

# Autobahn Member Racing League

## Autobahn Kart Racing Series



The Autobahn Member Racing League is proud to offer the Autobahn Kart Racing Series. This series is open to a wide variety of kart and engine combinations with several classes focused on the Ignite chassis with the Briggs LO206 sealed 4 stroke motor. Classes can be modified as needed based on participation.

The Kart Racing Series is intended to be and fun and competitive racing option for kids and adults. It is a great way to gain experience and work your way up the racing ladder, or to hone your skills for other racing levels. Many of the top professionals in motorsports have started in kart racing and continue to be active in this great form of motorsports.

## Classes

### Kid Kart

**Age:** 6-8 years old  
**Chassis:** Margay Wildcat  
**Engine:** 50cc Honda GXH50 or Comer only  
**Exhaust:** Stock  
**Tire:** Hoosier R60B 4.5/4.5  
**Weight:** 150 lbs

### Ignite Classes

#### BRIGGS ROOKIE

**Age:** 8-12 years old  
**Chassis:** Ignite K2  
**Engine:** Briggs LO206  
**Engine Slide:** Red, **Briggs carb locking clamp must be in place with cap fully tightened at all times.**  
**Exhaust:** RLV 5507 or 5506  
**Tire:** Hoosier R80 4.5/4.5  
**Weight:** 250 lbs

#### BRIGGS JUNIOR

**Age:** 12-15 years old  
**Chassis:** Ignite K3  
**Engine:** Briggs LO206  
**Slide:** Yellow, **Briggs carb locking clamp must be in place with cap fully tightened at all times.**  
**Exhaust:** RLV 5507 or 5506

**Tire:** Hoosier R80 4.5/6.0  
**Weight:** 320 lbs

### **BRIGGS SENIOR**

**Age:** 15+ years old  
**Chassis:** Ignite K3  
**Engine:** Briggs LO206  
**Slide:** Black  
**Exhaust:** RLV 5507 or 5506  
**Tire:** Hoosier R80 4.5/6.0  
**Weight:** 360 lbs

### **BRIGGS HEAVY**

**Age:** 15+ years old  
**Chassis:** Ignite K3  
**Engine:** Briggs LO206  
**Slide:** Black  
**Exhaust:** RLV 5507 or 5506  
**Tire:** Hoosier R80 4.5/6.0  
**Weight:** 400 lbs

### **Open Class**

This class is intended as an option to the other classes listed. Any chassis/engine combination is eligible. If a particular chassis/engine combination shows consistent participation of 4 or more entrants this group can be run as their own class with specific rules established as needed. These races will be run as a "Chase Race" format.

**Age:** 12+ years old  
**Chassis:** Open  
**Engine:** Open  
**Fuel:** Open  
**Exhaust:** Open  
**Tire:** Open  
**Bodywork:** CIK plastics

These rules and classes mirror established regional and national classes meaning a purchase of these karts allows you to run, not only with us, but at other tracks without any major changes.

## **Participation Requirements**

### **AGE RULE**

Ages are determined by the age a driver will attain for that given season. If a driver ages out of a class before the start of the season, they are required to move up to the older class option. If a driver will attain an age into an older class **during** the course of a

season, they may choose to stay in their current class, or move up to the older class. Once a driver has raced in a class, they may not move back to a younger class.

## **SAFETY GEAR**

### **HELMET**

Full faced, Snell or SFI approved helmets only. Snell M rated helmets are acceptable.

### **NECK COLLAR**

Neck collars are recommended for all classes.

### **SUIT, GLOVES AND SHOES**

Full coverage, abrasion resistant karting suit is strongly recommended. Abrasion resistant jackets are acceptable when worn with full-length jeans. Jeans must not have large visible holes. Closed fingered gloves are required. High top, racing style shoes are strongly recommended. No open toed shoes or sandals are allowed.

### **CHEST PROTECTOR**

SFI approved chest protections are **required** for all Kid Kart (ages 6-8) and Ignite Rookie (ages 8-12) participants.

NOTE: Safety gear compliance for gloves, shoes, jeans and jackets are at the discretion of the Chief Steward.

## **Technical Requirements**

### **Bodywork Regulations**

NOTE: Bodywork that comes apart from its original mounting location during the course of a race is subject to penalty or disqualification at the discretion of the race director.

### **NUMBERS**

Numbers must be reserved in advance with the Race Director. No duplicate numbers within a class will be allowed.

### **FRONT BUMPER**

Front bumpers must be CIK homologated. Full body nose cones are not allowed. Front bumper must be secured at all times. No lead may be bolted on the plastic.

### **FRONT PANEL**

The front panels must be CIK homologated and may not extend above the top of the steering wheel. Numbers must be clearly visible to race officials. No lead may be bolted on the plastic.

### **SIDE PODS AND NERF BARS**

Both side pods and nerf bars must be CIK homologated. Side pods may not extend inside the vertical plane of the rear tires by more than 1". No lead may be bolted on the plastic. Nerf bars must remain secured in at least one mounting location per side.

