



**2014**

# F1 Karting Championship Rules Primer



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New Jersey Motorsports Park

1/15/2014

### General

- Any actions deemed to be detrimental to the safe, fair, or legal operation of any F1 Karting event may result in disqualification and/or removal from the event at Race Official's/F1 Staff discretion.
- All motor-sports activity in the State of New Jersey is governed by Chapter 62 of the NJ State Law, and must adhere thereto.
- A mandatory driver's meeting will be held each race day. ALL drivers must be present. Failure to attend may result the loss of qualifying times. Drivers not in attendance will forfeit the right to protest for the event.
- By participating in any F1 Karting Championship event, the competitor acknowledges, understands, and accepts all guidelines set forth in this document, in addition to any further decisions and rulings made by Race Officials/F1 Staff.

### Driver/Crew Conduct

- Off-track
  - As a family facility, all conduct of drivers and crew is to be representative of this. There will be no tolerance for rude, offensive, or berating behavior.
  - At all times, all participants must adhere to all NJMP guidelines and posted regulations.
  - At no time may a crew member cross onto the "Hot" portion of the race track or other prohibited areas, unless directed to do so by an F1 Staff member.
  - All personnel must have a pit pass to enter the pits. The paddock area is considered the pits.
- On-Track
  - Incidental contact is reality of racing, and will be treated as such.
  - Contact resulting in a change of position or the altering of another competitor's race may result in penalties. Penalties may be, but are not limited to, time penalties, position penalties, or disqualification.
  - Dangerous/reckless driving will not be tolerated. Driving that puts at risk the driver, other competitors, or spectators/crew will not be tolerated.
  - Any assistance (aside from the driver or F1 Staff, if deemed necessary) outside of the pit/grid area will result in disqualification from the session.
  - At no time may a driver cross a "hot" track, unless under the direct supervision of, and directed by, an F1 Staff member.
  - Failure to comply with the directions of Race Officials or an F1 Staff member may result in penalty or removal from the event.

### Tire Allocation

- Competitors are permitted to use no more than (7) sets of tires per class throughout the duration of the 2014 championship (per class entered).
  - Wet tires are not counted in this allocation.
- Tires used for an event must be registered with F1 staff prior to the start of qualifying.

- Only (1) set of tires may be used for all officially scored sessions of a single event.
  - In the event that a tire already registered for the event cannot be used for any reason, a Race Official may allow a replacement to be used.
    - The originally registered tire must be presented to an Official, and the replacement must be of similar wear as the original.
    - Replacement tires are counted towards the season allotment, and therefore must be registered with F1 Staff.
- All tires used are subject to verification at any point during an event, to ensure all tires are registered with F1 Staff.
- F1 will compile and track tire usage for all competitors.

### Scoring/Transponders

- All transponders must be mounted according to the RMCUS Supplementary Technical Regulations:
  - “Transponder may not be located forward of the tangent point defined by the radius transitioning to side of the seat and seat back. Transponder may not be located forward of the tangent point defined by the radius transitioning to side of the seat. Every effort should be made not to mount transponder directly above any solid material between transponder and track surface.”
- If the competitor has an incorrectly mounted transponder and is not scored for any official session, they will receive a last place finishing position for the session.
- If using a F1 transponder that fails, and is proven to be properly mounted, every reasonable effort will be made to award the proper finishing position.
- If a transponder fails during qualifying, F1 staff will notify the competitor at the scales immediately following the session. A time may be taken from an accepted, on-board timing device as a secondary source, providing the kart does not leave the scale/impound area prior to an official/F1 staff member collecting the on-board data.
- F1 will always make any reasonable effort possible to ensure accuracy of results, including those with failed transponders.

### Results/Points/Championship Standings

- 2014 season will consist of 7 scheduled events. If a double-points race is designated, the final finishing position will count two (2) times, thereby creating an additional race. For example, if race #11 is declared a double-points race, the final results will be scored as races #11 and #12.
- Results for all official sessions will be posted as “provisional” once all karts have cleared the scale line and Tech. Results will be considered “Final” 15 minutes after the provisional posting, barring any protests/reviews.
  - Approaching the timing and scoring staff for information/data prior to the provisional posting is **not** permitted.
- Disqualifications for driving conduct or technical infractions in qualifying or pre-final will place the competitor at the back of the starting grid for the subsequent session.

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- Disqualification, under any circumstance, in the final will result in the forfeiture of finishing position, awards, and points for the event.
- Points are based on finishing order for the “Final” only. No points are awarded for pre-final or qualifying.
- Points are awarded as follows:

Position	Points	Position	Points	Position	Points	Position	Points
1	200	7	110	13	65	19	35
2	175	8	100	14	60	20	30
3	155	9	90	15	55	21	27
4	140	10	80	16	50	22	24
5	130	11	75	17	45	23	21
6	120	12	70	18	40	24	18

\*points will continue to decrease by 3 points per position until reaching 0 points

- Double points may be awarded for races longer than 75km in length. In the event of a double-points race, there will be a written announcement detailing any changes from the standards set here.
- Awards will be distributed based on participation in the individual classes. 1-3 participants= 1<sup>st</sup> place; 4-6 participants= 1<sup>st</sup> + 2<sup>nd</sup> place; 7+ = 1<sup>st</sup>-3<sup>rd</sup> place awards.
- Final championship standings will be calculated based on each driver’s (5) BEST finishing results. (2 “drop” races)
  - Races, in which a competitor is disqualified, for any infraction, cannot be dropped.

