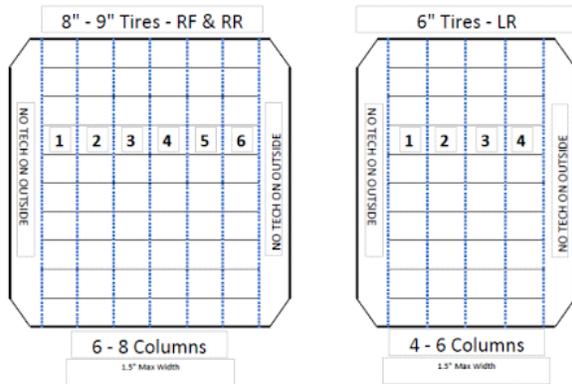
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Footwear High top shoes or boots designed for motorsports use are REQUIRED. Closed toe shoes of most types are allowed. All shoes, regardless of type, must be properly laced and/or buckled at all times in any on-track session and must be free of holes or signs of extensive wear.

Flat Classes

Junior/Adult Engine The Junior and Flat kart classes will utilize the Harbor Freight 212cc 6.5 (Model 60363) Only.

Engine is to remain stock and will be teched in comparison to a stock engine. For safety reasons, the stock exhaust and tank must be removed. A floor mounted tank and pulse pump are acceptable for use. Removal of governor is acceptable. Stock Air Box must be in place with no modifications. Valve cover vent must go to the air box. Valve springs will be checked to clone 10.8 lb standards. No valve spring shims are allowed. Main jet will be checked with a .031 no go. Engines must run a Weenie Pipe as defined in NKA 40.4.6. Header must be wrapped, but not muffler.



Hoosier Predator Engine Rules

- HEMI Style Predator Only
- All Parts must be stock factory production parts unless other specified.
- No alteration, cutting, grinding or machining of parts are allowed.
 - o Questions around this will be evaluated by comparing to known stock parts.
- Stock flywheel key must be present
- Stock Airbox (Holes can be covered)
 - o Stock holes must remain stock sized. No additional holes can be added.
 - o Must run stock filter and prefilter
- Jet: **XXXXXX**
- Gasket must be between engine and carburetor. When using a restrictor, there must be a gasket on each side of the restrictor.
- Spray test may be used at any point within the event. If engine is pulling air from any point other than the airbox the engine will be disqualified.
 - o Spray test involves spraying a fluid, typically brake, starting fluid or carb cleaner, at points after the air intake. The engine will be on an stand at idle when sprayed. If they engine surges, it is pulling air after the air intake and is not legal.
- Top tank must be removed and replaced with fuel pump and external tank.
- Governor, plastic gear, crank gear and oil sensor can be removed

- Weenie Pipe and muffler only. Muffler to remain stock.
 - o Wrapping of pipe is recommended, but not required
- Stock Cam
 - o Max Lift Intake - (.223) +/- **XXXX**
 - § Duration @ .050: **XXXX**
 - § Duration @ .200: **XXXX**
 - o Max Lift Exhaust - .267 (.228) +/- **XXXX**
 - § Duration @ .050: **XXXX**
 - § Duration @ .200: **XXXX**
- Head Depth - .425
- Stroke – 2.164 (+.005)
- Bore – 2.755 (+.008)
- 10.8 Valve Springs (No Shims Allowed)
 - o Aftermarket springs are permitted, but they will be tested to 10.8 Standard

Hoosier Predator General

This is a no prep class. Tires may be sent out to an independent lab at any time during the season. Participant is responsible for maintaining the integrity of their tires. Any racer that has a tire that fails the prep test will lose all points for the night. Additionally, before returning to competition at KAM Raceway, they are required to pay for the cost of the test and return all awards associated with the race event associated with the failure.

If for any reason a tire must be replaced, the participant must present the tire in question to the tech official prior to replacement. That official will approve the replacement of the tire in question prior to the next race.

The middle most two grooves will be checked for tire depth. The depth must read at least 1mm prior to the start of the feature. Any of the 4 tires can be checked. All groove lines must be visible (visibility is determined by the Race Official).