#### **REAR BUMPER**

Rear bumpers must be CIK homologated and plastic in composition. The rear bumper must mount off of or inside the left and right frame rails. No lead may be bolted on the plastic. Rear bumper must be secured using locking nuts.

#### **FLOOR PAN**

Floor pan must be manufactured from aluminum and may not extend beyond the center cross member or outside the main frame rails. Full length floor pans are not allowed.

### **ENGINE REGULATIONS**

#### **BRIGGS LO206 REGULATIONS**

The Ignite series will run the Briggs LO206 senior engine package for all classes. The Ignite series will utilize the standard Briggs LO206 engine rules. The LO206 rules package can be viewed here –<http://www.briggsandstratton.com/engines-racing/racing-engines/karting/local-option-206/>

The Ignite series will utilize the following slides:

Ignite Rookie (ages 8-12): Red (part #302333)

Ignite Junior (ages 12-15): Yellow (part #302341)

Ignite Senior (ages 15+): Black (part #302328)

NOTE: Any alteration of the slides will result in immediate disqualification.

#### **FUEL**

Fuel must be purchased at the track. Fuel may be checked post-race without advanced notice. No additives are allowed.

#### **OIL**

Recommended crankcase oil is 5w30 synthetic, however any oil may be used as long as it does not contain oxygenators. No additives or oxygenators allowed. Oil may be tested for the presence of oxygenators.

#### **CLUTCH**

The Ignite series will utilize the Hilliard Flame clutch (part #304200). The use of alternate Hilliard springs and weights is approved. All components must remain in factory stock condition and cannot be modified.

The Ignite series will utilize the following front sprockets:

Ignite Rookie (ages 8-12): 17t (part #305317)

Ignite Junior (ages 12-15): 17t (part #305317)

Ignite Senior (ages 15+): 17t (part #305317)

NOTE: Any alteration or modification will result in immediate disqualification.

### **SPROCKETS**

Sprockets must be 2-piece aluminum sprockets (part #235072) and must be #35 pitch. No skip tooth sprockets are allowed. Any rear tooth sprocket is legal.

### **CHAIN**

Only #35 pitch chains are allowed. #219 pitch chains are not allowed.

## **TIRE REGULATIONS**

Hoosier R80 compound tires are mandated for all classes unless otherwise noted. Mandated sizes for Ignite classes are:

Rookie: Front 4.5/10.0-5, Rear 4.5/10.0-5

Junior: Front 4.5/10.0-5, Rear 6.0/11.0-5

Senior: Front 4.5/10.0-5, Rear 7.1/11.0-5

ANY ALTERING OF THE MANDATED TIRE THROUGH PREPPING, DOPING, CHEMICAL TREATING OR CUTTING IS EXPRESSLY FORBIDDEN. ANY COMPETITOR FOUND TO BE ALTERING THE TIRE OR ATTEMPTING TO ALTER THE TIRE FROM THE AS SUPPLIED CONDITION WILL BE IMMEDIATELY DISQUALIFIED.

Tire warming blankets, hotboxes or other warming devices are prohibited.

## **Events**

Events shall consist of practice and qualifying sessions leading into a heat race followed by a feature race. Each event will be as follows: A Practice session, Qualifying session which determines the starting position for the Pre-Final. Finishing position in the Pre-Final determines starting position for Final Race. Points will be accumulated from the Final Race results as per the Autobahn Member Racing League Competition Rules. At the conclusion of the season a champion shall be named for each class. A minimum number of participants may be required to determine a champion.

## **Timing and Scoring**

The Timing and Scoring system used shall be the AMB system already in use at Autobahn. Each participant is responsible for using a properly installed and maintained transponder compatible with the AMB system. All competitors must notify the Chief of Timing and Scoring or Chief Steward if the transponder they are using does not display accurately on the timing system the correct drivers' name and kart number. Transponder rental may or may not be available. It is the driver's responsibility to ensure that a transponder is working correctly. In the event of a transponder failure during a race, the Chief of Timing and Scoring shall designate two or more persons to manually keep a lap chart on that vehicle(s). At the conclusion of the event, the Chief of Timing and Scoring, upon approval from the Chief Steward, shall make any necessary adjustments to the results of the event. If a complete system failure occurs, the race shall be stopped until such time as the information has been restored. If possible, the race shall be restarted in the order of the last scored lap. It shall be the responsibility of the Chief Steward to determine a fair solution to any situation that cannot reasonably be resolved to continue the

race in a properly scored manner. The transponder location is on the left side pod perpendicular to the nearest seat bracket or attached to the seat bracket via secure strap.

## **Points**

Participants shall compete primarily for points and awards. Any financial rewards, through sponsorship or donations, may be accepted upon approval of the Chief Steward. All entry fees received shall go towards offsetting the additional costs that will be incurred as a result of running this type of event, racing insurance, extra employee time, etc. and should not be considered part of an awards fund.

Points will be awarded for each race after the results have been declared official by the Chief Steward. Points will be awarded as follows.

