

# 2010 GOLD CONFERENCE IKF REGION 6 SPRINT AND ROAD RACE RULES AND SCHEDULES PKA Club Rules



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Portland Karting Association**

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# NORTHWEST KARTING CONFERENCE

## 2010 NORTHWEST GOLD CUP ROAD RACE RULES

Note: ☞ Indicates change

1. It is the responsibility of all Race Officials, Drivers and Pit Crew Members to be knowledgeable of the following Road Race Gold Cup Rules and the current IKF Competition Rules. Gold Cup Rules will prevail over local rules. Individual Track Safety and Ground Rules will apply and there is no changing these rules.
2. At any Road Race Gold Cup event, any and every injury must be reported to the Race Director on the day it occurs. The Road Race Gold Cup Coordinator will keep a written log of all major accidents. This information will include the names of the Drivers, the general description and cause of the accident.
3. All Road Race Gold Cup events will be scheduled and approved at the Northwest Karting Conference.
4. All Road Race Gold Cup Events will be IKF Sanctioned except those identified prior to the Road Race Gold Cup season.
5. At all Road Race Gold Cup events there will be: one (1) 10 lb. fire extinguisher at the Starting Grid and one (1) or more 5 lb. Type ABC fire extinguisher(s) at all manned turn stations. The Hosting Club shall place a "MY-CHRON" beacon on inside and outside of the track for the duration of the official races. The Post Race Tech Inspector's compensation is to be arranged by the Hosting Club. Compensation for this Inspector shall not exceed \$75.00 per day or it may be applied toward an entry fee.
6. Each Host Club will set the Entry Fees for their events prior to the start of the season. An additional Fee will be charged to persons that are not a member of a recognized kart club in the Northwest Karting Conference. Participant must provide membership cards, or proof of membership at time of registration.
7. Practice times are at a local option as determined by the Host Club.
8. Each Host Club will pay \$3.00 per entry to the Gold Cup year-end awards fund for all IKF Sanctioned events. Each Host Club will pay \$4.50 per entry to the Gold Cup year-end awards fund for all Non-IKF Sanctioned events or events with no IKF Matching Funds. This will be done at the end of the event. Additionally, each Club will pay \$1.00 per entry to the Road Race Gold Cup Coordinator for the Road Race Coordinator fund and newsletter. Each Host Club will pay a \$0.50 per entry penalty to the Gold Cup year-end awards fund for not getting the event results to the Road Race Gold Cup Coordinator within seven days of the end of the event.
- ☞ 9. The entrants will be awarded points as per IKF regional system section 800.12. In the case of any disqualification, the Scorekeeper will recalculate the points. 200 additional points will be awarded to each entry for Inclement Weather. The Race Director and the Road Race Gold Cup Coordinator prior to the start of the event will determine a bonus for inclement weather.
  - A. **Bonus Points:**
  - b. **Rain:** If rain is forecasted at the event 72 hours prior to the event and the hosting club declares an event as a "Rain Predicted" event each participant who completes a race lap will receive an additional 100 regional points. The Race Director will be responsible for making the "Rain Predicted" declaration 72 hours prior to the event and post information on the PKA website.
  - ☞ c. **Challenge Race:** Each hosting Club will determine one race date of the season to be called a "Challenge Race" and all drivers who complete a race lap will receive an additional 100 regional points.
  - d. **Top 3 Position:** In addition to IKF regular points 1<sup>st</sup> place will receive 30 bonus points, 2<sup>nd</sup> place will receive 15 bonus points and 3<sup>rd</sup> place will receive 5 bonus points.
- ☞ 10. For 2010 there will be eight (8) Scheduled Road Race Gold Cup Events. To be eligible for Year-end awards, **Drivers must run a minimum of 50%+1 events per race class to be eligible for year-end awards. IKF regional points system to be 75%rounded up of races counted for season (6 Races). Race DQ can't be used for a drop race. DQ will result in 0 race points for event and year end points.** Last race Bonus points will be awarded for the following race events Westwood club at Mission (tentative) PKA at PIR, PSRRA at PRI.

11. All restarts will be standing or rolling starts as determined by the Race Director. Portland will notify in advance if they will be running a Chicane or No Chicane race. Where there is a combined 30 and 45-minute race, the Flagman will have a large, colorful 4 square feet panel marked with "End 30 Minute". The Flagman will display this panel when the 30-minute race's white or checkered flag is displayed.
- ☞ 12. If you are disabled before a Red Flag, you may restart during the race, provided, if kart has on board starter capability. Kart must be moved to safe area then started and re-enter the track safely. No push restarts allowed. If you cause a Red Flag, you may not restart because of safety reasons.
13. A Yellow Flag with Red Diagonal Stripes will be used at all manned turn stations to indicate that debris is on the track.
14. Road Race Gold Cup Grids will be determined by the current IKF Competition Rules Order, National Champion, Regional Champion and Date of Pre-Entry. All Novice Drivers will start at the back of their pack, if there is a split start. Novice Drivers will start at the back of the grid if there is no split start. All late entries, after the registration deadline in the printed schedule will start at the back of the grid.
- ☞ 15. Gold Cup year end awards will be provided to a maximum of Five (5) places as follows:

1-3 Entries avg	1 Award
4-5 Entries avg	2 Awards
6-7 Entries avg	3 Awards
8-9 Entries avg	4 Awards
10 or more Entries avg	5 Awards
- ☞ 16. The following classes will be designated 2010 Road Race Gold Cup Classes:

**Sprint Classes:**

Rotax Max Jr. (IKF)  
TAG Junior (IKF)  
Rotax Max (IKF)  
Rotax Max Light (IKF)  
TAG Heavy (IKF)  
TAG Light (IKF)  
IKF Briggs JR World Formula (Regional)  
IKF Briggs World Formula Heavy (IKF)  
IKF Briggs World Formula Medium (IKF)  
Formula 125 (IKF)  
Formula 125 Limited (IKF)  
Formula 125 Limited Heavy (IKF)  
Super Stock CR 125 (IKF)  
Super Stock CR 125 Heavy (IKF)  
WC Super Stock CR 125 (Regional)

**Enduro Classes:**

Yamaha KT100S Light (IKF)  
Yamaha KT100S Heavy (IKF)  
Unlimited/ FKE III (IKF)  
IKF Intercontinental – E (IKF)  
125cc – 150cc Open/FKE II (IKF)  
80cc Laydown (IKF)  
TAG Enduro (IKF)  
FKE I (Local)  
  
ET RACER – (Regionall)

ET RACER classes- Open to all karts that meet IKF safety standards and not to exceed max engines by IKF. Placing based on time/lap program. ET Racer can be run in the last practice session.

☞ The designated Road Race Gold Cup classes above must average three entries to receive year-end awards. IKF Road Race National and Regional classes can be run and are eligible for individual race event awards. Any of these classes that average more than five entries per race for the season will receive Road Race Gold Cup year-end awards. **Any IKF Junior Class that has 5 entries for the season gets a Road Race NW Gold Cup Trophy.**

Each year the 15 Senior and 2 Junior Road Race Gold Cup classes with the greatest number of entries will be designated the Road Race Gold Cup award classes for the next racing season.

All Local Classes that do not have five or more entries over the previous year will be dropped.

- ☞ 17. All Road Race Gold Cup events will be run by current IKF Competition Rules with the following exceptions:

**Rotax Max Jr.**

- a. Per current IKF Competition Rules
- b. Minimum weight of 320 lbs.

**TAG Junior:**

- a. Per current IKF Competition Rules
- b. IKF minimum weights

**Rotax Max:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 390 lbs.

**Rotax Max Light:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 370 lbs

**TAG Heavy:**

- a. Per current IKF Competition Rules
- b. IKF minimum weights

**TAG Light:**

- a. Per current IKF Competition Rules
- b. IKF minimum weights

**Junior IKF Briggs World Formula:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 325 lbs.

**IKF Briggs World Formula Medium:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 365 lbs.

**IKF Briggs World Formula Heavy:**

- c. Per current IKF Competition Rules
- d. Minimum weight of 390 lbs.

**Formula 125:**

- a. Per current IKF Competition Rules
- b. IKF minimum weight 385 lbs.

**Formula 125 Limited:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 385 lbs.

**Formula 125 Limited Heavy:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 420 lbs.

**Super Stock CR 125:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 400 lbs.

**Super Stock CR 125 Heavy:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 420 lbs.

**WC Super Stock CR 125:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 400lbs.

**Yamaha KT100S Light:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 370 lbs.

**Yamaha KT100S Heavy:**

- a. Per current IKF Competition Rules
- b. Minimum weight of 400 lbs.

**125cc – 150cc Open/FKE II:**

- a. Per current IKF Competition Rules
- b. IKF minimum weights

**Unlimited / FKE III :**

- a. Per current IKF Competition Rules
- b. IKF minimum weights

**TAG Enduro:**

- a. Per current IKF Competition Rules
- b. IKF minimum weights

**IKF Intercontinental – E**

- a. Will run 2 heats.
- b. First heat results sets grid for second heat
- c. Second heat result is Final for the day
- d. Will be rolling starts

**80cc Laydown:**

- a. Per current IKF Competition Rules
- b. Karts per IKF Competition Rules, Section 301 and 302
- c. Engines per IKF Competition Rules, Section 658
- d. Minimum weight of 410 lbs.