Engine Claim

Predator Classes

Details

An engine can be claimed for \$200 (Cash Only). The \$200 fee goes to the claimed racer. The Claimer must provide their claimer card to the head tech official prior to the post feature event release of karts from tech area. The claim process can't begin until regular weekly tech has been completed.

The racer being claimed will keep all "bolt-ons". This includes the following: Clutch, Chain Guard, Exhaust, Top Plate and Fuel Pump. All hardware to secure these items will stay with the claimed racer.

Eligibility

Racers that wish to participate in the claim process must be Registered for points in the Predator classes. A racer does not have to be registered to be claimed. The registration fee for the Predator Points is \$40 and the registrant will get a Claim Card.

Limit(s)

Claimer

No one individual can claim more than two motors during the season.

Claimed

No one individual can be claimed more than three times during the season. This does not include track claims.

Refusal of Claim

Refusal of claim will result in a loss of points/awards for the event.

General

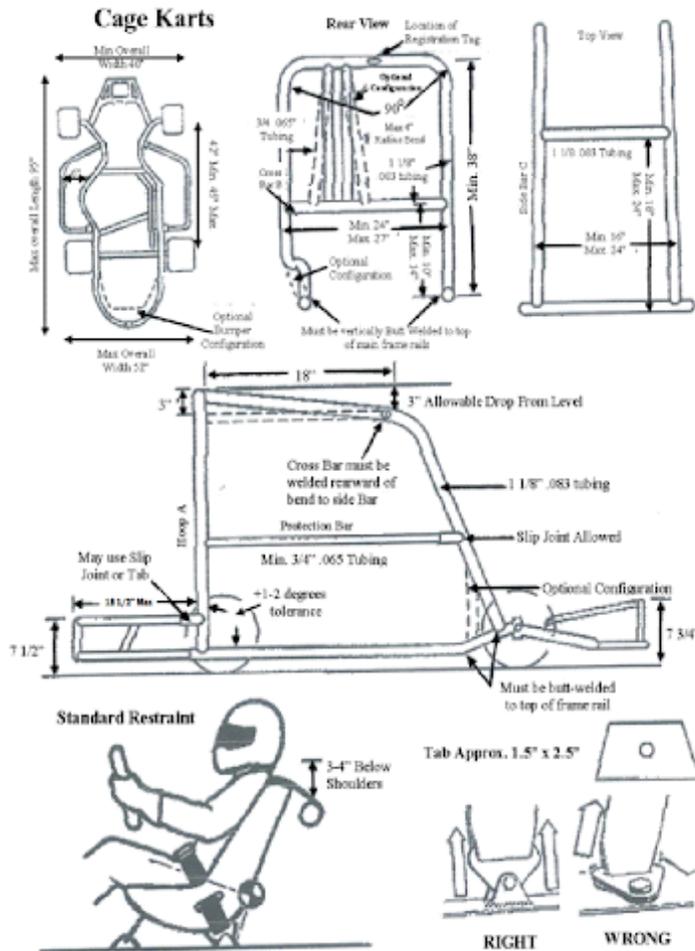
Engine may be teched by Kam officials as part of the claim, but it is not a requirement.

Intentionally causing damage to an engine that has been claimed may lead to penalties for the racer being claimed.

Track Claim

In the event of a Track claim, the racer will be provided with a brand new 60363 engine by KAM Raceway.

Cage Kart Chassis:



Flat Classes

Karts must be constructed per NKA specifications. Technical Inspections.

Engine

Where possible the KAM Raceway team will attempt to honor tech seals applied by other facilities. KAM Raceway is not responsible for any damage that occurs to seals as part of the inspection process.

Any item that is identified in this rules package is subject to technical inspection.

KAM Raceway may confiscate an engine for further inspection away from the racetrack.

KAM Raceway will make every effort to return engine to competitor by the Wednesday following the event. No disqualifications will be made based upon any findings made during these evaluations. Engines may not be returned to competitor in running/working condition.

