



ARTICLE 10: GENERAL OPERATIONS

SECTION 10.1: GENERAL

10.1.1: Spirit & Intent All standards, operational and technical, contained within this rulebook are written with the concept of *Spirit and Intent* in mind. This concept allows for the production of fair and consistent events across all forms of karting. It should not be the goal of any participant of a Stars Championship Series event to “read between the lines” to manipulate the rules for their advantage, or bog down events in constant protests and appeals, or working to determine loopholes to exploit. Stars Championship Series officials have the right to interpret a situation, operational or technical, to the best of their ability by referring to these rules, and the spirit and intent of the written standards presented here. Do not assume that if a situation or technical standard is not specifically addressed within this document that the ruling will be in your favor. If you are unsure of a regulation, or are considering a technical gray area, please contact Stars Championship Series directly for clarification prior to moving forward.

10.1.2: Rules & Standards

10.1.2.1: Rules contained are used to ensure that all participants of a Stars Championship Series event understand how the event is to be organized and operated. Rules may be modified for sanctioned events via section 10.1.5 Supplemental Rules.

10.1.2.2: Standards contained are used to legislate operational and technical specifications that are critical to the successful production and management of a Stars Championship Series event.

10.1.3: Supplemental Rules Stars Championship Series events, and/or series have the right to add “Supplemental Rules”. Supplemental Rules may take precedence to facilitate special needs that an event may have. These special needs may be planned in advance, or result from a direct need at the event. At no time will Supplemental Rules be allowed to minimize any standards contained within this document.

10.1.4: Local Option A Local Option class is any class that competes at a Stars Championship Series event, but is not officially recognized by Stars Championship Series. These classes may be added at any time and at the discretion of the series.

10.1.5: Comprehension of Standards All officials, drivers, pit crew, and participants are expected to be fully versed with the all applicable sections of Stars Championship Series rules and standards, as well as any other supplemental rules that are part of any event. Failure to be aware of the rules and standards does not minimize their scope.

10.1.6: Participant Responsibility & Conduct

10.1.6.1: Stars Championship Series expects the highest level of conduct at its events. All attendees are responsible for their behavior. Any offense committed by a crew member shall be chargeable directly to the driver, but may also be chargeable to the offender(s) in conjunction with the driver should the situation warrant. This responsibility also extends to conduct in the local area of an event, including motels, hotels, restaurants or any private or public area, as well as social media.

10.1.6.2: Participants are also responsible to report any unsafe conditions to the event staff or officials, and to operate within the guidelines for the event

10.1.7: Living Document/Revisions This is a living document and can be modified by Stars Championship Series as needs arise in terms of safety, supply chain disruption, technical evolution, and information not previously known. Revisions will be posted at www.starschampionshipseries.com. Revisions supersede any standards or standards contained within.

10.1.8: Approved Use/Copyright The use of these standards, which is registered and copyrighted by Stars Championship Series, is for approved Stars Championship Series events only, and is used to allow for the smooth and efficient operation of an event. Its use or reproduction in whole or in part without the express permission of Stars Championship Series is forbidden.

10.1.9: Rules and Standards Disclaimer Series offers no warranty, expressed or implied, resulting from the compliance of these rules and standards that govern karting events. Racing is a dangerous sport that can result in injury, dismemberment, and even death. No rules or standards can guarantee the elimination of those risks. Your (or your child's) participation in the sport of karting is at your own risk.

10.1.10: Legal Action Any competitor, Parent or Legal Guardian of the competitor, or participant of a Sanctioned Event that threatens or takes legal action via an attorney against Stars Championship Series, Stars Championship host facility, or any its legal agents or staff, will be automatically and indefinitely suspended from all Stars Championship Series events.

10.1.11: Social Media

10.1.11.1: Social media is a part of our daily lives, and when used correctly is an important place for the sport to discuss issues and promote our activities. This policy is not intended to restrict the good. Rather, it is to assist in curbing the

more dangerous and damaging activities that have become or may become an issue.

10.1.11.2: Stars Championship Series Social Media policy covers all those involved within a Stars Championship Series event whether they are a driver, participant, official, family/crew, general third parties, media members, or associated industry as it relates to Stars Championship Series, or an Stars Championship Series event.

10.1.11.3: Any content submitted online through the medium of the internet by those participating or officiating at Stars Championship Series events should not contain material that could be deemed to be threatening, harassing, bullying, illegal, obscene, defamatory, slanderous or hostile towards any individual, team or entity participating or officiating at Stars Championship Series events. Stars Championship Series defines content as text, images, audio, video and any user generated content knowingly uploaded to the internet.

10.1.12: Consumable Specifications It is the right of Stars Championship Series events to declare the requirement of certain consumables such as tires, fuel, and/or oil.

10.1.13: Insufficient Funds If an entrant has insufficient funds, the entrant has ten (10) days from the start of the event to rectify the funds. Should the Legal Entrant not rectify the situation in the given time period it puts the driver out of 'Good Standing', eliminate any benefits from that event.

10.1.14: Reversal of Fees A Reversal of Fees at any time puts the driver out of 'Good Standing', shall automatically disqualify that driver from that event, and revoke any benefits from the event.

10.1.15: Refunds Once the Legal Entrant has taken to the track for any official session of an event, they are not eligible for a refund. If they have not taken to the track for an official session, but the event has begun, they are eligible for a 50% refund. It is at the sold discretion of the Stars Championship Series to determine whether the refund is in cash or in credit. Due to the deep discount of the Stars Season Pass, a refund is not available, but the funds will be available for a credit to any Stars event.

10.1.16: Waiver Requirements

10.1.16.1: RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, INDEMNITY AGREEMENT: All persons who intend to enter a restricted area (thereby becoming a participant of that event) shall sign the official Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement provided to the facility by Stars Championship Series before being allowed to participate in any event. All participants, by signing the waiver, hereby elect to use the track at their own risk, and thereby release and forever discharge Stars, Inc., together with their heirs, assigns, officers, representatives, agents, employees and members, from all liability from injury to person, property, employees and/or reputation, that may be received by said entrant and/or driver, and from all claims of said injuries

to parties listed above growing out of, or as resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

10.1.16.2: PARENTAL CONSENT RELEASE AND WAIVER: It is mandatory that at least one parent or legal guardian of a minor 17 years old or younger fully execute the Parental Consent and Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement before being allowed to participate at any Stars Championship Series event. Stars Championship Series MINOR REPORT is to be signed by a parent or legal guardian at each event, and reaffirms the agreement of the Parental Consent.

10.1.17: Criminal Activity The laws of the United States, and local laws and statutes, are always in effect at any event, including a Stars Championship Series event. These rules and standards cannot supersede the laws of the land, and do not remove the expectation that everyone on the premise is expected to abide by those laws. Stars Championship Series is not responsible for any injuries or actions that result from criminal activity at a Stars Championship Series sanctioned facility or in the area of a Stars Championship Series event. Driver is responsible for all actions of their crew/guests. Criminal activity may include, but is not limited to;

- Physical Assault: participants (driver, crew, spectator, official, etc.) shall not make any physical contact in an aggressive manner towards another participant or official.
- Verbal Assault: participants who use aggressive or threatening language towards another participant or official.
- Use or possession of a prohibited/illegal substance.
- Underage consumption of alcohol or controlled substances.

10.1.18: Prohibited Substance All participants entering the restricted area of a Stars Championship Series event shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner for the duration of the event, or while on premises for a multi day event. Participants are prohibited from being under the influence of alcohol or any controlled substance. Authorities will be called if it is determined that any participant has operated a kart during any part of a sanctioned event.

10.1.19: Series Decals All karts shall display all series required decals in the correct positions. It is also prohibited to have a competing series decal in place during the entirety of the event.

SECTION 10.2: Stars Championship Series Competition Licensing

See Competition License information, available at <http://www.starschampionshipseries.com>

Having a license in good standing for all Stars Championship Events is a requirement. An annual license is available, as well as a per event license.



SECTION 10.3: ENTRANT

10.3.1: Participant in Good Standing To be eligible to compete or attend any Stars Championship Series event, or to be eligible for any benefits that are part of the event, each participant must be in good standing with the Stars Championship Series.

10.3.2: Legal Entrant The Legal Entrant is the driver in a Stars Championship Series event, and shall include their parents or legal guardian in the event the driver is a non-emancipated minor. This may also include the chassis and engine as determined by the sanctioned event. The term 'Legal Entrant' and 'driver' may be interchanged throughout the document.

10.3.3: Entry for an Event The Legal Entrant must enter a Stars Championship Series event prior to going on course for any official session of the event. Entry to a Stars Championship Series event does not guarantee the Legal Entrant any additional benefits, points, or awards, and may not be used in any protest or appeal. Entering an event implies that the rules and standards have been agreed to by the Legal Entrant.