**FKE I:**

- a. Per 2004 IKF Competition Rules
- b. 2004 IKF minimum weights, plus the following:
  - 80 / 85cc Gearbox open motor 400 lbs.
  - 100cc Clutch 390 lbs.
  - 100cc Sprint Chassis 360 lbs.
  - TAG Enduro Per IKF Competition rules

**ET RACER:**

- a. Open to any kart that meets the current IKF Competition Safety Rules
- b. Maximum engine size less than 220cc allowed per current IKF Competition Rules
- c. Race finishing order determined by Time / Laps ETRACER Rules
- d. Minimum weight of 250 lbs.
- e. Ages 16 +

**ET RACER –JR:**

- a. Same as ET RACER Rules ages 14-16.

**Note: ET RACER class was created to provide a place for older and newer karts to race equally. The kart only needs to meet the current IKF Competition Safety Rules. This is a great class for the older karts that are no longer competitive in current classes or do not have a place to run, because you are racing against your lap time consistency.**

18. A Spec. Fuel will be used at all Road Race Gold Cup events. Race fuel must not exceed the test results of ERC 110.
19. All Gearbox kart classes may push start one minute before the Flag-Up. At the 30 second or the Flag-Half-Mast, all karts must be back in line. Any push start karts not running at the 30 second Flag-Half-Mast must remain in position on the grid until the entire race groups are away.
20. If time permits, a fun race will be allowed at the end of the day.
21. A Tech. study committee was created to improve the road race tech. procedures. The committee consists of one representative from each of the NW Gold Cup Road Race Clubs as follows:
  - a. Steve Doty – Northwest Road Race Club
  - b. Don Holmboe – Portland Karting Association
  - c. TBD – Puget Sound Road Race Association
  - d. Stan Crocker – Westwood Kart Club

The Tech. study committee was established to provide the following:

- a. Find and appoint a traveling road race Tech. person
- b. Established tech. standards
- c. Determine proper testing equipment
- d. Provide training to deal with technical protests
- e. Establish uniformity and fairness
- f. Establish better tech. in stock classes

## **2010 ROAD RACE SCHEDULE**

April 10 (Saturday Only)	Oregon Raceway Park (Grass Valley, OR)
April 30(Practice)-May 1(Saturday Race)	Bremerton Raceway (Bremerton, WA)
May 15 <b>Greg Bevan Memorial</b> (Saturday)	Portland International Raceway(Portland, OR) <b>Spring National</b>
June 6 ?	
June 19 <b>Rose Festival</b> (Saturday Only)	Portland International Raceway (Portland, OR)
July 17(Fri. Practice Saturday Race)	Pacific Raceway (Kent, WA) <b>Summer National</b>
September 10-11(Fri. practice Sat. Race)	Bremerton Raceway (Bremerton, WA) <b>Fall National</b>
October 2 (Saturday Only)	Portland International Raceway (Portland, OR) <b>Winter National</b>
October 15-16 (Fri. practice Sat. Race)	Mission Raceway Park (Mission, BC Canada)

## **2010 IKF ROAD RACE GRAND NATIONAL**

June 29-July 2 Hosted by Northern California Karters at Buttonwillow Raceway Park, Buttonwillow, CA

# NW Gold Cup Road Race

## 2010 One Day Road Race Groups

### **Race Group 1** (30 Minutes) Rolling Start

Rotax Max (30)  
Super Stock CR 125 (30)  
Formula 125 Limited Heavy (30)  
Rotax Max JR (30)  
Yamaha KT100S Light (30)

### **Lunch**

### **Race Group 2** (30 & 45 Minutes) Standing Start

TAG Enduro (45)  
80cc Laydown (45)  
TAG Light (30)  
IKF Briggs World Formula Heavy (30)

### **Race Group 3** (15 & 30 Minutes) (Rolling Start)

IKF Intercontinental – E (15) *Qualifier*  
Unlimited / FKE III (15) *Qualifier*  
Formula 125 Limited (30)  
W/C Super Stock CR125 (30)

### **Race Group 4** (30 Minutes) Standing Start

IKF Briggs World Formula Medium (30)  
Junior IKF World Formula (30)  
TAG Junior (30)

### **Race Group 5** (30/45 Minutes) Rolling Start

TAG Heavy (30)  
Rotax Max Light (30)  
Formula 125 (30)  
Super Stock CR 125 Heavy (30)  
IKF Intercontinental – E (30) *Final*  
Unlimited / FKE III (30) *Final*  
Yamaha KT100S Heavy (45)  
125-150cc Open FKEII (45)  
FKE 1 (45)



### **Race Group 6** (30 Minutes)

“Club 6”  
Race Group reserved for ‘Club discretion’  
(Buddy Drive ET RACER etc.)

# NORTHWEST KARTING CONFERENCE

## 2010 NORTHWEST GOLD CUP SPRINT RULES

Note:  Indicates change

1. It is the responsibility of all Race Officials, Service Providers, Drivers and Pit Crew Members to be knowledgeable of the following Gold Cup Sprint Rules and the current IKF Competition Rules. Individual Track Safety and Ground Rules will apply and there is no changing these rules.
2. All problems will be handled by the Gold Cup Sprint Coordinator and Club Representatives when necessary. **There will be no driver's votes.** The Race Director or Service Provider will act upon all written protests. No disqualifications shall occur until discussed by the Race Committee, which consists of the Host Club Race Director, Service Provider Race Director, IKF Governor, Flagman or Service Provider, any Turn Marshals involved and the Gold Cup Sprint Coordinator. A one hundred dollar (\$100.00 US) protest fee must be submitted by the protesting driver with any written protest to be considered by the Race Officials. If the protest is successful, the one hundred dollars will be refunded to the protesting driver. If the protest is unsuccessful, the one hundred dollars will be forfeited to the Host Club unless an engine is torn down due to the protest, in which case the one hundred dollars will go to the protested driver.
3. At any Gold Cup Sprint event, any and every injury must be reported to the Race Director or Service Provider on the day it occurs.
-  4. Any Club hosting a Sprint racing event against a Gold Cup Sprint race, will not allowed to vote on any Sprint issues at the next annual Northwest Karting Conference, and is subject to elimination from the Gold Cup Conference. If a Host Club cannot hold a scheduled Gold Cup Sprint race, that race will be dropped from the Gold Cup Sprint schedule. Note: except Clubs in IKF Region 8 or as discussed and approved at the Conference.
5. Each Club participating in the Gold Cup Sprint series must send to the Gold Cup Sprint Coordinator, and keep up to date, the names and addresses of two members, designated as Club representatives at the Gold Cup Sprint events. Only these Club Representatives shall be permitted to attend meeting dealing with event issues. Each Club hosting a Gold Cup Sprint event must complete, sign and return the annual Gold Cup Sprint Agreement to the Gold Cup Sprint Coordinator. This Gold Cup Sprint Agreement shall be followed when running the event.
6. Each Host Club must provide or hire security for non-racing hours during a Gold Cup Sprint event.
7. All Gold Cup Sprint events will be scheduled and approved at the Northwest Karting Conference.
-  8. There may be no more than one Gold Cup Sprint event held at each track per club. There will be a minimum of two weeks between Gold Cup Sprint events. Gold Cup Sprint events will be limited to three days; Friday practice and racing on Saturday and Sunday. Host Track will post when track will be open for entry 2 weeks prior to event.
9. There will be no rain delay dates. There will be no benefit races. No Gold Cup Sprint event may be held in conjunction with any other races, except a Host Club race.
10. All Race Officials or Service Providers will wear something to identify the as Race Officials. The Host Race Director or Service Provider and the other Race Officials or Service Providers will be introduced at the Driver's Meeting so that the Drivers and Pit Crews will know who to see if they have a problem or question. Radio communication will be available for the Flagman or Service Provider, Race Director or Service Provider, Pit Boss and the EMT at all Gold Cup and Regional Sprint events. A public address system is required.
11. All Gold Cup Sprint events will be IKF Sanctioned events.
12. An EMT qualified person will be present at all Gold Cup and IKF Regional Sprint events. The EMT person will be located trackside and will serve as an EMT.

a. As Per IKF Rules: An Emergency Vehicle or ambulance, with a stretcher shall be on hand during every racing program. If a state-licensed ambulance is not used, the emergency vehicle shall fully enclose the injured person and provide sufficient room for the person to be stretched in a prone position.

- 13. At all Gold Cup Sprint events, there must be at least one (1) 10 lbs. fire extinguisher at the Grid.
- 14. All tracks must provide protection for the Flagman or Service Provider. Tires and hay bale are adequate protection. Tires must be at least 3 high and fastened together.

☛ All tracks with direct communication between the Host Flagman or Service Provider and the Turn Workers, the Blue Passing Flag can be used at all Turn Stations.