Clone Engine Description:(Cage Kart)

Single Cylinder, 2 valve, and OHV 4 cycle (Box Stock Project) or Clone.

Combustion Chamber Volume: 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The liquid CC check is the official check (If the engine fails the CC Liquid check at anytime during the tech procedure it must be called illegal.)

Cylinder Head Requirements: Must be OEM casting only. All cylinder heads used must be the "JT" 4 bolt valve cover cylinder head (168-f 6.5hp GX 200 series) or the TG-1 head only. Porting and/or grinding are not permitted. Exhaust Port Pours should check 22.5cc minimum-22.8cc Maximum, Intake Port Pours 27cc should check minimum-27.5cc maximum. Valve seats may have up to three angles, 45 degrees valve face and 30 degrees top relief and 60 degree bottom relief. Cutting of the valve seats allowed to insure proper seal. Intake seat maximum ID .899", Exhaust seat maximum ID .862". Outside face of valve may not be elbow floor of combustion chamber (i.e. don't sink the valves.) Stock head bolts only, must have four. Head gasket/s may be after market, must be of stock configuration, gasket thickness is a non tech item, sealer allowed to insure proper seal. Depth check between the valves, front to back and side to side may not vary by more than .005 max. No copper or aluminum gaskets allowed. Any stock configuration exhaust gasket allowed, sealer permitted, header may also be run without gasket, sealer only. Allen head bolts permitted on Header to head. The use of aftermarket flanged bolts of similar OEM design (Head Size, Diameter, Length, and Thread length/pitch) allowed as replacement for stock head bolts. No studs allowed. No additional washers allowed. Breather hole on valve cover may be tapped with 1/4" pipe tap to accommodate breather fittings. No over sized drilling allowed.

Block Requirements: Stock cylinder bore is 2.67" may be bored to 2.691" maximum. Stroke is 2.123" + .010" or - .010". No Piston pop out allowed. Matting surface finish of block and cylinder head is a non-tech item, surfacing of both to correct gasket failure and meet cc check allowed however, no piston pop out is allowed. May use 2 side cover gaskets of stock configuration. Block must remain stock as produced. Stub for governor may be removed and hole plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification. (Oil drain hole between lifters .250" Max. Any type side cover fastener and lock washer permitted, must be original size, sealer permitted.) Solid dowel pin replacement for the side cover to block .317 maximum diameter allowed (Factory stock dowel pin is 8mm or .315). Dowel pin must remain in the factory position.

Carburetor requirements: Huayi or RUIXING model carb only. Carb to intake sealer is gasket only, no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. (Choke area must remain as cast). Venturi .615" NO-GO. Venturi may be machined to spec, Minimum Venturi size is .608, no polishing permitted and all transitions must remain stock in and out of venturi. Rear carb bore .751" NO-GO. Carb bore at rear of carb .750" maximum depth (This measurement is taken from the flat surface on the rear of the carb down to the circular ridge at venturi edge). Main fuel jet .042" NO-GO. No use of locktite or other materials on high speed jets or damaged threads permitted in an attempt to lock jet in a non stick location. Main jet must seat firmly on bottom of E-Tube,. Low speed idle jet is a non tech item. Stock emulsion tube must be used and unaltered, .066' max ID (NO-GO). Side holes in E-tube 4 holes in bottom section max and must have 20 holes in middle section. Minimum E-Tube length 1.092". The minimum protrusion of the E-tube into the Venturi must be check by the newly approved NO-GO gauge Huayi .488" or Ruixing .479". Minimum outside diameter of the E-tube at any point is .154". Side holes in e-tube diameter .036" NO-GO. Throttle shaft - .115" minimum. Stop arm of throttle shaft maybe filed to adjust for butterfly position. Butterfly - .037" minimum thickness. Butterfly screw minimum length .305"; screw must remain stock as produced with no alteration allowed to achieve minimum length. Air Filter adapter should be part #6931ARC. Air Filter should be 4" tall angled or straight for Box Stock Project Clone. Phenolic spacer must be flat across entire gasket mating surface, with a minimum thickness on gasket surface of .265" (not including gasket). Gasket surfaces must remain parallel. No angle cutting allowed. Center inlet hole is Non-tech (size, configuration, finish), but no rifling, grooving, dimpling, etc. allowed. Maximum mounting hole/s size .300" NO-GO (checked with .300" pin gauge)". Phenolic spacer/gasket/s subject to spray test to check for leakage or introduction of air into intake track.