## Protests

- All competitors are entitled to the right of protest.
- Protests must be filed in writing on official protest form (available at the scales), and submitted to the scale attendant within 15 minutes of the provisional results being posted.
- Protests must refer to a specific regulation, specification or driver conduct. The Race director has final say in all protests at the event. In a case that the Race Director cannot be impartial, then and only then, shall the Race Director, flag men, and other race officials at the event collectively make the decision.
- A \$100.00 protest fee shall accompany any written protest. Protest fee will be refunded only if the protest is found valid.
- Every reasonable effort will be taken to ensure the accuracy of all decisions/rulings made.
- All decisions made as a result of a protest are final and are not subject to further appeals.

## Rain out rules

- If heavy rain is forecasted to occur on race day three (3) days prior to the event, the race will be cancelled. Every attempt will be made to reschedule that event or a double-points race may be designated to make up the points.
- If an event is not cancelled three (3) days prior, competitors will have the option to run in the rain. For drivers choosing to run, their classes will count toward the championship. Drivers in those classes will have the option to purchase rain points which are equal to the last place finish minus

two spots. For example, if two (2) drivers choose to race that day, all other competitor's can purchase 4th place championship points for the price of a normal entry. Rain points must be purchased before the next event.

- If an event is rained out or cancelled for any reason after everyone has completed their pre-final,
  - All classes completing their final will be awarded points based on their final result;
  - All classes only completing a pre-final will be awarded points based on their pre-final result.
- If an event is rained out prior to completing the pre-final, the race director can designate a rain race and rain rules will apply for the remainder of the day.

### Scaling Procedure

- Scale will be set to zero prior to first kart scaling.
- In the event that a driver does not meet minimum weight for class they can request a re-zero. Driver is to back kart off scale and return to the scale once it has been zeroed.
- If the driver does not meet minimum weight the second time they will be DQ'd.
- F1 New Jersey will make every attempt at providing a consistent scaling process. There are external factors that can affect scaling (e.g., wind, weather). It is the driver's responsibility to make weight.

**2014 Class Structure (subject to change)**

Sponsor	Class Name	Age	Weight	
<b>ROTAX CLASSES</b>				
	MicroMax	7-10	235	
	MiniMax	9-12	265	
	JuniorMax	13-16	320	
	SeniorMax	15 +	364	
	Masters	15 + / 32 +	405	
	DD2	15 +	382	
<b>TAG AND SHIFTER CLASSES</b>				
	TaG Junior	12-15	Leopard	320
			Rotax	320
			Vortex	335
			RokTT	335
			PRD	310
	TaG Senior	15 +	Leopard	365
			Rotax	365
			X-30	375
			RokTT	385
			PRD	350
	TaG Masters	35 +	Leopard	385
			Rotax	385
			Vortex	395
			RokTT	405
			PRD	370
	Shifter	15 +	375	
<b>OTHER CLASSES WILL BE MADE AVAILABLE IF PARTICIPATION</b>				
	Kid Karts	5-7	150	
	Cadets	8-12	235	
	Yamaha Junior Sportsman	8-12	260	
	Yamaha Junior	12-15	320	
	Yamaha Super Can L & H	15 +	360	
	Yamaha Pipe	15 +	345	
	Briggs Animal Junior	12-15	310	
	Briggs Animal Senior	15 +	350	
	Briggs World Formula	15 +	400	

### ROTAX Classes



F1 Championship will be running as an RMax regional qualifier series to earn punches for the Rmax US Nationals. The following classes will be available and will operate under the same rules as RMax Challenge.

#### **Micro Max-----Age 7 to 10-----235 lbs. minimum**

Mandatory use of Rotax Micro Max package. Spec gear 14 x 73. 95cm chassis maximum. SFI Chest Protectors required, shoulder and rib protection recommended. Once a competitor moves up to Mini Max they cannot move back down unless mandated by a local race director. Maximim overall width including bodywork is 50 inches. Highest point of seat shall be no lower than 30.5cm (12in) from track surface.

#### **MiniMax-----Age 9 to 12-----265 lbs. minimum**

Mandatory use of junior cylinder and restrictors as specified by ROTAX PN#267535, or other restrictors that may be required by the 2013 USRMC Rules Primer. National spec gear is 13 x 82. Chassis per 2013 USRMC Rules Primer. SFI, Chest Protectors mandatory, shoulder and rib protection recommended. Rear track width: min. 42" / max. 52.75" including bodywork. Highest point of seat shall be no lower than 30.5cm (12in) from track surface.