10.3.4: Refusal of Entry Stars Championship Series Member Facilities and/or their respective Race Directors reserve the right to refuse any entry.

10.3.5: Appearance of Driver/Crew It is expected that the driver and crew, team, and industry members in attendance maintain a professional appearance during the event.

10.3.6: General Ability

10.3.6.1: It is expected that all drivers competing at a Stars Championship Series event will show the basic skills necessary to properly compete in a karting event, which includes understanding the basic policies and procedures that govern an event.

10.3.6.2: The event Race Director and/or series officials have the final decision regarding a competitor's ability to properly perform, as well as having the competitor run the appropriate class for their skill level. It is within the rights of the Race Director of a Stars Championship Series event to remove anyone from competition, or to place them in a more appropriate class for their skill level, should they determine if necessary for their safety, or the safety of the other competitors.

10.3.7: Supporting Documents Any driver shall be required to prove his/her age via one or more legal documents such as birth certificate, driver's license, passport, etc. if requested, or if the class they intend to compete has some type of age requirement such as Rookie, Junior, or Master classes.

10.3.8: Competition Age A driver's competition age is determined by the age that they

will be on December 31 of that year.

10.3.9: Option Year Stars Championship Series option year is designed to give the junior drivers flexibility during transition years by allowing them to either stay in the current level class, or move to the next class level. Series officials retain the right to make the final determination.

10.3.10: Advancing an Age Group When eligible by age, drivers may move up to the next class.. Once they have completed one full event at the next level, they must decide whether to remain at that level or revert back to the previous level. They can make this decision only one time in a given season. Once the second event at the higher level has been completed, they must remain at that level at any Stars Championship Series event. This applies only to Stars events, and Stars will not take into consideration what classes driver's compete in outside of Stars related events.

10.3.11: Medical Conditions

10.3.11.1: It is not the duty of the Stars Championship Series to determine the health status of each participant. Each participant must exclude themselves from participating if they have any condition known to them that a reasonable person would consider unsafe. Stars Championship Series shall not be liable in the event there is additional injury, including death, from any medical condition.

10.3.11.2: These conditions, physical and mental, include but are not limited to; Pregnant women, diseased persons, persons with known or unknown medical issues, persons on medications known to cause impairment, anyone under doctor's care without express consent by doctor to compete, any person with a disability that would not allow them to manage the basic operation of a competitive kart.

10.3.12: Drivers with Disabilities If a driver has a known disability, and wish to compete, they must contact Stars Championship Series to obtain the basic criteria to compete and to apply for a waiver. This is done to ensure the safety of the driver in question, as well as the safety of all participants at an event.

10.3.13: Entrant Equipment The Entrant is allowed to use up to two chassis per event. The primary chassis will be sealed and the second chassis can only be used with the approval of the event Technical Director.

10.3.14: Waivers It is at the sole discretion of the series to allow a waiver for a driver to compete in a class they technically do not qualify for. These situations may result from size of driver, experience, etc. These situations are very rare and any waiver presented does not set precedence for any future waiver considerations.

SECTION 10.4: SAFETY

10.4.1: Participants Responsibility It is the responsibility of each participant to properly manage the safety of their equipment at all times during the course of an event. Stars Championship Series will not assume the responsibility for the safety and/or technical compliance of any competition vehicle. Additionally, it is their responsibility to inform series officials of any issues on or directly surrounding the racing surface that may present or develop into a dangerous situation.

10.4.2: Accidents

10.4.2.1: Kart(s) and driver(s) safety equipment involved in an accident may be required to stop for inspection by Stars Championship Series officials only. Officials may not allow a kart to continue or safety equipment to be used if there is reasonable visible evidence that the kart or safety equipment is damaged and may pose a safety risk in general. This decision shall be made solely by Stars Championship Series event officials, and not the drivers involved.

10.4.2.2: Parents of a minor may be allowed onto the track only when approved by Stars Championship Series event officials once the course is clear and the conditions are safe.

10.4.2.3: Any driver who has lost consciousness, indicates a strong likelihood of concussion (dizziness, vomiting, blurred vision, memory loss), or indicates a reasonable chance of serious injury may not be permitted to continue in any official session for that event, and is at the discretion of the event medical staff and/or the Race Director. The driver may be required to be cleared by a Medical Doctor before being allowed to attend further Stars Championship Series events.

10.4.3: Dangerous Conditions

10.4.3.1: Stars Championship Series officials have the right to stop, postpone, or cancel any event if they deem conditions to be dangerous. This includes weather, track conditions, driver(s) actions, civil unrest, or any other condition that may arise and threaten the safety or well-being of competitors, spectators, officials, or other people at or near the event.

10.4.3.2: If lightning is observed in the area of the racing facility, immediately cease all on-track and outdoor activities or be advised to seek their own shelter should a common indoor area not be available. All participants and spectators should be moved indoors. Competition can resume 30 minutes after the last sighting of lightning is observed.

10.4.3.3: In the case of impending severe weather, the event officials will evaluate any available information, cease all activities, and advise all parties to take immediate shelter if necessary. Stars Championship Series is not responsible or liable for any damage to property or individuals during bouts of severe weather. It is the responsibility of the driver and their crew/family to recognize severe weather and take appropriate action to secure their property

and protect themselves regardless of the actions of the event.

10.4.4: Fire Extinguisher It is highly recommended that each entrant have a minimum of one operable 1-1/2 pound dry-powder fire extinguisher (rated for use on A, B, & C. type fires) in their pit area. Carbon Dioxide type extinguishers are not acceptable substitutes for the dry-powder type.

10.4.5: Track Access During “live/hot” sessions, only race officials shall be permitted on the racing surface.

10.4.6: Personal Safety Equipment

10.4.6.1: Helmets All helmets used at a Stars Championship Series event must be full coverage (full face), with the face-shield installed, and designed for competitive motorsports use with the following certifications:

Snell Foundation	Expires
SA or M 2010	12/31/2020
SA 2015	12/31/2025
Snell SA/K or M 2010	12/31/2020
CMS 2016	12/31/2026
CMR 2017	12/31/2026
SFI	
SFI 24.1/2010 (Youth)	12/31/2020
SFI 31.1/2010	12/31/2020
SFI 41.1/2010	12/31/2020
SFI 24.1/2015 (Youth)	12/31/2025
SFI 31.1/2015	12/31/2025
SFI 41.1/2015	12/31/2025
SFI 24.1/2020 (Youth)	12/31/2030
SFI 31.1/2020	12/31/2030
SFI 41.1/2020	12/31/2030

10.4.6.1.3: Helmets must be in “factory condition”, with no visible shell damage. If shell damage is visible, it will not be allowed to be used. Additionally all certification stickers must be present and easily visible upon inspection.

10.4.6.1.4: Cameras shall not be affixed to the helmet in any way. Officials are to immediately black flag and remove from the course any driver that enters a session, official or otherwise, with a camera mounted in any way to a helmet. This includes ‘in-helmet’ cameras that are affixed to the interior of the helmet near or around the viewport of the helmet.

10.4.6.2: Gloves Gloves are required in all divisions.

10.4.6.3: Suits/Jackets Driving suits of one piece design made of abrasion resistant material are required

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

10.4.6.5: Ear Plugs The use of earplugs by participants, both drivers and pit crews, is strongly recommended. Hearing loss in motorsports is extensive, and it is worth a few moments to protect your hearing.

10.4.6.6: Long Hair

10.4.6.6.1: If hair extends appreciably from beneath the helmet, the competitor must wear a balaclava to retain hair from extending outside the helmet. No hair is allowed to be visible when the driver is “race ready”.

10.4.6.6.2: Stars Championship Series and its sanctioned events are not responsible or liable for injuries related to long hair while on-track, regardless of the situation. The driver is exclusively responsible for ensuring that their long hair is properly secured.

10.4.6.7: Neck Collar

10.4.6.7.1: Use of a neck collar is mandatory for all Rookie and Junior divisions.

10.4.6.7.2: They are not mandatory, but recommended, for all Senior divisions.

10.4.6.7.3: If a Rookie or Junior driver loses a helmet support on-track, they shall be removed from the course and will not be able to return to competition. A senior driver that elects to use a Helmet Support shall not receive a Black Flag for losing a helmet support.

10.4.6.7.4: Advanced neck and head supports are highly recommended for drivers of all ages.

10.4.6.8: Chest Protectors All rookie and junior drivers up to 13 years in all divisions are required to wear a chest protection device with the following;

SFI specification 20.1.

Up to 8 Years (actual age): SFI 20.1/1

9-13 (actual age): SFI 20.1/2

10.4.6.9: Rib Protectors Rib protectors are recommended, but not mandatory.