Valve Train: Stock four bolt valve cover only with any stock configuration gasket, sealer allowed. Factory stock rocker arms 1:1 ratio and push rods only. Minimum overall length of rocker arm 2.145" minimum thickness of the upper valve stem ONLY, non tech, to adjust for proper running lift. Square tipped rockers allowed. Stock steel/stainless nitrate coated valves only 45 degree angle only both valves with a minimum weight of 21 grams each valve. Stock valves only 45 degree angle only both valves, intake valve Max OD .982" +/- .005" and exhaust valve max OD .945" +/- .005", no modifications allowed. Single valve springs only. (Installed height for valve springs .815", must be checked by using the .815" spring must go gauge with retainer seal and shims in place on intake an exhaust valve if used.) Shims may be used to achieve .815" installed height, maximum thickness of shims used .075", any combination of valve seal and spring shims allowed. The ruling on the .075 shim thickness includes the oil seal if used. The valve stem seal has no tech other than it's thickness combined into the max of .075 to obtain a minimum of .815 installed spring height. In other words, the valve stem seal can be used or not used and is no longer a tech item unless used as a shim. Also, the rubber inside it is a non tech item. Prescribed check procedure as follows- Remove valve spring, reinstall spring retainer and shims, insert .815" must go gauge in spring location. Gauge must go in both locations intake and exhaust with any allowed retainers and shims in place, as raced, during check procedure. Max wire diameter on spring wire is .071" with a maximum tension of 10.8 lbs. at a height of .850" and a maximum tension of 18 lbs at .650". Prescribed procedure for using weight checker is as follows. Spring must slide over post on it's own to the bottom. When weight is placed gently on the spring, push weight down onto spacer so that it

bottoms out. Release weight and shine a flashlight between weight and spacer. Light must be visible in entirety of 360 degrees to disqualify spring. Add (Additional check for valve springs – Each spring is to be checked using a .750" height by 800" width plate gauge and a .250" (square) no-go gauge to check the center spacing of the spring coils while inserted in the plate gauge. Prescribed check procedure as follows – Insert the spring in the .750" x .800" plate gauge (spring must be centered in plate gauge and must fit inside of gauge with the ends of the spring wires perpendicular to the plate). Once inserted in the plate gauge take the .250" no-go gauge and check the center coil spacing on both sides. The .250" no-go gauge must be parallel to the spring wire and perpendicular to the center of the spring when checking. The .250" no-go must pass check on at least one side of the spring. This check is to be performed after the 10.8 lb, 18 lb, check, and .071" max wire diameter check. Lash cap on exhaust valve only. Valve stem seal allowed on intake and exhaust valve. BS lifters only, no modifications allowed. Over-all length of push rod 5.285" max, 5.230" min. Push rod must be of 3 piece design (Hollow or solid tube with 2 solid ball ends). Lifter head diameter .915" min with no visible modifications. Weight check lifters 18 grams min and push rods 9 grams min.

Piston & Rings: Piston must be unaltered Box stock only. Overall piston length 1.935" max, 1.920" min and from top of wrist pin to top of piston .580" max. Arrow on top of piston must be pointed toward valves/lifters. Overall length wrist pin 2.100" min, inside diameter .550" max. Top ring and middle ring .115" max width, .060" max thickness. Filing of ring end gaps permitted including oil expander, max end gap .040" (top 2 rings only). Lapping of rings permitted for proper seal. Piston ring must be in one piece (unbroken) when presented for tech. Piston rings must be self supporting in cylinder bore when checked installed on piston with connecting rod attached (rod cap and bolts installed are not required for this check). Minimum weight of piston is 145 grams (must conform to this spec by 4/15/15). Honing of wrist pin journals permitted. Bore surface must remain flat and retain stock configuration edges. Skirt of piston must remain as produced. No chamfering, radiusing or breaking of edges permitted. Up to .010" over pistons allowed.