- ☛ 15. RACING TIME SCHEDULES: There shall be a posted Practice and Race Day Schedule that will be followed. **Chilliwack:** Can start running generators, engines/practice at 8:30 AM. Generators, music etc. must be off by 10:00 PM

**Registration:** Opens at 7:00am on Friday, 7:00am – 9:30am on Saturday and Sunday.

☛ **Practice:** At 8:00am (or as posted) lasting two hours from the starting time. If practice begins earlier than 8:00am, then the start time of Practice should be posted one day prior to the Practice. Tracks not able to comply with this schedule due to State, County or Federal restrictions should publish different schedule prior to the event. Any Driver who goes out in an incorrect class list will be put at the back of the class line up for next heat pre-final or final, Friday, Saturday, Sunday.

☛ **Drivers Meeting:** The drivers meeting will be held @ service provider’s discretion to better help with scheduling and noise compliance rules at each track. Times will be set and published 2 weeks prior to each event. 10:15 Any Driver that does not attend the Drivers Meeting will start at the rear of the field for the first heat.

**Qualifying:** Will begin no later than 11:00am (shortly after the Drivers Meeting)

**Note:** Pre-registration for all Gold Cup Sprint events is available by contacting the Gold Cup Sprint Coordinator.

- ☛ 16. 2010 Gold Cup Sprint Entry Fees will be as follows:

	<u>IKF Regional / Gold Cup Classes:</u>	<u>Rotax Max Classes/2 day IKF Classes</u>
1 <sup>st</sup> Entry	\$60.00 (includes Driver’s Pit Pass)	\$95.00 (includes Driver’s Pit Pass)
Additional Entry	\$35.00	\$75.00
Kid Kart	\$35.00 for event	
Pit Pass	\$10.00	\$10.00
Practice Day	\$30.00 maximum per Driver	\$30.00 maximum per Driver

- ☛ 17. The Host Club will pay \$6.00 per entry to Gold Cup Sprint Coordinator for the Gold Cup Sprint year-end awards and \$1.00 per entry to the Gold Cup Sprint Coordinator for the Gold Cup Sprint Coordinator fund. The Host Club will pay \$5.00 from the first entry fee to ProSound Audio Services at each Gold Cup Race. There will be no additional fees except any applicable Service Provider fees as approved at the previous Northwest Karting Conference.

- 18. The Host Club or Service Provider is responsible for providing race results to the IKF Regional Coordinator within 72 hours of the end of the event. The IKF Regional Coordinator will supply the results to the other Gold Cup Sprint Clubs on a timely basis.

- 19. The Host Club or Service Provider is responsible for providing an AMB Transponder Timing and Scoring System at their Gold Cup and Regional Sprint events. The Host Club will provide a designated area for timing beacons on each side of the track.

- 20. Registration will provide a Tech Card for each class entered. A Safety and General Legality check will be required in the designated Pre-Tech Area prior to entering the track for the day. When the kart has passed the

Safety Tech, the Tech Person or Service Provider will mark the kart with a band on the frame to show that it has passed the Safety Tech. It is the Drivers responsibility to see that the Tech Cards are filled out properly with name, address, class, kart number, etc. The Tech Personnel or Service Provider will keep the Tech Cards from karts that pass Safety Tech. Any kart on the track that has not passed the Safety Tech will be disqualified for the day.

- ☛ **21. Qualifying:** All Qualifying will be done using the AMB Transponder System. All karts in a Race Group will be given a 5-minute window to qualify. There will be no spacing of karts entering the track by grid personnel. It is the Drivers responsibility to get a good lap. Driver must complete one qualifying timed lap to qualify for invert heat format. Hot Pit adjustments can be made, but only as permitted by the Host Race Director or Service Provider. No adding or taking off weights will be allowed.

At the completion of the Qualifying session your kart with driver will be weighted for minimum class weight. The Tech personnel or Service Provider will mark tires, engine, etc.

- ☛ Qualifying will be used to determine your Starting Position for the First Heat. The fastest legal kart will be on the Pole or first position on the Grid. Exception, all 4 Cycle classes and groups will invert 50% of qualifying for first heat. Everyone will run qualifying and you must qualify with your Race Group. Entry points are awarded and will be retained in the event of a Disqualification. If you have questions regarding your position on the Starting Grid or a Heat Race finishing position, etc., ask a Race Official or Service Provider. Do Not Go To The Scoring Booth, Stay Away From Scoring.

**Grid Position:** If a kart drops out after leaving the grid during the Parade Laps, do not change the positions by crisscrossing. Karts further back will move forward to fill vacant position(s). If a kart cannot make the starting grid, karts are to be crisscrossed, by moving one position ahead on the starting grid. Karts must complete one lap under green flag to be given credit for their position in the Heat Race.

**Heat System:** The grid alignment for the following Heats and Finals will be set according to the finish of the previous Heat for that class.

- ☛ **Race Format:** All classes except Kid Karts, Junior 4 Cycle, Senior 4 Cycle. All TAG/IAME classes (JR and SR), Rotax Max Junior, Rotax Max International and Rotax Max Masters will run one (1) Qualifying session, (2) Timed Heats and one (1) Timed Final Heat. All drivers must make a legitimate attempt to qualify and race in heat races. Legitimate mechanical failure will be determined by the Race Director.

All Kid Karts will run two (2) Sessions during breaks and lunch times on Saturday and Sunday. This is a Fun Class and No Points Will Be Awarded.

- ☛ All TAG/ IAME (JR and SR) and Shifter classes will run two day race format. The TAG/IAME and Shifter classes will run (1) timed Qualifying session and one (1) timed heat on Saturday, One (1) Timed Heat and one (1) Timed Final on Sunday. IAME Classes will run per IKF/IAME option rules. IAME JR 2 & 3 will run together scored separately.

- ☛ All Junior 4 Cycle and Senior 4 Cycles classes will qualify; run one (1) Timed Heat plus 1 lap and One (1) Timed Final Heat plus 1 lap. First heat line up is 50% invert of qualifying. Driver must complete one qualifying timed lap to qualify for invert heat format. Points System Scoring for Qualifying and Timed Heat will be per **IKF Competition Rule 211.7 Optional "NorCal" Race Format** to determine the line up for the Time plus one 1 lap Final Heat. After post race tech the winner of the Final / Main is the Overall Winner for the Day. Order of finish will is determined as specified in IKF Competition Rule 211.3.1. The Current IKF Regional Points System will be used.

All Rotax Max Junior, Rotax Max International and Rotax Masters classes will be run on a Rotax Max Two Day Race Format. The Rotax Max classes will run one (1) Timed Qualifying Session, and one (1) Timed plus 1 lap Heat on Saturday, then one (1) Timed plus 1 lap Heat and one (1) Timed plus 1 lap Final Heat on Sunday.

Drivers who are about to be lapped by race leaders will be removed from the track with the use of the black flag. Drivers must exit at the scales; driver will maintain their points for the event.

**Starts:** All starts will be per the current IKF Competition Rules. The Flagman or Service Provider will display the Green Flag or Green Light at their discretion. The Flagman or Service Provider will use signs to change the position of karts for failure to line up properly.

There will be a maximum of 90 seconds for a kart to leave the Starting Grid. At the end of 90 seconds, no one can push back to the Pits. After 90 seconds a kart cannot leave the Starting Grid until the Green Flag has dropped and then only under the Direction of the Pit Boss.

**Races:** After the Green Flag Drops and the Race Starts, any kart on the track without power is out of that Heat and will not be allowed to Re-start. The Only Exception to this Re-start rule is karts equipped with an electric starter or those that are allowed in the current IKF Competition Rules.

Any Driver that must get out of their kart is through racing for that Heat unless allowed in the current IKF Competition Rules. Any kart without power must be moved to a safe position and the driver is to stay with the kart. Do Not Cross The Track.

Any kart that leaves the track surface and can't get back on the track without help, other than the driver help with the engine running will be out of the Heat. The Only Exception to this Re-start rule is karts equipped with an electric starter or those that are allowed in the current IKF Competition Rules. If a hazard to racing is created by such actions, the driver will be disqualified for the day. Any Driver that gets out of their kart is out of that heat. Corner personnel can help all Junior I drivers with running karts. No Re-starting of Junior karts.

No one will be allowed on the racecourse after the Heat has started, except for Race Officials or Service Providers. In the case of an accident, the Race Officials or Service Providers will give instructions. Failure to abide by this rule may result in the disqualification of the kart or karts involved. The Race Director or Service Providers may require the on site Medical Staff check any Driver involved in an accident before they return to the track. The kart should be checked for safety before restarting.

In case of a Red Flag and the Race is stopped, if 60% of the laps by the lead kart are completed, it will constitute a Race or Heat.

22. RACE GROUP ORDER: Registration, Scoring, Service Providers and the Gold Cup Sprint Coordinator will set the order of the Race Day Groups.

For safety reasons, a maximum of 28 karts will be allowed to run on the track per heat. If there are more than 28 entries per class, a Semi-Main race will be run, at the discretion of the IKF Governor, Gold Cup Sprint Coordinator, Host Race Director or Service Provider and Chief Scorekeeper or Service Provider. The Host Race Director or Service Providers and the IKF Regional Coordinator will determine the maximum number of karts allowed.