10.4.7: Driving in Pits Driving in the pit area is expressly prohibited at a Stars Championship Series event. The only area drivers can operate their karts is exiting the grid, on track, and driving up to (but not on) the scales. Due to the serious nature of driving in the pits and the potential for severe injury and/or death, doing so is an immediate disqualification from the event, plus the potential of additional sanctions from



Stars Championship Series.

10.4.8: Recovery/Emergency Vehicles While karts are active on the track, no recovery or emergency vehicle shall cross, run adjacent to, or park in close proximity to the track's surface.

10.4.9: Open Flame Open flames can only be used outside in a well ventilated area and not as a heating source for tires. A charged fire extinguisher must be within ten feet of the open flame while being used.

10.4.10: Weight/Ballast

10.4.10.1: All bolt-on weight must be white in color.

10.4.10.2 All weight added to meet minimum kart/driver weight requirements shall be bolted to the kart with a minimum 5/16 or 8mm through bolt. Weight over 7 pounds will require a minimum single 3/8 bolt, or two 5/16 bolts. All bolts are to use either double nuts or a single nut with cotter pin/safety wire, with threads of at least 1/4" still visible. Using cotter pin/safety wire in addition to the double nuts is highly recommended.

10.4.10.3: Weight mounted to the seat should use a large washer to prevent the head of the bolt from pulling through the seat.

10.4.10.4: Carrying of ballast on the driver's person is prohibited, which includes any materials not normally considered necessary for the driver to compete and is at the discretion of series officials.

10.4.10.5: No weight may be mounted to the underside of the chassis.

10.4.11: Safety Tech Standards The following connections must use a nylock nut (or mechanical where specified), and/or safety wired/pinned/clipped during all official sessions;

Pedals (brake and throttle)

All brake rods and safety tether

Master cylinder to frame

Calipers to frame/spindle

Rotor to hub bolts (mechanical lock nuts required)

Kingpins

Steering shaft to frame

Tie Rods (all mounting points)

Steering hub to steering shaft

Steering wheel to steering hub (all – minimum 3)

Third Bearing Support bolts to the support mount, or to each other (minimum 2)

10.4.12: Technical Inspection Form

At any Stars Championship Series event, it is the responsibility of the entrant/driver to maintain all facets of safety for their vehicle, and not the Stars Championship Series, for all sessions related to the event. To ensure that the entrant/driver is aware of this responsibility Stars Championship Series requires the use of the Safety Inspection Form. This form is to be filled out and signed by the entrant, and handed in as they enter the grid prior to their qualifying session. The event officials may do spot checks during an event.

SECTION 10.5: EVENT

10.5.1: Restricted Area Access

10.5.1.1: Only those persons having signed a waiver of liability and with a pit pass shall be allowed in the pit/restricted area, which include hot grid and track if a driver or when expressly permitted by an official.

10.5.1.2: Areas that are directly involved in the continuous operation of the event are restricted to anyone except for the event production staff without an expressed invitation, and include but are not limited to; Tower, scoring, tech, any area designated 'official'.

10.5.2: Meeting of Drivers/Crew and Officials The Race Director may conduct a meeting of drivers for the discussion and interpretation of the rules and any specific standards applying to that event. All drivers may be required to attend, and it is the driver's responsibility to do so. Failure to attend this meeting does not remove the responsibility of the driver to know the rules and standards of the sanctioned event.

10.5.3: Legal Equipment To compete in any official session the driver and kart must be compliant with the technical regulations of that class. In the event that it is determined that the Legal Entrants equipment is not legal, infractions will apply. In the event that it is determined that non-legal parts were intentionally created with the goal of subverting the Spirit and Intent of the technical regulations, the person or persons involved will be subject to severe infractions, and possible expulsion from the series.

10.5.4: Official Session For Stars Championship Series events, an Official Session includes practice, qualifications, heats or pre-finals, last chance events, and Features/Finals. The terms 'official session', 'session', or 'race' may be interchanged in this document but all imply an Official Session. Drivers are to only enter the sessions they have entered for.

10.5.5: Class Structure



Class	Engine	Number Series	Weight	Age	Tire	Fuel	Oil
Pro Stars	175SSE/KZ	100-199	395	15+	MG Yellow 4.6/7.10	Sunoco 100/VP98	Elf
Pro Master	175SSE/KZ	200-299	410	30+	MG Yellow 4.6/7.10	Sunoco 100/VP98	Elf
Rok Stars	Rok 125/Stock Honda	400-499	390/380	15+	MG Yellow 4.6/7.10	Sunoco 100/VP98	Elf
Rok 125 Master	Rok 125/Stock Honda	500-599	410/400	30+	MG Yellow 4.6/7.10	Sunoco 100/VP98	Elf
X30 Stars	X30	100-199	360	15+	MG Yellow 4.6/7.10	Sunoco 100/VP98	Elf
X30 Junior	X30	200-299	320	12- 15	MG Red 4.6/7.10	Sunoco 100/VP98	Elf
X30 Master	X30	300-399	400	30+	MG Red 4.6/7.10	Sunoco 100/VP98	Elf
KA 100 Stars	KA 100	100-199	360	14+	MG Red 4.6/7.10	Sunoco 100/VP98	Elf
KA 100 Junior	KA 100	200-299	320	11- 14	MG Red 4.6/7.10	Sunoco 100/VP98	Elf
KA 100 Master	KA 100	300-399	395	30+	MG Red 4.6/7.10	Sunoco 100/VP98	Elf
206 Stars	LO206	100-199	365	14+	MG Red 4.6/7.10	Spec by event	
206 Master	LO206	300-399	390	30+	MG Red 4.6/7.10	Spec by event	
Mini	Swift	100-199	245	9-1 2	MG Red 4.6/4.6	Sunoco 100/VP98	Elf
Mlcro	Swift	200-299	225	7-1 0	MG Red 4.6/4.6	Sunoco 100/VP98	Elf

10.5.6 Combining Classes The combining of classes at a Stars Championship Series event is acceptable. Classes must be age and speed similar, and is at the discretion of series officials.

10. 5.7: Environmental Consideration

10.5.7.1: Fire Code All participants shall abide by state and local fire codes.

10.5.7.2: Fuel & Oil All participants shall not dispose of fuels or lubricants in the

pit area or the track area by pouring or spilling such fuels or lubricants upon the ground.

10.5.7.3: Used Tires Used tires are not to be left in the pits, paddock, trash, or any location at any Stars Championship Series event without the expressed consent of the track owner and/or race director, which may include specific instruction.

10.5.7.4: Trash It is the responsibility of each Legal Entrant and their crew to collect and dispose of their trash at any Stars Championship Series event unless directed otherwise.

10.5.8: Cancellation of Event

10.5.8.1: It is the right of a sanctioned event to cancel the event for various circumstances such as war, dangerous conditions, government action, pandemic closures, weather, civil unrest, etc.

10.5.8.2: If the event is cancelled prior to the completion of qualifying of all classes, and cannot be rescheduled, the event shall award 1st place points to all competitors.

10.5.8.3: If the event is cancelled, and cannot be rescheduled, before all heats/pre-finals have been completed, points will be awarded based on the results of qualifying.

10.5.8.4: If the main event is cancelled, and cannot be rescheduled before all mains are finished: Any main events that have been completed are considered complete. Any main that is not able to be ran will be awarded finishing positions and points based on the starting positions.

10.5.9: Failure to Compete Should a competitor attend and enter a Stars Championship Series event, but is unable to compete due to circumstances out of their control (approved by Race Director), they will be given last place points as if they had competed in any official session.

10.5.10: Substitute/Relief Driver Substitute/Relief drivers are not allowed in Stars Championship Series events. If it is determined that a substitute driver has been used, both the legal entrant and the substitute driver are to be disqualified from the event.

10.5.11: Official Scoring

10.5.11.1: The official race scoring, whether by electronic system or hand scoring, is the only "Official/Legal" source of race scoring. The official scoring is the information supplied & certified by the official scorer.

10.5.11.2: Any information provided to the public through real-time scoring

programs such as Race Monitor, is not official and the information it displays cannot be used to protest or question the official scoring of an event.

10.5.11.3: To be scored, a kart must be under its own power.

10.5.11.4: If a transponder provided by the event malfunctions or is not charged, and results in the driver not being able to be scored in qualifying, the driver will be given a replacement and will be allowed to re-qualify with a 'green-white-checked' at the earliest opportunity, if possible, as determined by the Race Director.

10.5.11.5: If a transponder is owned by the driver and malfunctions or is not charged, or is improperly mounted resulting in it not being able to provide the correct signal (also applies to event provided transponder), the driver will not be eligible to re-qualify.