Connecting Rod: Stock Box Stock rod only. Stock rod bolts only. Length of from top of journal to bottom of wrist pin hole 2.375" max and 2.350" min. Honing of journal end and wrist pin hole permitted, those surfaces must remain flat. Oil hole size .179" max, .0180" no go. Minimum weight of rod assembly 133 grams. New stock performance CAST rod allowed.

Crankshaft Requirements: Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180" max-1.168" min. Stock Crank bearings only. NO ceramic bearings allowed.

Camshaft Requirements: Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865"-.005"/+.10" Duration check for intake and exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050" lift/97 degrees at .200" lift. All checks will allow +2.-5 (minimum duration checks effective 03-1-2016) degrees for wear and gauge variances, Max intake lift on cam .225" -Min .215" lift taken at the pushrod. Max intake lift at the valve .238" taken on valve spring retainer as raced. Max Exhaust Lift at the valve .242" taken on the valve spring retainer as raced. Running lift should

be checked in front of the rocker arm on the valve retainer. Preloading dial indicator not required for this check, check lift as run. Competitor/Tech may rotate the retainer 2 times max to achieve proper running lift. Once dial indicator has been set to zero dial indicator must not be reset until check has been verified.

Blower Housing Assembly: Pull Starter must be present and remain stock. Pull starter may be rotated for a better crank angle. Color and finish of blower housing, valve cover and all sheet metal is a non tech item.

Header Requirements: DJ1137 RLV SuperBox Header Only post-race penalty. Failure to adhere to the rules listed previously could result in post-race penalties.

Fuel

Fuel will be tested using a Digatron FT-64. It will be calibrated using a sample obtained the day of the event from the specified fuel source.

Safety

Weight & Ballast

All weight on karts must be painted white and display the number and/or driver name. Weights can be secured using 5/16" or 3/8" hardware. Weights can be secured via a single nut that is pinned or by a double nut. Double nut does not require a safety pin, but it is encouraged.

It is suggested that racers securing weight to a fiberglass seat use a fender washer at least 1" in size on the inside of the seat. Note, this is not a subject to safety tech.

Loss of a weight on the track may result in disqualification or points

Pre Tech (Once Annually)

All karts must complete a safety inspection prior to competition. A sticker, which includes the class weight and description, is provided to the racer as evidence of completion.

During or Post Event Tech

Any item identified in post-race inspection list in the annex is subject to review at any time during the event. Failures to comply could result in loss of qualifying position (heats) and points (feature).

Tire

There may be tire testing done in the Hoosier Predator classes. Test will be done by an outside 3rd party.

General Communication

Technical infractions will be published, with driver's name, in post-race communications. This includes, but is not limited to the following: stories, recaps or social media posts.

Engines and Tires exceptions

There are different rules and different tracks all over the area. You will be allowed to race, for no points or awards, with a comparable class, if your motor and/or tires do not match what KAM Raceway offers. This will offer will only be extended once and the racer will have to conform to rules in future visits. Kam Raceway may refuse entry at any time to anyone that does not present a kart that is matches these rules.

Spectators are allowed on the West end of the Kam Raceway Complex. For insurance purposes, only those with an approved arm band are allowed in the pit area.

It is important to understand that it is a requirement that anyone person in our pit area has a pit pass. We do not recognize the "hot/cold" pit process. Individuals without proper insurance in the pit area puts the entire program in jeopardy. Anyone within the pit area that does not have a pit pass faces possible disciplinary action not only for themselves, but racer/team they are with.

Knowledge/Awareness of Rules

It is the responsibility of racers and team members to understand the rules at KAM Raceway. KAM Raceway uses rules from Tuxedo Park, Little Sunset and NKA, AKRA, Briggs & Stratton and IKF and knowledge of the rules of your class resides with the participant. It is a best practice to have copies of rules that are applicable to your class available at all times.

It is possible that rules could change during the year. The team at KAM Raceway will make every effort to notify those impacted by any changes.