#### **JuniorMax\*-----Age 13 to 16-----320 lbs. minimum**

Mandatory use of a junior cylinder without exhaust valve. Competitor must reach the age of 13 by December 31, 2014 (see note\_1 below). No Junior class competitor may attain the actual age of 17-years-old prior to December 31, 2014. Junior drivers reaching the age of 13 after December 31, 2014 may compete in the US Grand Nationals as a Junior but will not be eligible to qualify for the Rotax Grand Finals. SFI approved Chest Protectors recommended.

#### **Senior Max-----Age 15 & up-----365 lbs. minimum**

Competitor must reach the age of 15 by December 31, 2014.

#### **Master- -----Age 16 & up-----405 lbs. minimum**

Official Masters class age is 32. The age of 32 must be reached by December 31, 2014. Competitors of competition age less than 32-years-old (competition age) must reach the age of 16 by December 31, 2014 and have a minimum driver weight of 190 pounds including all race apparel except helmet.

#### **DD2-----Age 15 & up-----385 lbs. minimum**

Competitor must reach the age of 15 by December 31, 2014.

**\*DD2 Masters:** DD2 drivers reaching the age of 32 by December 31, 2014 may declare to be recognized as a DD2 Master. At the USRKC Grand Nationals and for USRKC National Points the top masters drivers will be recognized separately. All DD2 drivers will compete together, there will not be a separate class for DD2 Masters.

#### **Notes:**

ENGINE: Dual Seal Requirement to receive RMax punch and championship points.

#### SPEC TIRES:

Mini & Micro:	MOJO D1 4.5/4.5 (Dry) &	MOJO W2 4.5/4.5 (Wet)
Junior:	MOJO D1 4.5/7.1 (Dry) &	MOJO W2 4.5/6.0 (Wet)
Senior & Masters:	MOJO D2 4.5/7.1 (Dry) &	MOJO W2 4.5/6.0 (Wet)
DD2:	MOJO D3 4.5/7.1 (Dry) &	MOJO W2 4.5/6.0 (Wet)

FUEL: Spec Fuel –NJMP Sunoco 93 pump gas with XPS Oil

EXHAUST: Original, unaltered exhaust header and pipe required

Use of CIK approved rear bumper is required.

## TaG and Shifter Classes

**(All TAG motors will be held to WKA Rules and Regulations)**

**TAG Junior-----Age 12-15 (Must reach age of 12 and cannot turn 17 prior to Dec 31, 2014).**

ENGINES & MIN WEIGHTS: Parilla Leopard – 320 lbs., Rotax FR 125 – 320 lbs., Parilla X-30- 320lbs ,Vortex Rok TT – 335, PRD Fire Ball (2005 & 2008) 310 lbs.

Tires: MG “Yellow”

Fuel: NJMP Sunoco 110, NJMP 93

**TAG SENIOR – ----Age 15 & Older (Must reach age of 15 prior to Dec 31, 2014)-----See Weights Below**

ENGINES & MIN WEIGHTS: Rotax FR 125- 365lbs; Parilla Leopard- 365lbs; Parilla X-30- 365lbs; Sonik TX 125- 395lbs; Vortex Rok TT- 385; PRD Fire Ball- 355lbs. (Other motors accepted with F1 approval, following accepted standards with a known sanctioning body)

Carburetor must be stock as supplied from the manufacturer. A CIK or FMK 22 mm or CIK homologated 23 mm airbox is required.

Tires: MG “Yellow”

Fuel: NJMP Sunoco 110, NJMP 93

**TAG MASTERS-----Age 32 & older-----See weights below**

ENGINES & MIN WEIGHTS: Rotax FR 125- 385lbs; Parilla Leopard- 385lbs; Parilla X-30- 395lbs; Sonik TX 125- 415lbs; Vortex Rok TT- 405; PRD Fire Ball- 375lbs. (Other motors accepted with F1 approval, following accepted standards with a known sanctioning body)

Carburetor must be stock as supplied from the manufacturer. A CIK or FMK 22 mm or CIK homologated 23 mm airbox is required.

Tires: MG “Yellow”

Fuel: NJMP Sunoco 110, NJMP 93

**Shifter ----Age 15 & Older (Must reach age of 15 prior to Dec 31, 2014)-----375 lbs. minimum**

*All regulations per SKUSA rulebook*

Fuel: Open

Tires: MG “Yellow”

## Yamaha Classes

**Yamaha Sportsman-----Age 8 to 12 (Must reach age of 8 prior to Dec 31, 2014)-----255 lbs. minimum**

Yamaha, only heads with OEM casting “Yamaha” and cylinders with Y3 or Y4 and 787 are permitted.

Carburetor: Walbro WA55B with WA55b manifold.

Exhaust: RLV SSX-V #7548.

Gear Ratio: Minimum 5.3

Weight: 255lbs

Tires: MG “Red;” Bridgestone YLC



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Fuel- NJMP Sunoco 110

**Yamaha Junior-----Age 12 to 15 (Must reach age of 12 prior to Dec 31, 2014)-----320 lbs. minimum**

Yamaha, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are permitted.

Carburetor: Walbro WA55B with WA55b manifold.

Exhaust: RLV SSX-V #7548.

Gear Ratio: Minimum 5.3

Weight: 320lbs

Tires: MG "Red;" Bridgestone YLC

Fuel- NJMP Sunoco 110

