

2023 Sunshine State Karting Challenge
Sporting Regulations



Updated: May 26, 2023

A. Event (Race) Entrant, The driver:

1. The entrant of the race is the driver.
2. The driver is solely responsible for the entirety of their actions and all persons associated with or acting on their behalf. The driver is responsible for the conformity of their kart and respective equipment for the duration of a given event.
3. Sunshine State Karting Challenge (SSKC) reserves the right to refuse entry to any kart not conforming to regulations
4. All competitors must fill out and sign the tire barcode, engine seal number, and chassis band number form prior to qualifying.
5. Drivers are eligible for any class they meet the age requirements for from 12:00am January 1, 2023 and 11:59pm December 31, 2023.
6. Cameras may only be mounted in an approved manner. No recording devices may be mounted to a competitor's helmet.
7. Competitors must conform to USPKS driving gear requirements (Section 102).
8. No hot pitting is permitted at any point during the race day.
9. A relief driver can be utilized after the driver qualifies the kart and becomes unable to compete (due to illness or injury during the event) in the remaining races for that day after approval by the Race Director. The replacement driver must start at the rear of the field for each competitive session (Heat, Pre-Final, and Main Event)
10. No one is authorized to walk into the controlled racing environment at any time for any reason, unless permission is granted by the Race Director. Spectators and team members are expected to stay behind the fence at all times. Anyone who invades the race track is subject to ejection and disqualification of the Competitor they represent.

B. Tech Inspection:

1. It is the competitor's responsibility to present a kart that conforms to the specific regulations of his/her class. SSKC and appropriate staff reserve the right to restrict track access to a kart or driver that it deems non-compliant with regulations
2. SSKC reserves the right to inspect/tech any entered kart at any time throughout a race day.
3. All karts must have a current 2023 Pre-Tech Chassis Band or pass through Pre-Tech before qualifying.
4. All karts must have a chain guard attached before entering the race track
5. All engines must be sealed using the official SSKC engine seal handed out at pre-tech. Any modification, tampering, or attempt to violate the spirit and intent of the engine tagging system will result in immediate disqualification. Cable route as follows:
 - a. X30 Senior: Cable through two head bolts
 - b. X30 Junior: Cable through two head bolts and through header strap
 - c. Micro/Mini Swift: Cable through one head bolt and through one exhaust pipe spring bracket
 - d. All KA100: Cable through two head bolts and through one header nut
 - e. All Briggs: Cable through one valve cover bolt and through one "carburetor to spacer" bolt

6. In the event a chassis or engine becomes too damaged to repair and is verified with the tech director, drivers are allowed to make one chassis or engine change, but must start at the rear of the field for the next competitive session. An unapproved chassis or engine change will result in disqualification.
7. Numbers must be correctly displayed on all four sides of the kart. Numbers must be legible at speed. Numbers are required for every session of any race day - drivers may be removed from the track if their numbers are not legible or if they have not registered for the event.
 - a. If two drivers register for the Karting Challenge with the same, unreserved number, the number will be given to the driver who most recently competed in a Karting Challenge event with that number. If both drivers are racing for the first time, the number will go to the driver who registered first.
8. CIK "style" bodywork only, no "full coverage" front or side bodywork. CIK full coverage plastic rear protection system is required; metal rear bumpers are not allowed (Kid kart will have possible exceptions). All classes must conform to a traditional sprint setup with no lay-down seats or floor pans past the center chassis bar.
9. Fuel must be at or near ambient temperature when entering the track. Heating or cooling of fuel is not permitted. Competitors found to be tampering with fuel will receive a minimum of a 1-year ban from competition and a \$500 fine to be paid upon return.
10. Fuel, oil, and tire specifications are as outlined in the class structure/rules.