☞ 23. The following classes will be designated 2010 Gold Cup Sprint Classes:

☞ **Junior Classes:**

Kid Kart (IKF)  
Jr. I Briggs Gas Animal Light (IKF)  
Jr. I Briggs Gas Animal Heavy (IKF)  
Jr. II Briggs World Formula (IKF)  
Jr. II Briggs Gas Animal Heavy (Local Opt.)  
Gazelle Cadet  
JR 2 Leopard  
JR 3 Leopard  
## Micro Max (Local, Rotax Max)  
##Mini Max (Local, Rotax Max)  
##Rotax Max Junior (Local, Rotax Max)

☞ **Senior Classes:**

Briggs Gas Animal (IKF)  
Briggs Gas Animal Heavy (Regional)  
IKF Briggs World Formula Medium (IKF)  
IKF Briggs World Formula Heavy (IKF)  
IKF Briggs World Formula Masters (Regional)  
Super Stock CR125 (Regional)  
Super Stock CR125 Heavy (Regional)  
IAME Cup (IKF)  
IKF TAG Masters (IKF)  
##Rotax Max International (Local, Rotax Max)  
##Rotax Max Masters (Local, Rotax Max)

The designated Northwest Gold Cup Sprint classes above will receive year-end awards. Any karts entering any other IKF National classes (Gold Cup Non-Sprint Classes) will be allowed to run behind an existing Gold Cup Sprint Race Group as specified by the Race Director or Service Provider.

## Micro Max, Mini MAX, Rotax Max Junior, Rotax Max International, and Rotax Max Masters, will not receive any IKF, Gold Cup points or awards.

**Note:** There will be no "Special" classes at a Gold Cup Sprint Event unless set at the Northwest Karting Conference.

24. All Gold Cup Sprint events will be run under current IKF Competition Rules, class specifications and weights with the following exceptions:

**Safety Rules:**

- a. All Classes must comply with the current IKF Competition Safety Rules.
- b. An EMT Trauma/ Oxygen kit and AED purchased by the Gold Cup will be trackside during Practice, Qualifying, and the Race.
- c. A kart frame can only be changed if it is found to be unsafe, then the Driver must receive permission from the Host Race Director or Service Provider before changing a frame. Any Driver changing frames without the Host Race Director or Service Providers permission will be disqualified.

**Transponders:**

- a. All Transponders will be mounted on the kart such that the leading edge of the transponder is at least 12 inches behind the front spindle.

**Kart Numbers:**

- a. All number panels and numbers must be per IKF Specifications. Number panels and numbers must be CLEAN and READABLE. The number panels must be the correct IKF color.
- b. Four (4) sets of numbers firmly attached are required on each kart (front, back and both sides).
- c. CIK bodywork is allowed in consideration of number panels rules.
- d. The number 99 has been retired in memory of Greg Moore and is not to be used by any competitor. The number 56 will has been retired in memory of KJ McKinster and is not to be used by any competitor.
- e. Racing numbers will be assigned at Registration if needed Do not use black tape to affix your numbers
- f. If more than one kart in the same class have the same number. Driver who participated in previous season will get first option of kart number.

**Tires:**

- a. The only approved tires for 2010 Sprint Gold Cup events are Bridgestone YKC tires for all classes except the Rotax Max classes. Rain tire compound is open, Bridgestone YJP highly recommended.
- b. The only approved tires for 2010 Sprint Gold Cup Rotax Max, Rotax Max International, Rotax Max Masters, Micro Max and Mini Max classes are Mojo dry tires. Rain tires are open including the use of Mojo Rain.
- c. Tires used for Qualifying must be used for all heats and can only be changed upon receiving permission from the Race Director or Service Provider and the Gold Cup Sprint Coordinator. Only one set of Rain Tires. Tires will be marked after the qualification session and checked after the remaining heats.
- d. NO TIRE TREATMENTS ALLOWED.
- e. Rain tires will be allowed at the discretion of the Driver. Any manufactured treaded kart racing tire is allowed. Only one set of rain tires allowed for event. Such tires will be marked when used.

**Fuel:**

- a. All fuel will be subject to Tech Inspection per the testing procedure in the current IKF Competition Rules.

- b. All karts participating under IKF Competition Rules must meet the fuel requirements in the current IKF Competition Rules.
- c. All karts participating under Rotax Max Challenge Competition Rules must use AMSOIL Dominator Synthetic 2-Cycle with VP 9 octane fuel or other approved fuel supplied at the track for the series.

#### **Engines:**

- a. All engines will be subject to Tech Inspection.
- b. Mandatory Tech Inspection will be required on all class winners.
- c. All Tech Inspections are to be done on the day of the event.
- d. Restrictors and flex length for all restricted classes (including juniors) can be checked at any time.
- e. The Race Director or Service Provider and the Gold Cup Sprint Coordinator must review all Tech Disqualifications.
- f. The Rotax Max engine must be sealed. If a competitor protests another competitor's engine, the protesting individual is responsible for the cost of resealing the engine if the engine is found to be legal.
- g. For Tag karts coming to the grid, and then won't start after trying to start by the button will be allowed to use an auxiliary starter with no penalty.

#### **Clutches:**

- a. Axle clutches are approved in all Senior 2 Cycle open clutch Sprint Gold Cup Classes. If an axle clutch is used, a chain guard is required from around the engine sprocket rearward. This chain guard must cover the chain and rear sprocket to the center of the rear axle. Chain drive only, no belt drives. The Tech Inspector or Service Provider shall check chain guards.

#### **🔧 Silencers:**

- a. It is **required for Greg Moore Raceway, Chilliwack** and highly recommended for all other tracks in 2010 that the Sound limit for all karts to be below 82 DB ( A, weighing scale, slow response), measured 100 feet, 90° from the source, 4ft from the ground.

#### **Kid Kart**

- a. Per current IKF Competition Rules
- b. Non-Competition Class
- c. IKF minimum weights

#### **JR. I Briggs Gas Animal Light**

- a. Per current IKF Competition Rules
- b. Minimum weight of 240 lbs.

#### **JR. I Briggs Gas Animal Heavy**

- a. Per current IKF Competition Rules
- b. Minimum weight of 260 lbs.

#### **JR. II IKF Briggs World Formula**

- a. Per current IKF Competition Rules
- b. Minimum weight of 325 lbs.

#### **JR. II Briggs Gas Animal Heavy**

- a. Per current IKF Competition Rules
- b. Minimum weight of 330 lbs.

#### **🔧 Gazelle Cadet**

- a. To use IAME Gazelle engines only
- b. Attained age 7 -11
- c. Minimum weight 230 lbs.
- d. Carb/Intake HL334 with 19.8 intake
- e. Header/Exhaust Header Part# A60368

#### **🔧 Leopard JR2**

- a. Competition age 8-12
- b. Minimum weight 265 lbs.
- c. IAME Leopard Engine
- d. Carb/Intake HL166
- e. Header/Exhaust 25mm Header

#### **🔧 Leopard JR3**

- a. Competition age 13-15
- b. Minimum weight 320lbs.
- c. IAME Leopard Engine
- d. Carb/Intake HL334A/HL334AB
- e. Header/Exhaust 30mm Header

## Senior Classes

### Briggs Gas Animal Sportsman

- Per current IKF Competition Rules.
- Minimum weight of 350 lbs.

### Briggs Gas Animal Heavy

- Per current IKF Competition Rules
- Minimum weight of 370 lbs.

### IKF Briggs World Formula Medium

- Per current IKF Competition Rules
- Minimum weight of 365 lbs.

### IKF Briggs World Formula Heavy

- Per current IKF Competition Rules
- Minimum weight of 390 lbs.

### 🔑 IKF Briggs World Formula Masters

- Per Current IKF Competition Rules
- Minimum weight 400 lbs.
- Drivers over 40 years of age or 16+ over 200lbs.

### 🔑 Shifter Class

- Super Stock CR125 Heavy
  - Per current IKF Competition Rules
  - RLV 6800 R2, RLV 6830 R4, RCE ET-3 pipes allowed with large 4" RLV Silencer
  - Minimum weight of 385 lbs.
- Stock TM
  - Per current IKF Competition Rules
  - Minimum weight 385lbs
- Modified TM
  - Per current IKF Competition Rules
  - Minimum weight 400lbs.

### 🔑 IAME Cup

- Per current IKF Competition Rules
- Minimum weight of 370 lbs.
- No Front Brakes Will Be Allowed

### 🔑 TAG Masters

- Per current IKF Competition Rules
- IAME Dragon allowed @410lbs
- No Front Brakes Will Be Allowed
- Age 32 or 16 up over 200lbs.

## Rotax Classes

### 🔑 ## Micro Max

- Per current Rotax Max Challenge Competition Rules
- Spec Gear ratio of 14x73
- Minimum weight of 235 lbs.

### ##Mini Max

- Per current Rotax Max Challenge Competition Rules
- Minimum weight of 265 lbs.

### ##Rotax Max Junior

- Per current Rotax Max Challenge Competition Rules
- Minimum weight of 320 lbs.