10.5.11.6:: At no time is the lap time delivered from any data system to be used as a valid qualifying time.

10.5.12: Points

Final Points				Heat/Pre-Final Points			
Position	Points	Position	Points	Position	Points	Position	Points
1	200	21	85	1	100	21	34
2	180	22	80	2	90	22	32
3	175	23	75	3	85	23	30
4	170	24	70	4	80	24	28
5	165	25	65	5	75	25	26
6	160	26	60	6	70	26	24
7	155	27	55	7	65	27	22
8	150	28	50	8	60	28	20
9	145	29	45	9	58	29	18
10	140	30	40	10	56	30	16
11	135	31	35	11	54	31	14
12	130	32	30	12	52	32	12
13	125	33	25	13	50	33	10
14	120	34	20	14	48	34	8
15	115	35	15	15	46	35	7
16	110	36	10	16	44	36	6



17	105	37	5		17	42	37	5
18	100	38	4		18	40	38	4
19	95	39	3		19	38	39	3
20	90	40	2		20	36	40	2

Points for Heat/Pre-final are as noted. Points for Finals are posted points + the number of entries in the class.

10.5.13: Tie Breaker In the event of the tie, tiebreakers will be determined by: wins, 2nd places, 3rd places, on down through all finishing positions and then qualifying positions (if applicable). If a tie still cannot be resolved, “co-champions” (or whatever the points position) will be declared.

10.5.14: Radio Use Radio communication to or from the driver is prohibited

10.5.15: Video Use

10.5.15.1: The use of video from the kart via a mounted camera(s), or from spectators viewing an official session, is allowed. Refer to the standards for cameras and camera mounting.

10.5.15.2: Video may be used for protests during an event. The event may, if it deems helpful, request video of an incident to properly judge a situation. The sanctioned event is under no obligation to do so at any time.

10.5.15.3: Stars Championship Series may request video from an event to review on-track activity that is considered dangerous and with intent to harm. The series reserves the right to determine infractions, post event, that may result from specific footage.

SECTION 10.6: COMPETITION

10.6.1: Sportsmanlike Conduct Drivers are expected to compete with a high standard, to follow the general rules for official sessions, and to avoid unnecessary contact with other drivers. Unsafe or unsportsmanlike conduct is prohibited. Bumping, nerfing, aggressive driving, etc. is prohibited.

10.6.2: Established Course Drivers are to follow the established course as designed, with all four wheels remaining on course. Deviation is only acceptable in avoiding an incident. The Established Course does include all curbs and exit curbing.

10.6.3: Driving Standards Driving standards are the benchmark for assessing on track infractions. The event marshals and the Race Director have sole decision making for



assessing infractions related to driving standards.

10.6.4: Right of Line The 'right of line' is the ability of a driver to have the right to utilize their preferred line entering, through the apex, and exiting a corner. There are numerous types of corners, and this serves as a guide.

10.6.4.2: **Establishing Position** For the overtaking driver to 'establish position', they must have the centerline of their front axle midway between the lead kart's front and rear axle as they enter the corner without the use of contact or leaving the established course prior to the application of brakes, or corner turn in.

10.6.4.3: **Maintaining Position** For the lead driver to 'maintain position', the centerline of their front axle may not fall behind the midway point between the overtaking karts front and rear axle centerlines without blocking or leaving the established course.

10.6.4.4: Once the overtaking driver has 'established position', and while the lead driver 'maintains position', they are considered to have equal right to the entire corner (entry, middle, and exit) and are obligated to give the other driver racing room, but are not obligated to concede the corner.

10.6.4.5: A corner is won when either the overtaking driver fails to maintain their 'established position' and execute the pass, or the lead driver fails to 'maintain position' and allows the overtaking driver to execute the pass.

10.5.4.6: A driver that finds themselves defending on the outside of a corner at exit has the responsibility of using the correct judgement to concede the corner at the moment the inside kart is making forward progress. Maintaining the outside positions is considered a 'high risk' positioning of the kart and officials will take that into consideration.

10.6.5: Defending Drivers are allowed to make moves to defend off the preferred line in a straight coming to a corner. However, that driver is only allowed to return back $\frac{1}{4}$ kart width to set for the corner. Lines may not be adjusted while in a braking zone. Once an overtaking driver has broken the rear plane of the lead kart with their front nose, the lead driver is not allowed to move any further.

10.6.6: Avoidable Contact While it is expected and common for contact to occur during an official session, it is to be avoided with care at all times. Avoidable contact that results in directly affecting the other driver(s) to their detriment, regardless of intent, is prohibited and subject to infractions.

10.6.7: Impeding Impeding is the intentional or unintentional act of placing your kart and adjusting speed so that it inhibits the trailing driver(s). Impeding is also to be defined in a more general sense of creating a situation that affects another driver, or drivers,

negatively. Typical impeding is being off pace and in the racing line, or generally holding up other drivers from managing their session.

10.6.8: Signaling Signaling from pit to driver is acceptable if done safely from the grid area by way of hand signals, or by using a sign board. At no time are lights or lighting of any kind to be used while signaling.

10.6.9: Mechanical Failure/Stopping on Course If a driver has a mechanical failure, the engine dies for any reason, or from any other reason while the session is under green flag conditions, they are to raise their hand(s), slow safely, and pull off of the course with caution. They are to move their kart safely away from the established course, or assist the corner marshal in doing so, and then move behind the nearest barrier protection. The driver is not to leave the protected area until instructed.

10.6.10: Restarting of Karts Restarting of a kart during green conditions is allowed by instruction from officials only. Karts involved in a yellow or red flag may restart unless they were previously stopped on course or their engine not running was the cause of the caution. Drivers have 90 seconds to restart after a yellow or red flag condition when allowed.

10.6.11: Leaving the Track Drivers are expected to re-enter slowly and safely after leaving the track, with their hand raised until they are back to racing speed. If the driver leaves the course, and cannot continue for any reason, they are to exit the kart and move to a safe area at the direction of an official.

10.6.12: Lapped Drivers Lapped drivers are expected to not impede the lead drivers. When receiving a Blue Flag, they are to maintain position and make it easy for the lead drivers to go by. In mixed run groups for all sessions, and all heats and pre-finals for single run groups, the sole remedy will be the Blue Flag. In the final, the Black Flag may be used to remove lapped karts depending on class size and type of facility.

10.6.13: Reverse Direction Driving in a reverse direction, or generally driving off of the established course for any reason other than attempting to safely re-enter the established course is prohibited.

10.6.14: Exiting the Established Course to Scale or Pit Following the conclusion of a session, drivers are expected to slow to pace speed and exit the course at the established point.

10.9.15: Event 107% Rule At all times the competitor is expected to be able to execute lap times within 107% of the fastest time in any session. If not, the Race Director has the authority to remove any competitor that is not able to maintain that pace to ensure their safety, and the safety of others.

10.6.16: Qualifying 101% Rule In the event class sizes result in two qualifying sessions, and there are changing conditions (weather/track surface), the 101% rule may be utilized. The fastest times of the two groups are directly compared. If the slower of the two is at or

over 101% then the faster of the two, then instead of the two qualifying groups merging by time, they will merge by group with the faster group lined up on the inside line, and the slower group lined up on the outside line.

SECTION 10.7: OFFICIALS

10.7.1: Officials Powers The designated officials of any Stars Championship Series event shall have the power of rule enforcement and race supervision. Any official at a Stars Championship Series event can report a dangerous driving situation or other rules violation that is observed on-track. The decision on whether to issue an infraction or not lies with the Race Director.

10.7.2: Race Director The Race Director shall be that official having complete charge of all officials, technical inspector, turn marshals, the track, and karts during all “official times” the event is occurring. The Race Director, or their designated representative, shall uphold all rules and standards, including the interpretation. As all potential situations may not be specifically addressed in this document, it is also within the powers of the Race Director to react and rule to an unanticipated situation with the best interests of the series and competitors. Once the Race Director has levied a decision, only through an appeal can that decision be overturned.

10.7.3: Course Control This official is in charge of all activities on the course, and has the authority to call and manage on track activities.

10.7.4: Head Flagman The Head Flagman shall be that official having complete charge of the flags. The Head Flagman’s flag signals are to be obeyed without exception. If necessary, the Head Flagman shall conduct a meeting for all drivers prior to the start of the event to explain the flags, their use, and rules of the road.

10.7.5: Official Scorer The Official Scorer shall be that official in charge of timing and /or scoring. The Official Scorer shall keep the Flagman informed of positions, laps completed, etc.