C. Tires:

1. For each race day, all drivers MUST use the same set of tires for qualifying and all competitive sessions thereafter, unless a rain race is declared.
2. If a driver has a damaged tire, the Race or Tech Director may allow it to be replaced with a tire of similar or greater wear. A tire cannot be replaced with a new one under any circumstances.
3. Competitors that register late (or karts that do not compete until after qualifying has been completed) will be required to enter on approved used tires, unless otherwise approved by the race director.
4. In the event that a rain race has been declared, all drivers have the option to rain (MG only for all classes) or slick tires (compliant for the class) for the remainder of the race day. In the event that the day starts on rain tires, a driver may introduce only one set of slicks throughout the day - they may be new or used. Drivers may be removed from the track if the Race Director feels their tire choice is yielding unsafe driving.
5. If a race has been declared wet, a driver may switch between slicks and wets between sessions provided no more than those eight (8) tires are used throughout the day.
6. Tires must be at ambient temperature upon entering the track. Any form of tampering with the tires, including warmers, is prohibited. Competitors found to be tampering with tires will receive a minimum of a 1-year ban from competition and a \$500 fine to be paid upon return.

D. Grid:

1. No fueling is allowed on the grid.
2. Work may be completed on the grid and is not limited to one mechanic or driver to any given kart.
3. No heavy equipment or rolling tool boxes allowed on the grid.
4. No personal vehicles (motorized and non-motorized) are allowed on the grid during a race day or while the track is hot. No bikes, scooters, skateboard, segways, hoverboards, quads, motorcycles, cars, trucks, etc. are allowed on the grid.
5. Drivers who approach the grid for practice have rights to the front of the grid in the order that they arrive. Drivers arriving later than others will not force their way to the front of the grid. Drivers must use the staging lanes when arriving at the grid for all sessions.
6. SSKC has a quiet grid rule. You may warm up your engine in the designated area behind the grid.

E. Driver's Meeting:

1. The driver's meeting is scheduled and organized by the Race Director for all drivers registered for any given race. A competitor who is considered to be a "minor" must also have a parent or legal guardian in attendance. Time and location of the driver's meeting will be announced on race day.
2. All drivers are required to attend the driver's meeting. Penalties may be enforced by the Race Director for drivers that do not attend.
3. ANY rule clarifications, announcements, or rule changes from the driver's meeting should be considered and is a supplemental regulation that takes the highest precedence over ANY other rule(s), written or otherwise.

F. Scoring:

1. Results for all official track sessions are to be considered pending until signed off by the appropriate official and posted on the posting board, as announced by the Race Director. The posting of results does not automatically deem those results as official.
2. Protesting of results will only be permitted within thirty (30) minutes of the results being posted.
3. Transponders:
 - a. Transponders are mandatory for practice. If a driver does not have a transponder on during practice and they receive no time in a qualifying session, they will receive no time and start at the rear of the field for the next competitive session.
 - b. Transponders must be mounted no less than 9" to the rear of the centerline of the top of the kingpin to the leading edge of the transponder (WKA rule 212.6)
 - c. The driver is responsible for mounting (and remembering to mount) his/her transponder in the proper/optimal manner for correct and accurate scoring and preventing the loss of a transponder on track
 - d. Transponders can be rented from Trackhouse Motorplex for a fee, but must be returned following the Competitor's last competitive session on track. Trackhouse Motorplex does not guarantee the availability of a rental transponder and they are

available on a first come, first serve basis. Competitors are responsible for rented transponders that are lost while in their possession. Failure to return a transponder will result in the competitor being charged full retail price for a replacement transponder.

- e. A transponder rented from Trackhouse Motorplex that has a dead battery, but was functioning during practice is the only time a different device may be used for scoring in qualifying. Otherwise, the Competitor will receive no time for qualifying.
- f. If your transponder is not working or is not present during a race session, we MAY hand score you for a race, but only as a courtesy and only when possible.

G. Flags:

1. Yellow Flag: The yellow flag is the signal for caution. When it is held stationary, it is an indication that there is a problem ahead. Drivers must slow and refrain from passing. A waving yellow flag indicates immediate danger ahead. Drivers should be prepared to stop and refrain from passing. Drivers caught passing under yellow conditions in practice will be removed from the race track. Drivers caught passing under yellow conditions during a race will be penalized after the race.
2. Red Flag: The red flag indicates that a race must be stopped due to some condition that has made the track unsafe, such as a complete track blockage. As soon as a red flag is shown, drivers must come to a stop as quickly and safely as possible. Drivers ignoring red flags will be severely penalized.
 - a. In the event a race is suspended prior to the full field completing...
 - i. ...two laps, the Race Director has discretion to issue a full restart within 30 minutes of the red flag being issued or the track being vacated by Competitors. The original start (or lack thereof) will be considered void and the original starting grid will be used.
 - ii. ...50% distance, the race will be restarted once the situation that issued the red flag has been cleared. The race will be restarted in single file order, based on the last lap completed by the full field. If there was an incident that directly caused the race suspension, involved Competitors may restart the race, however they may have to restart from the back of the field.
 - b. If a race is suspended after 50% of the race distance is completed by the full field, the race will be considered official. If there was an incident that directly caused the race suspension, involved Competitors will be scored to the rear of the field.
 - c. Competitors may not work on their karts once a race is suspended. If asked to exit their karts, Competitors should step away from their kart to avoid any possible confusion with Officials.
3. Blue Flag: The blue flag is used to indicate to a driver that they are about to be overtaken by the leaders and should yield the racing line to them as soon as possible. Drivers ignoring blue flags will be penalized.
4. Black Flag:

- a. Pointed/Furled: A pointed black flag will be used to assess warnings to drivers that they are being carefully monitored for their on-track behavior and continuing this behavior may result in being removed from the track or being penalized.
 - b. Solid Black Flag: This flag, usually accompanied with a driver's number board from the starter stand, is used to remove a driver from the race track for unacceptable conduct or because they are about to be overlapped during a Main Event.
 - c. Black Flag with Orange Disc: This flag, usually accompanied with a driver's number board from the starter stand, is used to remove a driver from the race track for a mechanical issue with their kart.
5. Checkered Flag: The checkered flag is used to indicate that the session is complete. All Competitors are to exit the race track once the checkered flag is displayed.
- a. In the event that the checkered flag is inadvertently delayed from being displayed, the session will be scored per the originally scheduled distance (Example: If a Final is scheduled for 12 laps and the checkered flag is displayed after 13 laps completed, the Final will be scored based on the originally scheduled 12 laps). The Race Director and SSKC officials have authority to tweak post-race weight minimums and technical inspection as needed.
 - b. In the event that the checkered flag is displayed too early (based on the originally scheduled distance), the session will be scored as completed, as long as 50% of the original race distance has been completed.

H. Qualifying:

1. Competitors will line up on the grid based on their fastest lap time from their class' morning practice session, utilizing the marked grid slots.
2. A tie in qualifying laps by two or more drivers will be broken by comparison of the driver's next competitive lap(s) until the tie is broken. If the tie cannot be broken, the driver who set the fastest lap first will get the higher starting position.
3. No hot pitting is allowed. Once a driver exits the track, their qualifying session is over.
4. Bump drafting/pushing is permitted.
5. If a driver cuts the course, the lap that they commit the infraction on will be deleted.
6. Qualifying is usually a single 2-lap session, where a driver's fastest lap is referred to for grid spots in the next competitive session.
7. Competitors in all classes will be released onto the racing surface one-by-one, only doing so when the grid official indicates to do so. Competitors must obey the grid official's instruction to leave the grid for qualifying, unless they have a mechanical issue. It is each Competitor's responsibility to find clear space once they've entered the circuit.
 - a. Karts that have a mechanical issue will not be permitted onto the race track once the first kart has started its first timed lap.

I. Rolling Start Procedure:

1. When drivers are released onto the racing surface for a race session, the out lap will be considered the warmup lap. Once the leader has passed the starting line for the first time, they have started the formation lap and should slow their pace to allow all other drivers to catch up.
2. At the end of the formation lap, karts will approach the start line in the designated tram lanes at a reduced speed. No karts may exit the tram lanes until the Starter has displayed the green flag or they are subject to penalty. Competitors shall not scrub tires once they enter the tram lanes.
3. Once karts begin entering the tram lanes, a Competitor must stay within one kart length of the Competitor immediately in front of them. Any attempt to anticipate the start by a greater margin than described will be issued with a jump start penalty at the discretion of the Race Director.
4. The start line will be designated with two cones on either side of the racing surface. The polesitter must be the first one across this line.
 - a. If the off-polesitter believes they have jumped the start, yielding the position to the original polesitter may negate a jump start penalty at the discretion of the Race Director.
5. Drivers are not permitted to accelerate until they have crossed the acceleration line.
6. If the Starter is not satisfied with the starting procedure, he will abort the start by displaying the yellow flag. Karts will then begin a new formation lap. If the Starter is satisfied, he will display the green flag and racing conditions apply. At the Race Director's discretion, if a satisfactory start cannot be made after multiple attempts, the front row may be assigned a jump start time penalty. The Race Director also reserves the right to suspend the session if a satisfactory start cannot be made in a timely manner or multiple incidents prevent a start from being issued.
7. In the event the green flag has been displayed and there is a need to restart the race without suspending the session, the yellow and red flags will be displayed together at all corner stations. Drivers should slow down and reform into their original grid positions.
8. A Competitor may not advance their position once karts have entered the tram lanes. If the start is aborted because a Competitor is attempting to regain their position, they will be issued a time penalty for delaying the start.