### ##Rotax Max International

- Per current Rotax Max Challenge Competition Rules
- Minimum weight of 365 lbs.

### ##Rotax Max Masters

- Per current Rotax Max Challenge Competition Rules
- Minimum weight of 405 lbs

- 🔑 25. For 2010 there will be eight (8) Scheduled Gold Cup Sprint Events. To be eligible for Year-end awards, Drivers must run a minimum of 4 events, **no mandatory races and 1(one) throw away in determining the points for the year-end awards. Disqualifications cannot be used as a throwaway. 100 Attendance bonus points will be awarded for the Boise Race.** Race event points will be awarded as per IKF 800.12. Year end awards per IKF 800.9

*American and Canadian contestants not able to travel across the border may request and summit entry fees to hosting club and receive last place points for up to 2 events. The IKF Regional Coordinator and 2 Gold Cup club presidents selected, by the Coordinator review all points requests from facers who can't legally cross the border. Presidents can't be from requesters club. Maximum of 2 requests per driver allowed.*

**## All Rotax Max Classes will not be awarded IKF or Gold Cup Points or awards. Points and awards are based on the Rotax Max Challenge Series rules.**

26. Awards will be provided to the top 3 finishers in all classes. Exception: Kid Kart Class. All Kid Kart participants will be receiving a participation award.

**Kid Karts:**  
All Entries Receive  
Participation Awards

**All Classes except Kid Karts:**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Trophy/Awards only

For 2010 Trophies will be purchased from Northwest Trophy for all Gold Cup events. Each club will have choice of \$40.00, \$50.00 or \$65.00 trophy package option for each class. Trophy packages will include trophies Club Logos and inscriptions.

Northwest Trophy will sponsor and provide for all Kid Kart awards for the 2010 Gold Cup season.

Northwest Trophy contact: Rich Anderson 206-682-3523

In case of a Disqualification, the Scorekeeper will re-calculate the points. Trophies will be awarded after the race. A master Set of Trophies will be at each race picture opportunity and Trophies will be delivered at the next race event.

27. All Gold Cup Sprint events will be run by current IKF Competition Rules. Each Competitor is responsible for the knowledge of and the adherence to these rules and the following flag signals:

**Green Flag or Green Light:** Displayed at the start of competition or practice and kept visible as long as the track is clear for racing.

**Red Flag:** Raise your arm in the air to warn following karts and stop immediately in a manner so that you do not endanger other karts. The Red Flag will only be displayed at the Start / Finish line. Do not work on your kart. Wait for instruction from the Race Officials or Service Providers.

**Yellow Flag:** Be prepared to stop. The track could be blocked by an accident, emergency vehicle or debris. Raise your arm in the air to warn following karts if possible, slow down and hold your position. DO NOT PASS ON A YELLOW FLAG. If the Host Flagman or Service Provider displays a Yellow Flag, hold your position and use caution all the way around the track. Do not begin racing again until the Host Flagman or Service Provider displays a Green Flag to resume racing.

**Yellow and Red Flags Waved Together:** There is a Restart of the race. Drivers will reform in a pack, at a slow pace for the Restart.

28. **Blue Flag with Yellow Stripe:** Faster kart is overtaking you and may lap you. To prevent a hazardous condition on the track, make room for the overtaking kart. Proceed to exit track to scales. The Blue Flag could be displayed at any corner or by the Host Flagman or Service Provider.

**White Flag:** This flag is a courtesy flag that indicates that there may be one (1) lap of racing is left. Do not assume that the next flag waved will be a Checkered Flag; you should always race to the First Checkered Flag.

**Checkered Flag:** Racing is finished and the Heat is completed. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighted.

**Checkered and Black Flag Waved Together:** Racing is finished and the Heat is completed under Protest. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighted.

**All Black Flag at a Corner:** The Red Flag is being displayed by the Host Flagman or Service Provider at the Start / Finish line.

**All Black Flag by the Host Flagman or Service Providers:** A rolled Black Flag, given horizontal to the racing surface to any Driver will be a warning of intense driving and to keep it clean. If the Black Flag is waved unfurled at you, it must be accompanied by a chalkboard with the number of the kart or karts to be disqualified. Return to the Pits and check with the Host Race Director or Service Provider regarding the reason.

**Black Flag with an Orange Ball:** Slow down; stay on the outside of the track and return to the Pits at the proper entrance. You have a dangerous or mechanical problem. Do Not Continue Racing until the problem is corrected.

**Yellow Flag with Black Border:** (Transponder Flag): IF shown you are not being scored. Proceed into Hot Pit install Transponder and return to race if applicable.

## **2010 GOLD CUP & REGION 6 SPRINT SCHEDULE**

March 26-28	TCKC	Horn Rapids Richland, WA	Tri-Cities Kart Club
April 23-25	SKC	Horn Rapids Richland, WA	Seattle Kart Club
May 28-30	SKRA	Spokane, WA	Spokane Kart Racing Association
June 11-13	WKA	Mission BC	Westwood Kart Association
July 23-25	WCKC	Chilliwack, BC	West Coast Kart Club
August 6-8	PSGKA	Spanaway, WA	Puget Sound Go Kart Association
August 20-22	PKA	McMinnville, OR	Portland Karting Association
September 3-5	SRK	Boise, ID	Snake River Karters
September 17-19	SIMA	Sumas, WA	Sumas International Motorsport Academy

## **2010 IKF SPRINT 4 CYCLE GRAND NATIONAL**

June 30-July3, 2010 Tri-Cities Kart Club (Richland, WA )

## **2010 IKF SPRINT 2 CYCLE GRAND NATIONAL**

June 22-26, 2010 Willow Springs Kart Club (Willow Springs, CA )

## **2010 GOLD CUP SPRINT SCHEDULES**

### **Saturday Schedule**

**Sund**

#### **Qualifying All Classes – 5 Minutes**

#### **IKF 4-Cycle Heat No. 1 – Timed + 1lap**

Jr. I Briggs Gas Animal Light  
Jr. II IKF Briggs World Formula  
Briggs Gas Animal Medium  
IKF Briggs World Formula Heavy

#### **IKF 2-Cycle Heat No. 1 – Timed + 1lap**

Gazelle Cadet  
IAME Leopard JR 2 & 3  
IAME Cup  
TAG Masters  
Shifter

#### **Rotax Max Heat No. 1 –Timed + 1 Lap**

Rotax Micro Max  
Rotax Mini Max  
Rotax Max Junior  
Rotax Max Masters  
Rotax Max International

#### **IKF 4-Cycle Main Event – Timed + 1 Lap**

Jr. I Briggs Gas Animal Light  
Jr. II IKF Briggs World Formula  
Briggs Gas Animal Medium  
IKF Briggs World Formula Heavy

#### **IKF 2-Cycle Heat No. 2 – Timed + 1lap**

Gazelle Cadet  
IAME Leopard JR 2 & 3  
IAME Cup  
TAG Masters  
Shifter

#### **Rotax Max Heat No. 2 –Timed + 1 Lap**

Rotax Micro Max  
Rotax Mini Max  
Rotax Max Junior  
Rotax Max Masters  
Rotax Max International

**Note: Kid Karts will run during breaks as determined by the NW Gold Cup Sprint Coordinator.**

**There will be no combining or separating of Race Classes except with the Gold Cup Sprint Coordinator's Authorization.**

## Sunday Schedule

### Qualifying 4 Cycle Classes – 5 Minutes

#### IKF 4-Cycle Heat No. 1 – Timed + 1lap

Jr. I Briggs Gas Animal Heavy  
 Jr. II Briggs Gas Animal Heavy  
 Briggs Gas Animal Heavy  
 IKF Briggs World Formula Medium  
 IKF Briggs World Formula Masters

#### IKF 2-Cycle Heat No. 3 – Timed + 1lap

Gazelle Cadet  
 IAME Leopard JR 2 & 3  
 IAME Cup  
 TAG Masters  
 Shifter

#### Rotax Max Heat No. 3 –Timed + 1 Lap

Rotax Micro Max  
 Rotax Mini Max  
 Rotax Max Junior  
 Rotax Max Masters  
 Rotax Max International

#### IKF 4-Cycle Main Event – Timed + 1 Lap

Jr. I Briggs Gas Animal Heavy  
 Jr. II Briggs Gas Animal Heavy  
 Briggs Gas Animal Heavy  
 IKF Briggs World Formula Medium  
 IKF Briggs World Formula Masters

#### IKF 2-Cycle Heat Final – Timed + 1lap

Gazelle Cadet  
 IAME Leopard JR 2 & 3  
 IAME Cup  
 TAG Masters  
 Shifter

#### Rotax Max Heat Final –Timed + 1 Lap

Rotax Micro Max  
 Rotax Mini Max  
 Rotax Max Junior  
 Rotax Max Masters  
 Rotax Max International