10.7.6: Course Marshall Course Marshalls shall be strategically located around the inside of the course and out of harm’s way to use flags, as instructed and when necessary, to signal drivers as to accidents, debris, fluid or other hazards on their portion of the track. It is not the duty of a turn marshal to assist drivers at the scene of the accident or incident to get their karts separated or going again. Their duty is to warn oncoming traffic of an incident, and to direct race control of the possible need of additional resources if necessary.

10.7.7: Grid Steward The Pit Steward shall be that official(s) having charge of the grid. The Pit Steward shall keep all unauthorized persons out of the area, assign the pit spaces, grid the next class, and report any irregularities or rule infractions to the Race Director.

10.7.8: Head Technical Inspector The Head Technical Inspector shall be that official having charge of all aspects of race inspection and the area in which technical inspections are performed. The Head Technical Inspector solely appoints Assistant Technical Inspectors. Any other persons in the Technical Inspection Areas are at the sole discretion of the Head Technical Inspector.

The Head Technical Inspector shall designate an area where karts and drivers will be checked for minimum class weight, maximum kart size, engine legality, exhaust system legality, legal attachment of weights, fuel legality, etc. Entrants are responsible to the Technical Inspector while in the impound area and are subject to disqualification if they leave without the Technical Inspector's approval.

The Head Technical Inspector has the final say over any and all tech inspection questions or compliance.

10.7.9: Infraction Steward The infraction Steward is available to assist competitors in understanding infractions they may have received. They are also responsible for accepting and managing the protest process.

10.7.10: Infraction Marshal infraction Marshals will be stationed around the course. It is their sole purpose to review, in real time, the driving standards of the competitors on track and issue infractions for those that disobey the driving standards.

SECTION 10.8: Flags

10.8.1: General The use of flags during a Stars Championship Series event is not eligible for protest. The term 'flag' may be interchangeable with the term 'light' or 'lights'.

10.8.2: Green Flag Signals the start of racing and the course is safe to resume full-speed racing. Passing is legal as soon as the green flag is displayed, unless there are specific instructions.

10.8.3: Yellow Flag - Local The local yellow flag, presented by any official on track, signifies an area of caution on track.

10.8.4: Yellow Flag - Full Course A full course caution is called via the use of two yellow flags held sideways, and not waiving. When you see this, note that scoring has stopped and there is a significant reason to slow. Slowly reform in a pack and prepare for either a Red flag to be displayed, or instructions that we are returning to a restart.

10.8.5: Black Flag - Rolled The black flag may be used to warn a driver of an infraction or remove a driver from the course.

10.8.6: Black Flag - Waived This flag indicates you are being removed from the course

immediately for a number of potential reasons. A driver has a maximum of two laps to adhere to this flag.

10.8.7: Black Flag w/ Orange Dot This flag is specifically meant to warn a driver of a serious mechanical issue with their vehicle. They are to exit the track with caution immediately.

10.8.8: Blue flag or Blue Flag w/ Orange Stripe A blue flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped, he will give the right-of-way to the faster traffic and will point (if possible) to the side of his kart that he wants the faster traffic to pass on. **Level 2**

10.8.9: Crossed White & Green Flags A crossed white and green flag signifies the halfway point of a heat or race. This is an option that the participating club may choose to use.

10.8.10: White Flag

Shown only as a courtesy to signify the beginning of the last lap. When the leader passes the start/finish line and receives the white flag.

10.8.11: Checkered Flag Shown to signify the absolute conclusion of an official session regardless of the actual number of laps completed.

10.8.12: Checkered & Black Flags Signifies the end of the racing event; however, the addition of the black flag signifies the top 5 in the race is under protest or official review.

10.8.13: Red Flag The red flag shall be displayed when an unsafe condition exists on the track, such as; serious incident, an inverted kart(s), dangerous conditions, failure of a competitor to comply with a black flag, or other reasons deemed necessary by the Race Director.

10.8.14: Red Flag Procedures

10.8.14.1: When a red flag is displayed, all drivers shall stop in a safe manner as soon as possible and step safely away from their karts. No work is allowed on karts at this time.

10.8.14.2: If a red flag is thrown before all karts running have gone through scoring once, then a complete restart shall be required, using the original lineup, with the karts involved placed at the rear of the field in order of the original lineup.

10.8.14.3: An 'involved' kart is any kart directly or indirectly involved in the cause of the red flag. Stopping short of the incident does not mean that the driver is involved. The final call regarding whether a kart was 'involved' is at the discretion of race officials.

10.8.14.4: If all karts running have gone through scoring at least once, the last

fully completed lap scored shall be the lineup for the restart. The lineup order shall be determined by the official scorer.

10.8.14.5: A kart that previously dropped out prior to the red flag cannot restart the race.

10.8.14.6: No work on a vehicle is allowed during the course of a red flag. At any point work occurs on a kart in any way it is immediately eliminated from competition.

10.8.14.7: Officials may inspect karts that are involved in the red flag, or any kart that is stopped on course, for damage. If the kart exhibits any reasonably significant damage to any part of the kart that may result in an unsafe condition for the driver, or for other drivers, they will exclude the kart from competition. Examples would be bent steering components, damaged bodywork, bent axles, or damaged wheels.

SECTION 10.9: RACE PROCEDURES

10.9.1: Event Format Each Stars Championship Series event will have the following format; Official Practice, Qualifying, Heat Rounds, Pre-final, and Final. The exact duration and number of laps of each session will be determined by the length and general lap times of a facility. Stars uses 'green to checkered' time, such as 10 minutes for a heat, to determine final lap count for an event.

In the event of inclement weather or conditions, Stars will not use a lap count, but will revert to the time of the session, plus one lap. For example, if 10 minutes is used to calculate the lap count for a heat race, and there are inclement conditions, the leaders of the session will receive the white flag at roughly the 10 minute mark and is at the discretion of the Head Flagman and Timing/Scoring.

10.9.2: Grid Area

10.9.2.1: The grid area is reserved for the exclusive use of competing karts and their crews, and is subject to the control of the Race Director, who can limit the number of crew per vehicle at any time.

10.9.2.2: All karts will grid in the grid area to enter the track for their respective on track session. The grid area closes after the field is released onto the track. Once the grid area is closed to a class, no more entrants for that session may enter the grid area.

10.9.2.3: Once the class has left the grid area for the on-track session, any drivers currently in the grid area have 90 seconds to join their class in their correct position. Once the 90 seconds has passed, they are not allowed into the session.

10.9.2.4: Once the first kart reaches the Commitment Cone, the grid is considered closed. This applies to all sessions.

10.9.2.5: Stars Championship Series observes a quiet grid. All engines can be warmed in your pit, but once you leave your pit the engine is to remain shut off until given the signal to fire by the grid steward.

10.9.3: Race Start

10.9.3.1: Formation Cone: Once a class has left the grid, they can proceed at a reasonable speed until they reach the Formation Cone, typically half track distance. At the formation cone it is the responsibility of the pole sitter to bring the field to pace speed and allow the field to properly line up. Applies to standing and rolling starts.

10.9.3.2: Commitment Cone: Once the pole sitter reaches the commitment cone, the field is now set. Drivers late leaving the grid, who are attempting to regain their starting position, at this point must halt and line up where they are. Applies to standing and rolling starts.

10.9.3.3: Tram Lanes: At all starts (with the exception of a standing start), all drivers are to stay fully within their tram lanes. Once the green has been shown, racing has begun and drivers can then move out of the tram lanes.

10.9.3.4: Rolling Start Start Zone Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 20mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced 40-60 feet apart. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or green flag to signify that the race has started once the leader has started the race. There is no waived start. If the pole sitter accelerates before the first set it shall be considered a jump start.. If the pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. It is at the sole discretion and privilege of the pole sitter to start the race, with any and all karts that have accelerated prior to the pole sitter starting the race being subject to a 'jump-start' penalty.

10.9.3.5: Single File Restart The start zone is to be used as the standard for single file restarts with the field lined up in order, nose to tail. The lead kart will choose the inside or outside tram lane and will use the basic start zone procedure.

10.9.3.6: Standing Start Drivers will arrive at the start area, and pull into their grid position as indicated by an official. The driver is to stay on or behind the grid line. When the field is set, the official 'holding' the field will move off course, which indicates the start is imminent. The flagman will raise their hand indicating roughly 5 seconds to green. At roughly 5 seconds, the starter will waive the flag

and the race has begun.

10.9.4: Race Start The race will officially start with the Head Flagman waiving the green flag.

10.9.5: Scratched Entries In the event of a scratched entry in an event with a rolling start that space shall be filled on track by moving forward directly. Standing starts will have the grid space left open. If in the pits, and if time and conditions allow, the open space will be filled by crossing over. At the order of the Race Director, if time and/or conditions don't allow, the Grid Steward will simply have the row with the empty space move forward.