J. General Racing Guidelines:

1. Should the Race Director or other official deem the need to split a class to reduce the number of karts on the track at any one time, the following schedule for that class will be followed:
 - Qualifying (Split into any number of groups, as needed)
 - Group B Pre-Final (Top finishers transfer to group A, determined by officials)
 - Group A Pre-Final
 - Group B Final (Top finishers transfer to group A, determined by officials)
 - Group A Final

2. Contact resulting in a gain of position is forbidden and subject to penalty at the Race Director's discretion. If the position is returned to an offended kart, a penalty **may** be waived. An offended driver may not impose penalties upon another driver using camera footage.
3. Drivers being lapped are expected not to impede the karts lapping them once they receive the blue flag and should wave the leaders through at their earliest convenience. Lapped drivers should use their best judgment when, where, and how to let another kart through safely. Causing a collision without warrant is subject to penalty.
4. Drivers in danger of being lapped during a Final/Main Event will be removed from the track with the black flag. As a general guidance, "in danger" will usually refer to a driver within 10 seconds of distance from the race leaders.
5. Drivers are permitted **one** defensive move on a straight.
 - a. A defensive move is defined as a change in direction that is away from the normal racing line.
 - b. Drivers are not permitted to return to the racing line until they have started to navigate through the corner that they are defending
 - c. Drivers are permitted to defend in reaction to an attacking driver's move, but may not force the attacking driver to change their direction of attack.
 - d. Once a driver is established alongside another driver, neither driver may use a steering input to force the other driver off their established line and/or make contact. Even feigning this input is subject to penalty.
 - e. Drivers are not permitted to force a driver outside of the track limits or to cause a collision, whether attacking or defending.
6. Retaliation and contact after the checkered flag is strictly prohibited and subjects a Competitor to disqualification.
7. Competitors that are planning to exit the track or having a mechanical issue are compelled to indicate to the Competitors behind them by putting their arm in the air.
8. If a Competitor is unable to continue during a session, they are compelled to help remove their kart from the circuit. Competitors will obey corner marshal requests and will not abandon their kart on the circuit, except in extenuating circumstances. Abandoned karts will not be recovered until the driver or a team representative returns to retrieve the kart.
9. If a Competitor is unable to continue during a session, they must not take off their helmets until that session has come off the race track. Competitors may remove any other safety equipment, if they wish to do so.

K. Scale Procedure:

1. Post-qualifying and post-race scale reading will be deemed final and official.
2. Every competitor must be weighed after each competitive event to earn the rewards of that event, whether it be qualifying, a heat race, or a final.
3. Only officials may breach the scaling area as determined by the scale official or appropriate appointee. No intervention (including tire gauges) is allowed with drivers or their equipment unless it has been authorized by these officials.

4. Drivers not making weight may be asked to step aside and attempt to weigh in again after all others in the class have had a chance to do so. Drivers will only have two chances to weigh.
5. If the weight of a driver is not compliant with that of the class rules, the driver will receive a disqualification for the session.
6. Drivers may be allowed to drink (no more than 20 ounces) of water from a clear plastic bottle in the scaling line with the permission of the scale official. Any driver dumping water on their person or suit will have 2 pounds added to the minimum weight they must weigh for that session.
7. Drivers may NOT drive onto the scales. Drivers must exit their kart and push their kart onto the weighbridge.
8. The top three (3) competitors from each competitive session **must** report directly to the Tech Director after successfully passing the weighbridge. Additional drivers may be asked to report to the Tech Director, at the discretion of the Race Director or other officials.