## 👉 2010 NW Gold Cup Sprint Classes

Class	ENGINE/ RESTRICTIONS	Weight	Age	Race Day
Kid Kart	Per IKF	Per IKF	5-8	Two Day
Jr. I Briggs Gas Animal Light	Per IKF	240	8-11	Saturday
Jr. I Briggs Gas Animal Heavy	Per IKF	260	8-11	Sunday
Jr. II IKF Briggs World Formula	Per IKF	325	12-15	Saturday
Jr. II Briggs Gas Animal Heavy	Per IKF	330	12-15	Sunday
Briggs Gas Animal	Per IKF	350	16-Up	Saturday
Briggs Gas Animal Heavy	Per IKF	370	16-Up	Sunday
IKF Briggs World Formula Medium	Per IKF	365	16-Up	Sunday
IKF Briggs World Formula Heavy	Per IKF	390	16-Up	Saturday
IKF Briggs World Formula Masters	Per IKF	400	40-up	Sunday
Gazelle Cadet	Per IKF	230	7*-11	Two Day
IAME Leopard JR 2	Per IKF	265	8-12	Two Day
IAME Leopard JR 3	Per IKF	320	13-15	Two Day
IAME Cup	Per IKF	370	16-Up	Two Day
IKF TAG Masters	Per IKF	Per IKF	32-Up	Two Day
Shifter	Per IKF^	Per IKF	16-Up	Two Day
	^TM Stock/Modified Super Stock Cr125 Honda		*Attain ed Age	
Rotax Micro Max	Per Rotax Max Rules	235	7-10	Two day
Rotax Mini Max	Per Rotax Max Rules	265	9-12	Two Day
Rotax Max Junior	Per Rotax Max Rules	320	12-16	Two Day
Rotax Max International	Per Rotax Max Rules	365	16-Up	Two Day
Rotax Max Masters	Per Rotax Max Rules	405	32-Up	Two Day

## 📍 Contacts:

**International Karting Federation**  
909-923-4999 [www.ikfkarting.com](http://www.ikfkarting.com)

**Rotax MAX Challenge**  
[www.rmaxchallenge.com](http://www.rmaxchallenge.com)

**Shifter Kart USA**  
[www.superkartsusa.com](http://www.superkartsusa.com)

**Region 6 Road Race Coordinator**  
Chris Hatch [jjchat@msn.com](mailto:jjchat@msn.com) 503-569-1233

**Region 6 Sprint Race Coordinator**  
Bill Hettick [wghrock@comcast.net](mailto:wghrock@comcast.net) 206-353-6569

**IKF Washington Governor**  
Bob Thompson 509-324-6755

**IKF Idaho Governor**  
Roger Cathey [rogcathey@cablone.net](mailto:rogcathey@cablone.net)  
208-378-0610

**IKF Oregon Governor**  
Michael Schorn [kartrcr@yahoo.com](mailto:kartrcr@yahoo.com) 503-324-9072

**IKF British Columbia Governor**  
Stan Crocker [stan.crocker@cablespeed.com](mailto:stan.crocker@cablespeed.com)  
360-966-4807

**Region 6 Gold Cup Sprint Scorekeeper**  
Keshia Preston [keshapreston@hotmail.com](mailto:keshapreston@hotmail.com)

**Region 6 Sprint Gold Cup Registration**  
Debbie Hettick [dkhcountry@comcast.net](mailto:dkhcountry@comcast.net)  
206-353-6569

**Tri-Cities Kart Club**  
President Corey Poynor  
[poynormachine@verizon.net](mailto:poynormachine@verizon.net) 509 531-4896

**Puget Sound Go Kart Association**  
President: Jack Lehmann [lehjm1955@comcast.net](mailto:lehjm1955@comcast.net)  
253-536-4215

**Snake River Karters**  
President: Steve Vatcher [legendracer@msn.com](mailto:legendracer@msn.com)  
208-573-7899

**Northwest Karting Association (formerly Seattle Kart Club)**  
President: Brandon Brock [brockracing@verizon.net](mailto:brockracing@verizon.net)

**Spokane Kart Racing Association**  
President Randy Wilson [randy@dodasc.com](mailto:randy@dodasc.com)  
(509) 990-4550

**Westwood Karting Association**  
President: Richard Frost [rfrost@westwoodkarting.org](mailto:rfrost@westwoodkarting.org)

**West Coast Kart Club**  
David Warner [davidwarner@shaw.ca](mailto:davidwarner@shaw.ca)

**Portland Karting Association**  
President: Michael Schorn [kartrcr@yahoo.com](mailto:kartrcr@yahoo.com)  
503-324-9072

**Puget Sound Road Racing Association**  
President: Paul Clifton [pclifton@applied.com](mailto:pclifton@applied.com)

**North West Road Racers**  
Rus Dyer 503-263-8909

# PORTLAND KARTING ASSOCIATION

## *2010 Club Rules*

Entrants, drivers and participants in general are required to be fully conversant with the PKA (Portland Karting Association) Rules, Regulations, By-Laws and the IKF (International Karting Federation) Rules and Regulations governing all PKA racing events, and are, by reason of their entry therein, bound by such rules, regulations, and supplementary rules. The IKF Rule Book will be mailed to you (from the IKF office) after becoming an IKF member. For reference purposes, please bring this information to all races and all PKA Meetings. DON'T LOOSE IT! Some of the following information can also be viewed on line at [Portlandkarting.com](http://Portlandkarting.com)

Section 1. Board Members, Club Officers and Directors

Section 2. Membership Fees, Practice and Race Entry Fees and Reserved Pit Fees

Section 3. General Club / Race Rules

Section 4. Sprint Karts

Section 5. Road Race Karts

Section 6. Motorcycles

Sprint Gold Cup Rules and Race Classes - Contact PKA Sprint VP, Roger Freeborn for a copy of the rules and classes.

Road Race Gold Cup Rules and Race Classes - Contact PKA Road Race VP, Steve Birchard for a copy of the rules and classes.

### **Section 1. Board Members, Club Officers and Directors**

#### **PKA Board of Directors**

No phone calls after 9:00pm

☛ Chairman –

Mike Balden  
503-970-5730

Chris Hatch  
503-569-1233

Don Holmboe  
503-624-0621

Roger Freeborn  
503-805-0583

Mike Schorn  
503-324-9072

John Sullivan  
503-737-9939

Ryan Kiste  
503-929-8793

#### **☛ PKA Club Officers**

No phone calls after 9:00pm

President: Mike Schorn  
503-324-9072

Secretary: Ann Harlow  
360-576-8589

Treasurer: Paula Anderson  
503-579-4886

Membership: Paula Anderson  
503-579-4886

Membership: Ann Harlow  
360-576-8589

Promotions: Tim Brown  
503-313-1420

Mailing Address: Portland Karting Association

10555 SW 130<sup>th</sup> Avenue  
 Beaverton, OR 97008

**PKA Racing Series Officers**

Sprint Vice President:	Roger Freeborn 503-805-0583	Road Race Vice President:	Alex Stout 503-318-3722	Motorcycle Coordinator:	Vacant
Sprint Registrar:	Cindy Schorn 503-324-9072	Road Race Registrar:	Cindy Schorn 503-324-9072	Motorcycle Registrar:	Vacant
Sprint Scoring:	Cindy Schorn 503-324-9072	Road Race Scoring:	Chris Hatch 503-569-1233	Motorcycle Scoring:	Vacant
Sprint Technical Director:	Vacant	Road Race Technical Director:	Vacant	Motorcycle Technical Director:	Vacant

**Section 2. Membership Fees, Practice and Race Entry Fees and Reserved Pit Fees**

1. Annual PKA Fees:
 

PKA Club Membership includes Road Race Membership	\$100.00
PKA Sprint Membership	\$200.00
Preferred Motorcycle Membership-Non-Voting	\$100.00
MAC Track Yearly Practice Pass	\$125.00
MAC Track Reserved Pit Space (Club & NW Gold Cup)	\$50.00
  
2. Annual IKF Membership: See IKF Application Form
  
- Sprint Race Fees:
 

First Entry with Driver Pass– PKA or PARC Members	\$60.00
Each Additional Entry	\$25.00
Non – PKA or PARC Member Additional Entry Fee	\$20.00
Second Consecutive Race Entry with Driver Pass – PKA Members	\$55.00
Third Consecutive Race Entry with Driver Pass – PKA Members	\$50.00
Fourth Consecutive Race Entry with Driver Pass – PKA Members	\$45.00
Fifth Consecutive Race Entry with Driver Pass – PKA Members	\$40.00
Kid Kart Entry with Driver Pass - Includes Non-PKA Members	\$35.00
Pit Pass – Kart Pit Area – Per Day	\$5.00
Children Pit Pass (4 & Under-must sign waiver)	Free
Spectator Only Area (Available when Spectator Area is Completed)	Free
Non-Race Day Weekend Practice – PKA Kart Member	\$25.00
Non-Race Day Weekend Practice – Non - PKA Member	\$40.00
RV Parking or Camping Per Night (No Hookups)	\$15.00
  
4. Road Race Fees:
 

PIR	
All You Can Race Gold Cup Member	\$225.00
All You Can Race Non Gold Cup Member	\$350.00
Pit Pass per Event	\$12.00
Children Pit Pass (4 & Under-must sign waiver)	Free

5. MAC Track Daily Practice Fee:
- |  |         |
|--|---------|
| PKA Member (w/ MAC Track Yearly Practice Pass) | \$5.00  |
| PKA Kart or Motorcycle Member                  | \$25.00 |
| Non – PKA Member (Must be with PKA Member)     | \$40.00 |
| Pit Pass - Non-Driver                          | \$5.00  |
| RV Parking Per Night (No Hookups)              | \$15.00 |
6. Each PKA Member working at the PKA kart races is eligible to receive a \$50 Race Entry Voucher for each full day of work. It is also possible to have someone else work in your name. Please call the PKA Membership person to sign up in advance.