10.9.6: Race Completion

10.9.6.1: A race will be considered complete at the moment the checkered flag is displayed on course and each kart that is capable of operating on its own power has had reasonable time and opportunity to cross the finish line as determined by the Race Director and/or Head Flagman.

10.9.6.2: Every effort will be made to complete an event under green flag conditions, with scoring based on the order that the vehicles pass the start finish line from the lead kart and down the order with any lapped karts accounted for.

10.9.6.5: To be complete, a race must complete at or above 50% of its established distance. The Race Director may, in the case of a yellow or red flag or time limit reached, declare the race complete.

10.9.6.6: Participants shall not protest the determination of Race Completion.

10.9.7: Time Limits While there are no specific time limits, the Race Director has the authority to institute a time limit if the conditions warrant.

10.9.8: Post-Session Scale Procedures

10.9.8.1: All drivers shall be weighed with their karts immediately after every official session with the exception of practice. Post-race scale areas should be separated from persons other than the competitors.

10.9.8.2: Drivers and karts shall be weighed together and must achieve the minimum weight for the class as they came off of the track. If parts or pieces have come off of the kart, they are not allowed to be included in post-session scale procedures. Drivers shall not add any weight to themselves or their karts between the finish of the competition and weigh-in of driver and kart.

10.9.8.3: Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, "zero" the scales, and immediately make a second attempt.

10.9.8.4: Should a driver have an incident or mechanical failure on track that

does not allow them to continue, but is not a result of a infraction, must complete the Post-Session Scale Procedures.

10.9.8.5: At the discretion and pre-approval of the Race Director, drivers may have one 20oz bottle of water in a clear plastic bottle to drink in extreme conditions. Drivers will be eligible for an infraction if they dump the water on themselves, their kart, or their equipment.

10.9.9: Post-Session Technical Inspection

10.9.9.1: At the end of competition, all required karts and drivers shall proceed directly to the designated impound area to be checked for maximum kart size, engine legality, exhaust system legality, legal attachment of weights, etc. DO NOT LEAVE THE POST-RACE TECH AREA UNTIL DISMISSED BY THE TECH DIRECTOR.

10.9.9.2: Only one driver and one designated crew member per kart is allowed in the post-race technical inspection.

10.9.10: Confiscation of Items If a part is deemed illegal, or its legality is suspect and requires additional inspection or testing, the technical officials have the right to confiscate the item for further review, to prepare for Appeal, or to simply remove it from the sport. Stars Championship Series, the sanctioned event, or event official is not responsible for replacement of the part, or the value of the part.

SECTION 10.10: PROTESTS, APPEALS, & INFRACTIONS

10.10.1: Protests

10.10.1.2: Who Can Protest All protests involving specifications, legality and driver conduct shall be submitted by a legal entrant from the same class in which the protested infraction occurred.

10.10.1.3: What Can Be Protested The following are eligible for protests at a Stars Championship Series event;

- Chassis and Bodywork Specifications
- infractions
- Driver Conduct
- Scoring Results
- Verification of Technical Compliance (only valid if part in question has remained under the care, custody or control of the Technical Director).

10.10.1.4: Protest Fee A Protest Fee of \$200 is to be paid in cash to the infraction Steward when the protest is submitted. This fee is refunded only if the decision is in the favor of the protesting party.

10.10.1.5: Singular Protest Requirement Protests may not be collective. Only a legal entrant of the class in which the protest is made may protest. Once a protest is properly lodged, additional protests of the same incident, alleged technical infraction, etc., will not be accepted.

10.10.1.6: Written Requirement All protests must be submitted in writing on an official protest form to the infraction Steward of the event within 30 minutes after completion of the session that is being protested or, in the case of a scoring or technical protest, 30 minutes after official results have been announced and/or posted. Written protest should refer to the specific specification and/or regulation contained within this document and refer to the same section, paragraph number and page number.

10.10.1.7: Video Review Video and/or photos are accepted concerning protests, and is the sole responsibility of the legal entrant filing the protest to supply their own, as well as any additional footage that may be helpful. Video will only be reviewed as part of a protest, and not as part of a general complaint to the series officials.

10.10.1.8: Reasonable Attempt Every protest with or without video evidence will be reviewed. However, due to natural time constraints of an event it is to be understood that the event cannot be held up for a protest. If this is the case, the protest is void and funds will be returned.

10.10.1.9: Protest Limit Each legal entrant is entitled to one (1) protest per event. Should the legal entrant win their protest, their protest fee will be returned and they are still eligible to use their one (1) protest.

10.10.2: Appeals Stars Championship Series is available to process the appeal of a decision during a series event. The appeal may handle operations, infractions, and technical issues that were not able to be determined at the facility.

10.10.2.1: Who Can Appeal Any Legal Entrant of a Stars Championship Series event may file an appeal after they have properly filed a protest at the event where the solution was not acceptable, or if they were disqualified due to a technical infraction.

10.10.2.2: Intent to Appeal If the legal entrant intends to appeal a technical infraction, the part or parts in question may not leave the tech area if the appeal is technical related. It is to be boxed and sealed with tape with the legal entrant, the technical director, and the Race Director as witnesses. The three are to then sign, in marker, across the tape and the box to establish chain of custody. It will remain with the Race Director or Technical Director until either the appeal moves forward and they send the part to Stars Championship Series, or the legal entrant does not appeal in time in which the Technical Director will either confiscate the item (with Stars Championship Series approval), or return the item to the legal

entrant. Once a part leaves the post-race technical inspection area, an appeal cannot be held. If the legal entrant intends to appeal an operations decision, they must secure all exhibits prior to leaving the event.

10.10.2.3: Appeal Period The Legal Entrant has 10 business days to file an appeal, including all documents and exhibits, to the Stars Championship Series .

10.10.2.4: Appeal Fee The appeal to Stars Championship Series is \$500, and is payable by cash, money order, check, or credit card. The fee must be processed and cleared within the 10 day period. The fee is non-refundable regardless of the outcome.

10.10.2.5: Appeal Process The appeal will be heard by 3-5 individuals, depending on the type of appeal and depth of understanding required, from the Appeals Committee that are made up from the motorsports world at large with specific knowledge in either technical or procedural issues. They will review evidence submitted from the Race Director or Technical Director, the Legal Entrant appealing, and may opt to do their own research. They have 30-60 days to complete their process, and vote on the appeal. Their vote is final.

10.1.3: Infractions

10.1.3.1: The officials at a Stars Championship Series event have full authority to levy infractions based on their interpretation of the rules and standards within this document, the concept of Spirit & Intent, and the current and future integrity of the sport. Stars Championship Series infraction system is to provide protection and guidance for both participants and officials so that the infractions levied are acceptable for the infraction.

10.1.3.3: While infraction ranges are specified, it is understood that during the course of an event, or of a season, participants that are consistently noncompliant with the rules or standards contained in this document may receive infractions of a progressive nature, particularly for non-compliance of the same nature in during the course of the same event, or string of events.

10.1.3.5: Multiple infractions may be assessed to a participant at one time for multiple infractions in an official session or during an event.

10.1.3.6: The following infraction types will be utilized during Stars Championship Series events;

Infractions are applied following the on-track session, except in the case of a Black Flag (non-mechanical) issued to a competitor.

Off-Track Infractions

Enter Officials Areas without approval
Severe Verbal or Physical Altercation
Miss Driver's Briefing

Exclusion From Event
Exclusion From Event
Loss of Fast Lap (Qualifying)

Technical Infractions *Note: Technical infractions on course that require removal that occur in the final two laps of an official session will result in a 10 second penalty. If removed prior to the final two laps you will be scored up to when you were removed.*

Bodywork (not bottom fairing mount)	Removal from course
Loose or lost required equipment	Removal from course
Loose or lost Neck Brace (Junior only)	Removal from course
Engine Change	Rear of Grid
Approved Seal Change for Repair	10 Spots next session
Tampered Seal	Exclusion from Event
Unapproved Engine Modifications (Includes engine/carb/pipe/header/clutch/etc.)	Exclusion from session

Competition Infractions: Applied to end of race results except for any removal from course

Impeding	3 Seconds Race/Loss fast lap Qualifying
Avoidable Contact	5 Seconds Race/Loss fast lap Qualifying
Avoidable Contact-Severe	10 Seconds Race/Loss 2 fast laps Qualifying
Jump Start	3 Seconds
Pushing at Start	3 Seconds
Tram Line 2 Wheels	2 Seconds
Tram Line 4 Wheels	4 Seconds
Incident Responsibility	5 Seconds Race/Loss fast lap Qualifying
Incident Responsibility-Severe	10 Seconds/Loss 2 fast laps Qualifying
Disregard Commitment Cone	10 Seconds
Refuse Officials Request	Exclusion from Session
Blocking	3 Seconds
Ignore Red Flag Requirements	Exclusion from Session
Dangerous Track Entry	10 Seconds
Cutting the Course (for advantage)	5 Seconds
Disregard Yellow	10 Seconds Race/Loss 2 fast laps Qualifying

ARTICLE 20: VEHICLE STANDARDS

SECTION 20.1: GENERAL VEHICLE This section covers general items common to all karts utilized at an Stars Championship Series event, except where specified.