L. Penalties:

1. For the sake of transparency, the table listed below is a common list of penalties applied during an official race weekend. This table is not fully comprehensive and simply serves as a guide to allow Competitors to understand how penalties are applied. Competitors are reminded that in accordance with the provisions of USPKS Section 101.15, Officials may impose any penalty they deem necessary to meet the severity of a Competitor's actions.

Infraction	Expected Penalty
Incident Responsibility	1, 3, 5, or 10 positions (Officials' discretion)
Elimination of Competitor	Scored behind affected competitor
Dangerous Driving	20 positions or DSQ
Tram Lane Violation	3 seconds (2 wheels) or 5 seconds (4 wheels)
Jump Start	5 seconds
Leaving the Track and Gaining an Advantage	5 seconds
Re-joining the Circuit Unsafely	3 positions
Swerving/Impeding	5 positions
Blocking	3 positions
Passing Under Yellow	3 positions

2. These penalties apply to driver conduct, as well as personal conduct for anybody attending the event or representing a driver.
 - a. Number of positions gained/lost as a result of contact.
 - b. Number of positions gained/lost, plus penalty positions as a result of contact.
 - c. Time penalty (i.e. +5 seconds for four wheels out of tram lanes)
 - d. Exclusion from a session (i.e. failure to meet minimum weight)
 - e. Exclusion from an event (i.e. retaliatory contact)
 - f. Suspension for one or more events (i.e. repeated driving offenses)
 - g. Removal from the Championship
3. All competitors have the right to protest a penalty called upon themselves. Protests will be heard by the Race Director or Event Steward.
 - a. Competitors may use ONLY their own video footage to protest a call and must provide their own device to race officials for viewing. Race officials reserve the right to call on any footage to review an incident.
4. Race officials will ONLY consider conversation relative to the one incident being called into question for a given protestor video review.
5. A penalty called may be rescinded using driver video, but a penalty not called will not be applied using video. Drivers requesting a protest on a non-call are not permitted to use video to implicate another driver.
 - a. The Race Director has authorization to utilize any and all video evidence in cases where extremely dangerous driving has occurred during a session, whether a penalty was called or not.
 - b. The Race Director may use his own video evidence to implicate a driver for infractions during the starting procedure (jump starts, out of starting position, tram lanes, etc.)

M. Rule Hierarchy, in ascending order:

1. Most current USPKS Sporting Regulations
2. SSKC 2023 Sporting Regulations (this document)
3. SSKC 2023 Official Class Structure
4. Driver's meeting announcements and rule clarifications are the supplemental rules to any event.
5. Race director's decision or clarification of any rule(s) during an event is priority over aforementioned rules structure.

N. Points:

1. The following points structure will apply for all Karting Challenge events in 2023:

Position	Points Awarded	Position	Points Awarded	Position	Points Awarded
1	200	13	88	25	34
2	180	14	82	26	32
3	170	15	76	27	30
4	160	16	70	28	28
5	150	17	64	29	26
6	140	18	60	30	24
7	132	19	56	31	22
8	124	20	52	32	20
9	116	21	48	33	19
10	108	22	44	34	18
11	100	23	40	35	17
12	94	24	36	≥ 36	16

NOTE: All positions will be awarded an additional number of points, equal to the number of event entries. For example: A Competitor that wins a race with 16 drivers registered will receive 216 points.

2. The championship structure consists of 6 final events over 6 race days. A driver's 5 highest point scores will be considered for championship points, with a DQ being scored as a '0' that cannot be dropped. A driver must register for at least 3 race events to be eligible for championship awards.
3. Any tie in points (after drop rounds have been applied) will be settled going to the driver who has earned more wins, then more second place finishes, then more third place finishes, etc. until the tie is resolved. If there is still a tie, the driver earning more points in the last race of the season will win the tiebreaker.

O. Pits and Paddock:

1. Competitors' pit area must be found in the same condition when they leave as it was when they arrived. Garbage cans have been provided - please do not leave debris on the ground.

2. Leaving tarps, tent stakes, and/or heaps of trash will result in a \$200 fine. This fine must be paid before you can enter your next race or practice day with the SSKC
3. Please support a courteous setup and teardown area in the pits and paddock by not blocking others in or putting your vehicle/equipment in a spot that diminishes another's experience.
4. Bicycles, scooters, skateboards, and other transportation vehicles are not permitted to be used by anyone under the age of 16 during an Event.