### Section 3. General Club / Race Rules

1. All race officials will wear something (hat, shirt, vest, etc) that will identify them as officials. The Race Director and other officials will be introduced at the driver's meeting so that the drivers and pit crews will know the contact person if there is a problem or question.
2. Any participant harassing any official or another participant is subject to suspension from PKA or PKA affiliated events. This includes driver, crew, and spectator.
3. At least one person qualified as an Oregon State First Responder will be present at all MAC Track or PKA affiliated sprint racing events. Advanced Life Support Ambulance will be present at all Portland International Raceway road racing events and the minimum IKF medical requirements will be used at all other PKA affiliated road racing events.
4. Any driver or crewmember involved in an accident shall be required to check in with the on-site Medical Personnel before returning to the track.
5. Each driver and crewmember is responsible for leaving his/her pit area clean at the completion of the event. Disposing of tires, oil, fuel, frames, and other equipment and parts at the track, is strictly prohibited, unless used oil track barrels are provided by PKA for the event. The used oil barrels will be clearly marked "Oil Barrel". **If no oil barrel is provided, take the used oil home with you.**
6. Safety equipment for driver, kart, crew, and pit area per current IKF Competition Rules and named insurer requirements.
7. Attendance at driver's meetings is mandatory for all drivers and parent/guardian of underage drivers.
8. Drivers must fill out a tech card during registration for each class the driver is entering. The card must be filled out completely. When ready for your pre-race safety check, move your kart, motorcycle or other racing vehicle to the technical inspection area and give your tech card to the inspection person. When your racing vehicle passes safety inspection according to the approved rules, a sticker will be placed on your vehicle and the tech person will retain your card. It is the driver's responsibility to ensure that the tech card is signed and kept by the tech person inspecting your vehicle. Any vehicle on the track without having received this pre race safety inspection will be subject to disqualification for the day. Parent or guardian being the responsible party for under age drivers.
9. Official Entry – per current IKF Competition Rules or approved rules.
10. Race entry fee will not be refunded after your kart has gone through the pre-race safety inspection per current IKF Competition Rules or approved rules. Once Tech sheet is turned in or kart has entered racing surface there will be no refund of race fees.
11. **Sprint and Road Race** – Transponder will be placed a minimum of 12 inches rearward of the centerline of the top of the left king pin to the leading edge of the transponder per the current IKF Competition Rules. **Sprint Kart Rotax Max classes will follow the current Rotax Max Regional Series transponder placement rules. Road Racer Kart classes are no longer exempt from the Transponder placement rule per the current IKF Competition Rules.**  
**Motorcycle** – Transponder use and mounting locations will be decided by the Motorcycle Race Director at the start of the racing season.  
**All Racers** - The Transponder number that you provide at registration for the vehicle you are racing cannot be transferred to another vehicle or driver. This is a PKA and IKF Region 6 / Gold Cup rule.
12. First time kart drivers refer to current IKF Competition Rules or approved rules. The driver must also notify registration and have an "X" placed on their tech card.
13. No driving or coasting of karts, motorcycles or any other racing vehicles in the pit **or paddock area**.
14. Karts, motorcycles and other racing vehicles may not be pushed beyond the pit-out safety line. Vehicles exiting the pits onto the track must not cross the blend line.

15. No one will be allowed on the race track after the race has started except for race participants and officials. In case of an accident, the race official will provide instructions. Failure to abide by this rule may result in disqualification of the vehicle or vehicles involved **at the discretion of the Race Director.**
16. Do not go to the scoring booth. If you have any questions regarding your position on the starting grid, finishing position, etc., ask the Race Director or Pit Boss.
17. There will be a maximum of 90 seconds for a vehicle to leave the starting grid. After 90 seconds, a vehicle cannot leave the starting grid until the green flag has dropped and then only under the direction of the Pit Boss.
18. After the race starts, any driver who gets out of her/his seated position for any reason is considered out of the race. Any kart on the track without power that cannot be restarted without the driver getting out of the kart seat **(this rule excludes the Rotax / TAG / World Formula / Animal or any pull rope start or electric start engine that can be restarted from a seated position)** or without assistance is considered out of the race. **Exceptions: Yamaha Formula Y driver will be allowed to restart (push start) their kart and safely re-enter the race as specified by current IKF Competition Rules. Kid Kart and Junior I kart drivers can get out of their karts and be helped back onto the track surface by the Turn Workers. Kid Karts and Junior I karts can be restarted and helped back onto the track surface by the nearest authorized person.** If your vehicle has power, but your vehicle is in some way "stuck" and you cannot drive it safely back onto the track, you are considered out of the race. The driver must get out of any stalled vehicle and move it to a safe location off the racing surface as directed by the officials. You must then remain with your vehicle. Do not cross the track until directed to do so by a race official, or until all vehicles have exited the track after the conclusion of the race. Crossing the track without official direction during the race is subject for disqualification.
19. Post race tech inspection per current IKF Competition Rules or approved rule.
- 👉\*20. Weight or Pre-tech Safety Violations will result in last place points. DQs will be zero point not used as a throwaway.
21. For protest policy and procedure, see current IKF Competition Rules or approved rules. Complete the PKA Protest Form.
22. Flags per current IKF Competition Rules or approved rules.
23. All motors cannot be started before 8:30 AM at Portland International Raceway and 9:00 AM at MAC Track, or as directed by the Race Director.

### **Section 4. Sprint Karts**

**FORMAT** - The Race Director has the authority to modify the race format to meet unforeseen conditions and circumstances as necessary.

1. The Oregon State Karting Championship Sprint season will consist of a total of 10 Races with 2 races designated by each racer as throwaway races. This will include the IKF Region 5 / NW Gold Cup races at Pat's Acres Racing Complex and PKA's MAC Track. A racer must compete in 50% of the Oregon State Karting Championship Sprint Series races plus one race to qualify for the Oregon State Karting Championship Sprint Series year-end awards. Your best 8 races will count toward year-end points and a class must average 3 entries per race to qualify for Oregon State Karting Championship Sprint year-end awards.
2. Non-PKA member or non-PARC member sprint racers will pay \$20.00 more per entry and be awarded Oregon State Karting Championship Sprint points.
3. Sprint race-day format will be practice, pea pick or qualifying, heat race, and main event race in a straight-up format per current NW Gold Cup Rules.
4. 2-cycle and 4-cycle classes qualifying will consist of a 5-minute session during which timed karts will be allowed to enter the Hot Pit to make adjustments and then return to the track to finish qualifying. All karts must weigh in at the completion of qualifying and meet (or exceed) the minimum weight requirement for that class at all times on the track during qualifying. Fastest single lap of the laps completed will determine your starting position in the heat race. Except Kid Kart class will pea pick for first heat lineup.
5. Kid Kart class will pea pick for first heat (4 laps) and line up for second heat (4 laps) by first heat finish. Line up the main (6 laps) by second heat finish. This is not a competition class; there will be no declared winner, only participant awards will be given to all drivers. All Kid Karts will be Technical Inspected per the current IKF Competition Rule Book and started with a Rolling Start.
6. 2-cycle classes will qualify for first heat (10 laps) and line up the main (16 laps) by the results of the first heat. Except TAG classes will have two heats per current NW Gold Cup Rules. Class winners shall be the winner of the main.
7. 4-cycle classes will qualify for first heat (8 laps) and invert qualifying for second heat (8 laps). Line up the main (10 laps) by a combination of the points accumulated in the first two heats. Class winner, shall be the winner of the main per current NW Gold Cup Rules.