20.1.1 Cameras & Camera Mounting

20.1.1.1: Up to two (2) cameras (Go Pro or similar) per kart is allowed. Each camera and clear protective casing is to have the last name of the Legal Entrant clearly printed on it.

20.1.1.2: Cameras must be hard mounted by bolt and nut to a driver fairing or side pod. Mounting by use of any form of adhesive is prohibited.

20.1.1.3: Mounting any camera to the helmet in any way is prohibited at all times. This includes any form of mounting to the shell of the helmet, or the mounting of any type of video or camera system inside the helmet, such as in the viewport.

20.1.2: Remote Chassis Adjustments Any adjustment, by any means, of the chassis while in motion is prohibited (i.e. weight jacking, changing the angle of a torsion bar, etc.).

20.1.3: Number Panels

20.1.3.1: Minimum width 9", minimum height 7", as measured on the surface of the panel. Number panel must be yellow.

20.1.3.2: All competition karts must be equipped with four (4) number panels, 1 on the front of the kart, 1 on each side, and 1 on the rear, meeting the above specifications.

20.1.4: Numbers The minimum height size for the number itself is 6", and black in color, with no outlines.

20.1.5: Special Needs Any device that is necessary to accommodate a driver with a disability must be approved by Stars Championship Series .

20.1.6: Differential/Torque Converter Any form of differential or torque converter is prohibited.

20.1.7: Seat Belts Seat Belts are prohibited

20.1.8: Steering Wheels Must be circular in shape, with a 3 spoke design, with a minimum of 10" diameter.

20.1.9: Suspension There shall be no type of active, mechanical, or hydraulic suspension outside of the Spirit and Intent of the use of the chassis and its components, including torsion bars, as flexible suspension.

20.1.10: Traction Control Any form of traction control is prohibited.

20.1.11: Seat Mounting Seats must be mounted securely to a minimum of 4 points to the chassis, with two at the front and two on the sides to solid metal frame or adjustable mounts.

20.1.12: Chain Guards on engine are required, with a chain strap highly recommended for all classes with the exception of Micro/Mini which requires both.

20.1.13: Belt Drives Prohibited

20.1.14: Driver Location The driver must remain within the specified dimensions of the

frame at all times.

20.1.15: Rear View Mirrors Rear view mirrors, defined as any mirrored surface used in an official session that allows the driver to see a reflected image of what is occurring behind them, is prohibited.

20.1.16: Chain Oiling The use of any type chain oiler is prohibited.

20.1.17: Clutch The use of a clutch is mandatory, and is determined by the specific engine rules for Stars Championship Series classes. The stall speed is 6000rpm, and 5000rpm for Mini/Micro.

20.1.18: Selective Gearbox/Transmission. No transmission, gearbox, or other device which permits a change of gear or sprocket ratios while the vehicle is in motion is permitted except in gearbox classes

20.1.19: Transponder Mounting Transponders shall be mounted on the back of the seat with the bottom of the transponder no closer than 20cm to the ground, with no interference from the bottom of the transponder to the ground.

20.1.20: Radiator and Cooling The primary radiator must be mounted to the side of the driver, and be maintained within the bodywork, and above the frame rails with a maximum height of 50mm above the ground. Any additional radiators must be approved for use. Cooling must be water, with Water Wetter or similar approved. Absolutely no Glycol based coolant additives allowed.

20.1.21: Exhaust All exhaust systems must be intact and as manufactured with no sealing, painting, coatings, etc. and includes all aspects of the exhaust from the rear of the engine to the end of a silencer/exhaust. Should a repair be required the repair should be shown to the Tech Director prior to, and post, repair.

20.1.22: Air Box/Filter Air boxes, where required, must be affixed and functional at all times, with no stickers. An air box that has become non-functional by not being affixed will result in a mechanical black flag, and is not a disqualification. If the mechanical has not been able to have been issued, it will result in an automatic 10 second infraction (this normally will occur in the last few laps of a race). A drain hole no larger than 7mm may be drilled into the airbox. In wet conditions it is acceptable to attach a water deflection piece. Absolutely no type of ram air device is acceptable.

20.1.23: Exhaust Decibels If your facility is in an area sensitive to noise, the industry standard for exhaust decibels is as follows: the legal sound limit for all karts shall be 95 DB (a weighing scale, slow response), measured 100 feet, 90 degrees from the source, 4 feet from the ground, and meet any special class requirements. All exhaust systems must remain intact.

20.1.24: Tire Construction & Use

Spec Tires The spec tires for all Stars Championship Series events are MG for both wet and dry. All shifter classes and X30 Stars utilize the SM Yellow 4.6/7.10. All other classes use the SG Red 4.6/7.10. Exception for the Mini and Micro classes, which use 4.6/4.6 on front and rear.

20.1.24.1: Unless expressly stated otherwise, tires are to be used in competition as provided and constructed by the manufacturer.

20.1.24.2: Only pneumatic type tires shall be permitted of a non-grooved design, specifically made for the intent of kart racing on closed course events.

20.1.24.3: Rain tires shall be tires manufactured specifically for use in wet weather conditions. Rain tires are specified as MG only. Drivers are allowed up to two sets of rain tires to be used during an event in the case of inclement weather. It is not the responsibility of the series to have a ready supply of rain tires. Rain tire inventory is at the sole responsibility of the entrant.

It is at the discretion of the competitor to determine the use of dry or wet tires depending on conditions. The Race Director retains the right to remove a driver whose tire choice may result in a dangerous situation.

20.1.24.4: Any feature molded to the tire during the construction process, such as manufacturer logo, compound identifiers, bar codes, serial numbers, or size designations shall not be defaced, covered, removed, or replaced (normal wear and abrasions are acceptable).

20.1.24.5: Recapping of any tire, defined as applying a new or different layer of rubber compound on an existing carcass that was not done as part of the OEM tire construction process, is expressly prohibited.

20.1.24.6: Chemical alteration, commonly referred to as tire prepping, is prohibited.

20.1.24.7: Siping, grooving, or modifying existing grooves of a tire is not permitted.

20.1.24.8: Evidence or suspicion of the alteration of a tire may result in a seizure of one tire from the competitor by the technical director of the event. The tire will be inspected by Stars Championship Series Technical Group, or the manufacturer that constructed the tire, as determined by Stars Championship Series Technical Group. A tire will not be replaced, returned, nor the driver compensated, if it is found that it is illegal, or needed to be destroyed as part of the investigation.

20.1.24.9: Tires will be replaced at the discretion of the Tech Director. To be eligible the tire must show visible damage that may create a safety issue. Tires

may only be replaced with a tire supplied by the driver that is comparable in terms of use and wear. New tires will not be used to replace worn and damaged tires, regardless of when the damage occurred.

20.1.24.10: New tires that have been supplied by the series must be used for qualifying. No scuffing of tires is permitted.

20.1.24.11: Tire allotment All classes are required to purchase one set of racing tires for the event. All shifter classes and X30 Stars have the option to use an additional set.

20.1.24.12: Warming of tires It is prohibited to warm tires by any method in the pit or grid area.

20.1.25: Data Acquisition & Telemetry Data acquisition is approved, but may only collect basic data such as RPM, temperatures, wheel speed, and basic G force measurements from the kart that may be downloaded or reviewed in the pit area following an official session. Telemetry of data from a kart operating in an official session to the pit area or similar is prohibited.. Using GPS or a beacon is acceptable. Data, such as lap timing, may not be used in an official capacity or for protests or appeals.

SECTION 20.2: CHASSIS

20.2.1: Homologation Chassis used in series competition are not required to be homologated, but are expected to generally meet homologation standards set by the CIK.

20.2.2: Maximum Overall Length 84 inches.

20. 2.3: Overall Kart Width

20.2.3.1: All standard full-size karts: 55 1/8" in. maximum

20.2.3.2: Cadet/Sportsman Chassis: 50 in. maximum

20.2.4: Maximum Overall Kart Height 26 inches.

20. 2.5: Wheelbase Minimum

20.2.5.1: Standard: Minimum 1010 mm as measured from the front and rear centerline of the axles when positioned 90 degrees from the centerline of the frame.

20.2.5.2: Cadet Kart: Minimum 889mm as measured from the front and rear centerline of the axles when positioned 90 degrees from the centerline of the frame.