Post Season Eligibility

Participants must be members at KAM Raceway and participate in 75% of the points races.

Tie Breakers

In the event of a tie in season points, the racers with the most victories will be considered ahead of the participant that they are tied with. If participants have the same number of wins, the participant with the highest finishing position at the final points event will be considered ahead of the participant they are tied with Race Results

Race Results

Race results will be posting on the MyRacePass App immediately following the event. Additionally, results may be posted on DirtDrivers.com, Facebook (KAM Raceway) and kamraceway.com

Social Media Conduct

Individuals posting any content that is deemed as negative toward the leadership of KAM Raceway, track supporters, officials or other participants will be subject to disciplinary action.

Unsportsmanlike Conduct away from Track

Any driver and/or crew member sending information/content that is deemed as inappropriate by KAM Officials to another driver/or crew member about events that happened at, or will happen at KAM Raceway is not acceptable. This includes, but is not limited to the following platforms: social media postings, electronic messages and voice communications.

Those found in violation of this rule are subject to disciplinary action. Violations involving suspensions from KAM Raceway will be communicated to public via KAM channels.

Rules Violations

Technical

Any racer that fails technical inspection following a feature will score zero(0) points for the event.

Racers found with technical infractions in a heat will be disqualified from the heat and will not score any points towards the feature starting position.

Repeat infractions will be subject to escalating/alternate penalties.

Safety

Any racer that fails safety inspection following any race (heat or feature) could lose points for the event. Specific points losses are detailed.

Repeat infractions will be subject to escalating/alternate penalties.

Junior Drivers

Any junior racer that is missing a restrictor or has an altered restrictor will be subject to suspension. This is a safety issue and there will be zero tolerance for restrictor related issues.

Any rules violations that are perceived by KAM Raceway to put the racer or their competitors in danger may result in the suspension of the violating racer.

Spirit of Intent

It is impossible to cover every possible scenario when it comes to an event or tech. Some rules are black and white while others just shouldn't need to be addressed in rules.

Pit Conduct Behavior

All participants/crew members/family and general observers are expected to handle themselves in a professional manner. The use of profanity and inappropriate hand gestures will not be allowed.

The conduct of any individual that is with a or supporting a group could result in the disqualification of a competitor. The competitor or parent/guardian may be asked to resolve concerns of someone associated with their group. Failure to do so could result in disqualification or penalties.

Intentionally driving into fellow participants and/or retaliation is not allowed.

Racers that do not agree with a call must keep their hands on the steering wheel. Attempting to get the attention of an official while the race is going on will not alter the call that has taken place.

Behavior that is deemed unsportsmanlike will receive a warning and it is expected for the individual to correct the behavior.

Any parent crew member that steps goes past the pit line and/or steps onto the racing surface is at risk of disqualification of their driver for that race or possibly the event.

Resolution of Concerns

It is highly unlikely that a call will be overturned. Should you have a concern with a call, we ask that you save your concern for a discussion at a break or the conclusion of an event. We will not review a video(s) that may be provided as evidence/proof of a point. The one exception for video review may be finishing order.

No official will have a discussion of an on track incident with anyone but the driver. In the event of a minor driver (driver under 18), the official will only speak with the parent/guardian that signed for the minor at registration.

Who is allowed on the Racing Surface? Please see KAM General Rules for this information.

During the Races

No parents, crew members or family are allowed on the track side of the fence unless they have received approval from KAM Raceway please see general rules for more information.

Post Race

Anyone that goes on to the racing surface, whether it be in a kart or as an observer, must have a pit pass.

Bystanders are not allowed on the racing surface during practice. Observers are to remain behind the fence at all times.

Fuel

(Regular 87 – Non Ethanol) will be used as the fuel standard for all events unless otherwise specified. Verification before the event will be available pre race.

Data Acquisition Devices

Devices (TACH'S) that display engine temp, RPM and lap time are allowed in all classes

When using devices with children, we encourage teams to mount them out of the site of the driver to prevent distraction. This is just a suggestion and not a requirement.