1<sup>st</sup> 100 points  
2<sup>nd</sup> 90  
3<sup>rd</sup> 80  
4<sup>th</sup> 75  
5<sup>th</sup> 70  
6<sup>th</sup> 65  
7<sup>th</sup> 60  
8<sup>th</sup> 55  
9<sup>th</sup> 50  
10<sup>th</sup> 48

After 10th place, points will decrease by 2 for each subsequent position. All competitors will receive a minimum of 10 points for starting a race.

Points will be accumulated throughout the year in order to determine a series champion. In some classes a driver may only be allowed to use points accumulated in a limited number of races. Example; if a class runs 12 races, a driver may participate in as many races as he/she would like, however only the top 8 finishes, or whatever number has been determined at the beginning of the season for a particular class, may apply to the year end points total. In the case of a tie, the driver with the most first place finishes then wins the tiebreaker. Successive tiebreakers are second place finishes, third place finishes. A minimum of 3 drivers in each class are required to declare a champion.

All results are unofficial until all karts have passed tech and any penalties have been assessed.

## **Staff Duties**

The Race Director shall oversee all aspects of the Autobahn Member Racing League. This includes scheduling, rulebook creation and revisions, sponsorship organization, and driver history record keeping.

The Chief Steward shall be responsible for the general operations of the event. The Chief Steward has the authority to impose any penalties it deems appropriate in order to keep the racing series both safe and fair. This includes but is not limited to the reduction of points, exclusion from events, or the revoking of a racing license. The Chief Stewards responsibilities shall include: -Generate all event schedules and make any adjustments to the schedule during an event as is necessary -Determine if there has been any rules infractions -Consider if any classes should be combined or split into two or more groups -Assure no racing event starts until all necessary equipment and personnel are in place -Gather all reports of misconduct on or off the track -Determine the length of all races -Accept all entry forms The Chief Steward has the authority to disqualify a kart, remove a tech inspection sticker, disallow qualifying times, direct kart to be impounded at any time, and impose time, lap, event points, or position penalties.

The Chief Steward may also impose penalties against a driver who presents a safety hazard or does not conduct his actions according to the spirit of good sportsmanship. The Chief Steward shall also review any reports from Race Control, Steward of Safety, Corner Marshalls, or participants.

## **Entry Fee**

Due to the additional operating costs incurred for this type of event, an entry fee will be required.

## **Drivers Meeting**

A MANDATORY drivers meeting shall be held each day of a race event. The time and location of this meeting shall be indicated on the daily schedule. Each driver must be present. All drivers who miss the meeting or arrive late, as determined by the Chief Steward, will incur a penalty. In special circumstances arrangements can be made, prior to the meeting, with the Chief Steward to be absent from the meeting without penalty.

## **Penalties and Protests**

All participants in an Autobahn Country Club sanctioned event shall be subject to control by the Chief Steward. In addition to any actions that may be covered by the Autobahn Country Club Members handbook, the following may be considered violations of the rules.

-Missing or being late to a driver's meeting -Reckless or dangerous driving, whether on the race course or in the paddock. -Failure to follow the direction of, or cooperate with, any official -Kart to kart contact -Unsportsmanlike like conduct -Physical violence toward any persons

The penalties imposed may include the following -Reprimand -Black Flag (stop and go) -Loss of time, lap or position -Loss of points -Probation of competition eligibility -Disqualification from an event -a disqualification will result in no points awarded -race results with a DQ may not be used as a "drop" in final point standings -Suspension of future participation.

**On-Track Incident Penalties** Any kart to kart contact, or other driving that could be considered reckless or over aggressive, during a practice, qualifying, or race session may result in

disciplinary action which includes any combination of warnings, probationary periods, loss of finishing positions, disqualification, time penalties, forfeiture of qualifying position, suspension from one or more races, and/or loss of racing privileges.

A record of all infractions will be maintained by the Chief Steward and will be published to the participants on a regular basis.

Penalties will be imposed based on the situation of the current infraction and also the past history of the driver(s) involved. Penalties will be escalated for drivers with frequent infractions.

-If a mechanical failure is the leading cause of contact between two or more cars, typically no fault will be found and no penalties issued.

-In wheel to wheel racing it is inevitable that incidental contact may take place. If no drivers involved in the incident feel anyone is at fault after reporting to the Chief Steward, the Chief Steward may choose not to find fault with any one driver.

### **Protests**

Any participant has the right to protest the results of an event. Any protest must be lodged with the Chief Steward within one hour after the conclusion of an event. The protest must be presented in person to the Chief Steward who may request the protest be presented in writing. The Chief Steward shall then make a ruling within a reasonable amount of time depending on the complexity of the situation. All rulings shall be made no later than 48 hours prior to the next race with the exception of when the following races run on the same day or within consecutive days. All decisions by the Chief Steward shall be considered final and may be made public by the distribution of a drivers report and/or reviewed at following drivers meetings with the use of collected videos as an option.