20.2.6: Frame Frame tubing shall be circular cold roll steel tubing or other material of equal strength, with a consistent diameter throughout the frame member (i.e. no elliptical, square, etc.). Main frame members shall have a maximum diameter of 32mm. All joints must be welded, with no slip joints or similar. Carbon fiber is prohibited as an integral part of the chassis. Integral part of the chassis does not include: floorpan, seat, bodywork, clutch and engine components.

20.2.7: Wheels Shall be as manufactured, with no drilling or removing of material and void of any defects. Only 4 wheels are approved and can be aluminum or magnesium. 5" wheels are mandated, with a maximum width of 135mm front/215mm rear. Mini/Micro classes are 135mm for both front and rear. Pressure relief devices are prohibited. Wheel weights for wheel balancing are approved.

20.2.8: Wheel/Axle Bearings Ground ball or roller type only. Split-race bearing not allowed. Bearings must be adjusted to remove excessive play.

20.2.9: Axles The axle must be of a one piece design, driving both wheels equally. It can be solid or tubular with a minimum diameter of 25mm, a maximum diameter of 50mm and a minimum wall thickness of 0.075". Axle must be of ferrous materials. Exotic materials, such as carbon fiber, carbon fiber composites, titanium, etc. are prohibited. Stiffeners are allowed if they are secured with bolts that are drilled for a cotter pin or safety wire or machined for spring clips or e-clips; with the above mentioned properly installed (cotter pin/safety wire/e-clip). Snap ring grooves, or any machining other than for keyway, are prohibited in the area between the left and right wheel hubs. Axle shall not extend past the outside edge of the wheel.

20.2.10: Rear Hubs Must be metallic materials. No "slip" or "ratchet" hubs allowed. Both drive hubs must be locked in fixed position so the wheels turn equally at all times.

20. 2.11: Bodywork

20.2.11.1: Stars Championship Series requires; Two CIK or CIK style side boxes with side bars attached and operational, Front/Rear Bumpers CIK or CIK Style, Driver Fairing with 3" clearance to any part of the steering wheel & a maximum of 1" above the highest point of the steering wheel when operational before and after a session.

20.2.11.2: The bodywork must be attached as intended, and remain as intended throughout an official session. Loss of bodywork on track may result in a mechanical black flag, with the driver receiving points for the finishing position. Bodywork that has become unattached may not be used in post-session scale procedures. Bodywork may not extend past the width of the rear or front tires with the exception of rain set ups.

20.2.12: Floorpan No void large enough for any part of the driver's body to inadvertently pass through shall be permitted. Pan must stay within the main-frame rails of the kart, be flat, and only have holes for components. Floorpan is not to extend past the frame

crossmember where the seat mounts are affixed.

20.2.13: Aerodynamic Devices Any additional form of aerodynamic device(s) is prohibited and subject to approval prior to use based on the Spirit and Intent of these standards.

20.2.14: Front Bumpers

20.2.14.1: The top of the front bumpers must measure a minimum of 7.750" above the ground or be CIK front bumper with nosecone. With the CIK front bumper, the nosecone must be attached to be legal.

20.2.14.2: The top of the CIK front bumper must measure a minimum of 6.5" above the ground.

20.2.14.3: Must have at least two vertical supports running to the top loop of the bumper or use two CIK style clamping hooks. The top tube shall not be less than 0.625" in diameter with a 0.065 wall thickness.

20.2.14.4: Main bumper members (bottom tube) shall be not less than 0.750" outside diameter by 0.065" wall thickness, cold rolled steel tubing or other material of equal or greater strength.

20.2.14.5: Front bumpers can be no wider than the inside of the front wheels.

20. 2.15: Rear Bumpers

20.2.15.1: CIK plastic approved rear bumpers that span the full rear track width are mandatory. Bumper shall be a minimum of 1" behind the tire as raced, and may not exceed the width of the rear tires with the exception of rain set ups.

20.2.15.2: Main bumper members shall not be less than .750" by 0.065 wall thickness, cold rolled steel tubing or other material of equal or greater strength.

20. 2.16: Nerf Bars

20.2.16.1: The overall length of the side nerf bar shall be a minimum of 400mm (bottom bar) and 300mm (top bar) measured from the back side of the nerf bar closest to the rear tire and the rear of the kart in a straight line to where it attaches to the kart at the front.

20.2.16.2: Double high nerf bars are mandatory.

20.2.16.3: Main nerf bar members shall not be less than 0.630" by 0.065 wall thickness, cold rolled steel tubing or other material of equal or greater strength.

20. 2.17: Seat Assembly

20.2.17.1: Only seats suitable for sprint racing competition on sprint tracks will be allowed. Seat shall be molded, one piece sprint bucket design and be the correct size for the driver so they cannot move or slide from side to side in a manner that could be unsafe or to gain an advantage from aerodynamics. Lay down type seats are prohibited. Seat cannot be cut in any way to add or remove material and shall be in a safe condition, e.g., the bottom is not weak or broken. Repairing the bottom of the seat from rubbing on track is approved. Seat shall not extend past the center point of the axle.

20.2.17.2: Use of spacers or washers between the frame mount and seat is approved, provided that they are fully compressed and do not act as suspension in any form other than to prevent bind or remove space between frame and seat.

20.2.17.3: Auxiliary seat struts mounted from seat to axle bearings may not replace the use of chassis provided seat mounts. The seat end of the strut must be bolted or affixed to the chassis with a ty-wrap when not bolted to the seat. The bearing end must be bolted to the bearing carrier. The strut is to be of one-piece singular design with no added materials that may act as suspension.

20.2.17.4: The bottom of the seat can be no more than 2" (50mm) above the top of the chassis frame rails.

20.2.17.5: Seat positioning is to be considered 'standard sit-up'. Any significant deviation is prohibited and is at the discretion of series officials.

20.2.18: Fuel System No pressurized fuel tank(s) permitted, or electronic fuel pumps. Fuel caps shall be able to be affixed tightly to prevent fuel spillage.

20.2.19: Fuel Tank Maximum 9 liter (2.38 gallons) fuel capacity. Fuel tank must be located between the frame rails except on engines whose sole fuel delivery is via engine mounted tank.

20.2.20: Throttle Assembly Karts shall be equipped with foot operated throttle incorporating a single or dual return spring system, which closes the throttle when the pedal is released. Hand operated throttle systems are prohibited, except for Drivers with Disabilities and must be approved prior to use.

20.2.21: Brake System Assembly

20.2.21.1: Stars Championship Series requires a single hydraulic braking system where both rear wheels will equally and adequately stop the rear, or rear and front, assembly when pressure is provided to the system via a brake pedal, rod, and safety cable with a minimum diameter of 1.8mm.

20.2.21.2: Hydraulic brake connections must be tight and free of any visible leaks. All brake lines must be safely routed to prevent any possibility of

contacting the ground or any rotating members of the driveline. Scrub or mechanical braking systems are prohibited.

20.2.21.3: Dual braking systems are mandatory in all shifter classes. A dual brake system will consist of two independent brake systems on separate disc or drums. Each system must be fully operational if the other system fails. If a bias control is used, it must be able to provide safe operation of one system upon failure of one system. Karts with 4 wheel brakes are allowed to run in a single brake class if the front brake system has been disengaged.

20.2.21.4: Brakes may be cooled using flexible hosing that is properly affixed to the chassis.

20.2.21.5: Carbon/Carbon braking systems are prohibited, but carbon brake pads are approved.

20.2.21.6: Brake assembly is subject to all applicable in section SAFETY.

20.2.22: Steering Assembly

20.2.22.1: The steering shall be direct acting and of suitable design for maximum safety. Steering design shall be such that the pitman arm cannot rotate over center and cause reverse steering. The steering assembly includes spindles, tie-rods, shaft, steering hub, and steering wheel of traditional three spoke design. Butterfly steering wheels are approved. No other type of assembly is approved. Quick release hub/steering wheel is prohibited.

20.2.22.2: All collars and other devices used to retain the steering column shall be secured to prevent possible loss of the collar.

20.2.22.3: Steering assembly is subject to all applicable in section SAFETY.

ARTICLE 30: ENGINE STANDARDS

Section 30.1 General Engine Specifications

30.1.1: KZ All KZ engines must be accompanied by their respective engine PDF in tech.

30.1.2: OEM Expectation All IAME/Rok engines and associated parts used by the series are intended to be run as produced with no modifications or alterations allowed, and per the IAME/Rok provided PDF for each engine, and by the general guidelines provided by IAME/Rok. Additionally they are to be USA engines.

30.1.3: All supplements to the engine PDF's may be available on our website, but will be found on the IAME East and Rok websites.

30.1.4: Briggs LO206 per their rule standards.