8. All karts must start the heat race and the main event on the tires used during qualifying per current IKF Competition Rules.
9. All karts must weigh in at the scales at the completion of qualifying, heat race(s) and main event to be awarded points for the day.
- \*10. The MAC Track will be open for scheduled practices Monday – Fridays and all Saturdays prior to each Oregon State Karting Championship Sprint race at PKA's MAC Track. The Pat's Acres Racing Complex race track will be open for scheduled practice Saturdays prior to each Oregon State Karting Championship Sprint race at Pat's Acres Racing Complex.  
Once Tech sheet is turned in or kart has entered racing surface there will be no refund of race fees.
11. The Oregon State Karting Championship Sprint Kart Awards schedule will follow the current NW Gold Cup Award Schedule.
12. The following sprint kart classes will be eligible for Oregon State Karting Championship Sprint year end awards:

### 🔗 2010 Oregon State Karting Championship Sprint Classes

**There will be Maximum of 10 race groups for the 2010 season. All Classes are subject combining.**

#### Kid Kart

Junior I Briggs Gas Animal Med. 250#  
 Junior II IKF Briggs World Formula Hvy 345#  
 IKF Briggs World Formula Heavy  
 TAG Cadet  
 TAG Junior  
 TAG Senior  
 TAG Masters

#### Rotax Micro Max

Rotax Mini Max  
 Rotax Junior  
 Rotax Senior  
 Rotax Masters  
 Super Stock CR 125  
 Yamaha Super Sportsman  
 Super Sport 200

### 🔗 2010 Oregon State Karting Championship Sprint Race Schedule

March 14 – PARC

April 10 – PARC

May 2- MAC Track

June 5 – *MAC Track (Saturday Race)*

June 27- PARC

July 18- Mac Track

August 14- PARC

August 28- *MAC Track (Sat. Night Race)*

September 26 - PARC

October 10- MAC Track

**Note:** Race dates in *Italics* above will be run in a clockwise direction.

- Current IKF Region 6 / Northwest Gold Cup Rules apply to all Oregon State Karting Championship Sprint Racing Classes.
- No Rotax Max National Championship Qualifier Punches will be awarded at PKA racing events.

## 2010 PKA Sprint Kart Race Day Schedule

7:00 am	Track opens
7:30 am	Registration
9:00 am to 10:50am	Track open for practice
11:00 am to 11:30am	Drivers Meeting - Mandatory for all drivers
11:30 am to 12:30pm	Qualifying

Final Race Day Schedules and Race Groups are to be determined by the Race Director.

All Sunday Club races will have a paid Saturday practice day.

## Oregon State Karting Championship Sprint Classes

All current IKF National and IKF Region 6 / NW Gold Cup Classes will be run if a competitor enters a legal kart per current IKF Competition Rules.

**Classes:** All classes, weights and rules will be established by the following: per PKA Sprint Rules below, then current IKF Region 6 / NW Gold Cup Rules and finally the current IKF Competition Rules.

**Kid Kart Class:** Must be 5 years old per current IKF Competition Rules.

**TAG Classes:** Only motors that have specifications available and have been approved by current IKF TAG Competition Rules. **No front brakes allowed.** Additional motors will be added when approved by current IKF TAG Competition Rules.

☞ Note: The Oregon State Karting Championship Sprint events will run any current IKF or current IKF Region 6 / NW Gold Cup class if a kart(s) show up to race. To be eligible for Oregon State Karting Championship Sprint year-end awards however, a racer must compete in 50% of the Oregon State Karting Championship Sprint Series races plus one race to qualify for Oregon State Karting Championship Sprint year-end awards. Your best 8 races will count toward year-end points and a class must average 3 entries per race to qualify for Oregon State Karting Championship Sprint year-end awards.

☞ Any Disqualification in the Final Heat, except for under minimum weight or safety violations, will receive zero (0) points for the race day and Oregon State Karting Championship Sprint Series. The race event disqualification cannot be used for a "Throwaway" event in the final Oregon State Karting Championship Sprint Series Championship. Any Official Protest of a Disqualification will be ruled on by a six (6) member Disqualification Appeal Committee consisting of the OSKCS Race Director, PARC & PKA Sprint Directors, PKA President and a one designated Club Member from both PARC & PKA.

All Kid Kart drivers will be eligible for a Oregon State Karting Championship Sprint year-end participation award, however a racer must compete in 50% of the Oregon State Karting Championship Sprint Series races plus one race to qualify for Oregon State Karting Championship Sprint year-end awards.

### Sprint Kart Race Tech Rules

The following PKA tech rules are for reference to, or exceptions to, the current IKF Competition Rules. Current IKF Competition Rules apply if not listed below.

1. Post Race Tech Inspection per current IKF Competition Rules.
- ☞ 2. The approved (slick) tire for the 2010 racing season is the Bridgestone YKC or as approved by the current Northwest Gold Cup Competition Rules. This will allow Mojo tires as an option on all Rotax Max Classes. Refer to current IKF Competition Rules for legal size tires for all classes. Rain tires will be allowed at the discretion of the competitor and any manufactured treaded kart-racing tire will be allowed.
- ☞ 3. Clutch – current IKF Competition Rules - **Exception –Must comply with current Northwest Gold Cup rules.**

All finishing order points will be awarded for the Oregon State Karting Championship Sprint year end awards per IKF Point system.

#### ☞ Super Sport 200

**Engine:** \* Any 200 OHV 4 cycle engines (Engine must remain stock). Any "shoe" type centrifugal clutch. Engine claim rule in affect (See claim section)

Chassis:\*Any make kart racing chassis allowed\*Maximum rear axle diameter is 1.25"

\*Front brakes not allowed\*Body work and bumpers required

**Tires** Spec tire for class is Maxxis HG1. 7.10's or 6.0's on rear, 4.5's on front (max 5" dia)

**Claiming rule:** Only race winner is subject to claim. Claimer must finish in the top 5 AND finish on lead lap. Claim value is \$150 and must be paid at time of claim in cash. Highest finisher has first option to claim. Claim includes complete engine, less exhaust, clutch, chain guard, air filter/adaptor, engine mount and throttle linkage. Claimer must run claimed motor at next race in which they race

**Weight:** Super Sport 200 Light 340 lbs post race, Super Sport 200 Heavy 380 lbs post race

## **Section 5. Road Race Karts**

1. The PKA Road Race Championship season will consist of three Portland International Raceway road races. The PKA Road Race Championship will require that you also attend one additional non Portland International Race in the IKF Region 6 / NW Gold Cup road race series. Only the Three PKA road races will be counted toward the PKA Road Race Club Championship with no PKA races designated as throwaway races.

The Race Director has the authority to modify the race format to meet unforeseen conditions and circumstances as necessary.

PKA road races at Portland International Raceway, will follow the IKF Region 6 / Northwest Gold Cup Series rules and schedules, with the following exceptions:

Due to safety concerns at Portland International Raceway, drivers are to remain on the left side on the white dashed painted line adjacent to the inside pit wall. Failure to stay to the left side of this line will result in a kart disqualification at the Race Directors discretion.

### **👉 2010 PKA Road Race Schedule**

**Saturday May 15<sup>th</sup> with Chicane**  
**Saturday June 19<sup>th</sup> with Chicane**  
**Saturday October 2<sup>nd</sup> without Chicane**

- Current IKF Region 6 / Northwest Gold Cup Rules apply to all PKA Club Road Racing Classes.

## **2010 Portland International Raceway Road Race Day Schedule**

**For 2010 All PKA Road Race Events are one day events with controlled practice and then organized race groups.**

7:00 AM	Track opens
7:30 AM	Registration
8:00 AM	Drivers Meeting - Mandatory for all drivers
8:30 AM	Track open for practice

### **Road Race Kart Classes**

**Classes:** All classes, weights and rules will be established by the current IKF Region 6 / NW Gold Cup Rules and then the current IKF Competition Rules.

**Local Option Classes:** See current IKF Region 6 / Northwest Gold Cup Rules.

**IKF TAG Light and Heavy Classes:** Only motors that have specifications available and have been approved by the current IKF Competition Rules. **No front brakes allowed** and IKF approved sprint chassis. Additional motors will be added when approved by the current IKF Competition Rules.

### **Road Race Tech Rules**

PKA Road Race Tech. rules are the current IKF Competition Rule Book. The only exceptions will be those IKF Rules that are modified by the current Northwest Gold Cup Road Race Rules.

## Section 6. Motorcycles

The MAC Track Motorcycle racing is run under the competition rules of the following organizations:

**Oregon Super Bikers**

[www.oregonsuperbikers.com](http://www.oregonsuperbikers.com)

**Supermoto USA**

<http://www.supermotousa.net/home.htm>

1. The MAC Track Motorcycle season will consist of a total of 9 Races.
2. Motorcycle race-day format will be determined by the associations approved rules.
3. The MAC Track will be open for scheduled practices Monday – Fridays and all Saturdays prior to each motorcycle race at PKA's MAC Track.

### **2010 MAC Track Motorcycle Race Schedule**

March 26-27<sup>th</sup>  
April 24-25<sup>th</sup>  
May 15-16  
September 11-12

### **2010 MAC Track Motorcycle Race Day Schedule**

7:00 AM	Track opens
7:30 AM	Registration
9:00 AM to 10:50AM	Track open for practice
11:00 AM to 11:30AM	Drivers Meeting - Mandatory for all drivers
11:30 AM to 12:30AM	Qualifying

Final Race Day Schedules and Race Groups are to be determined by the Race Director.

All Saturday and Sunday motorcycle races will have a paid Friday practice day. All Sunday Club motorcycle races will have a paid Saturday practice day.

#### **2010 Motorcycle Race Tech Rules**

The following motorcycle tech rules are for reference to, or exceptions to, the appropriate Motorcycle Competition Rules. Motorcycle Competition Rules apply if not listed below.

1. Post Race Tech Inspection per Current Motorcycle Competition Rules or approved rules for the type of motorcycle.
2. Transponders may be required on all motorcycles and transponder mounting locations will be decided by the Motorcycle Race Director at the start of the racing season.



