



KPX Supplementary Rules 2019

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HIERARCHY OF RULES:

1. Drivers Meeting Announcements
2. KPX Supplementary Rules
3. Briggs & Stratton Engine Rules and any updates they release.
IAME Engine Specs, Supplementary Rules and any updates they release.
4. International Karting Federation Rules

Check <http://www.kpxracing.com> for rule updates, procedures and information.



1. MISSION STATEMENT:

The KPX Karting Championship has been established to promote affordable and competitive championship kart racing at the grassroots level. It is our belief that the sport of kart racing should be both accessible and enjoyable and a place where core family values are both fully embraced and exercised. It is important that our competitors not only feel as though they are able to race in a fair and transparent environment, but that they also have the opportunity to demonstrate their abilities on track under rules that guarantee equality and parity of equipment. We will strive to ensure that these fundamental values remain ever-present in our Championship series and look forward to welcoming drivers into our racing family.

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2. SPIRIT AND INTENT

The spirit and intent rule is to reinforce the KPX Mission Statement. “If these rules do not say you can do it, you can’t.” The basis for the KPX supplementary rules are to ensure fair competition. They aid in making judgement calls swiftly for all aspects of conduct, competition or any other activities during a KPX event weekend. To sum up, there are no loopholes in the rules. Regardless of action, if it is under the belief you are seeking to circumvent any rules, it is at the sole discretion of either KPX Series Directors, Tech Directors or Race Directors to remedy all situations as deemed necessary.



3. ENTRANTS & PARTICIPANTS

3.1 ENTRANTS/DRIVERS: An entrant/driver is any person register to race a KPX event, has signed a release and/or purchased an insurance wristband. They are expected to adhere to all KPX rules. They are responsible for all persons in their pit area, at all times. Once their kart is on track there are no refunds accepted.

3.2 PARTICIPANTS: A participant is any person who has entered the racetrack property and has signed a release and/or purchased an insurance wristband. They are expected to adhere to all KPX rules. Their associated driver is responsible for their conduct.

4. CODE OF CONDUCT:

All persons entering the racetrack property are subject to the KPX Code of Conduct.

4.1 PHYSICAL VIOLENCE: All participants/racers shall conduct themselves in an orderly manner. Physical violence or threat of physical violence, towards any individual (official, driver, crew member, interested bystander, or other) at any KPX event will subject the offender, and potentially the associated team, to immediate ejection from the event site, and possible probation or suspension from the series deemed by the action of the KPX Board of Directors.

4.2 VERBAL ABUSE: Verbal abuse, intimidation, or threats, directed at any individual (official, driver, crew member, interested bystander, or other) at any KPX event will be subject the offender, and potentially the associated team, to immediate ejection from the event site, and possible probation or suspension from the series deemed by the action of the KPX Board of Directors.

4.3 CREWS: Drivers are responsible for the control and conduct of their pit crew, and associated members. Unacceptable actions of collective members of that team at any KPX event could subject the driver to immediate ejection from the event site, and possible probation or suspension from the series deemed by the actions of the KPX Board of Directors.



4.4 PROHIBITED SUBSTANCES: All participants/drivers entering the controlled area at a KPX 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. If an individual is found to be unfit to participate they could be asked to leave the event.

4.5 SOCIAL MEDIA: Occasional differences of opinion may arise regarding KPX rules and regulations, decisions by event officials, or event policies. However, communication and discussion of these differences must be handled directly between the parties involved. If the dispute involves a KPX series sponsor, grievances must be channeled through KPX officials. Airing of these differences on social media sites (such as Facebook, Twitter, Instagram or forums) with intimidation, abuse, or threats pointed at event officials, KPX sponsors, or fellow racers/crew, may result in disciplinary action including loss of the ability to participate in KPX events. This is to be decided by KPX Board of Directors.

4.6 This organization exists because of the efforts by many, and for the good of the sport. The commitment to support this series being made by racers, sponsors, and KPX Board members help to create a platform that allows safe and affordable family fun. Any professed or supposed actions that might threaten our ability to maintain this desirable environment will not be tolerated. These rules are put in place for the good of the series, our valuable sponsors, and the large contingency of supporters.

5. KPX Series Rules:

5.1 HIERARCHY OF RULES:

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5.2 TIRES:

- 5.2.1** The official tire for KPX is Evinco “Blue”. This shall be the only tire allowed at KPX events in either practice or race. A driver may enter a race with either used or new tires, the set of tires they enter the race with may be the only tires used for the entirety of that event. In the case of a punctured or defective tire please seek KPX Tech Director.
- 5.2.2** The case of a declared rain race by the Race Director, the only rain tire allowed is the MG “white” rain tire. A driver may enter a race with either used or new tires, the set of tires they enter the race with may be the only tires used for the entirety of that event. In the case of a punctured or defective tire please seek KPX Tech Director.

5.3 FUEL:

- 5.3.1** Briggs 206 Classes: Pump gas. Spec octane and gas station decided before race weekend. The specified gas shall be the only gas allowed during the race day and is subject to tech.
- 5.3.2** IAME Classes: Fuel VP C12. Oil Motul 2T Grand Prix mixed 8oz per/gal. The specified fuel shall be the only fuel allowed during the race day and is subject to tech.

5.4 CLASS STRUCTURE:

Class	Engine	Age	Weight	Tire
Junior 1 206	B&S 206 w/ Blue Slide	7 - 12	245 lbs.	Evinco Blue 4.6/4.6
Junior 2 206	B&S 206 w/ Stock Slide	12 - 15	310 lbs.	Evinco Blue 4.6/6.0
Senior 206	B&S 206 w/ Stock Slide	16+	360 lbs.	Evinco Blue 4.6/6.0
Master 206	B&S 206 w/ Stock Slide	30 - 40 *	390 lbs.	Evinco Blue 4.6/6.0
Super Master 206	B&S 206 w/ Stock Slide	40+	390 lbs.	Evinco Blue 4.6/6.0
Junior KA100	IAME KA100 w/ 22mm Header	12 - 15	320 lbs.	Evinco Blue 4.6/7.1
Senior KA100	IAME KA100 w/ Stock Header	16+	360 lbs.	Evinco Blue 4.6/7.1
Master KA100	IAME KA100 w/ Stock Header	30 - 40 *	390 lbs.	Evinco Blue 4.6/7.1
Super Master KA100	IAME KA100 w/ Stock Header	40+	390 lbs.	Evinco Blue 4.6/7.1
* 200 lbs.+ drivers may run in Masters class				
Note: Masters and Super Masters classes will run together but scored separate. Super Masters classes will run RED tape on left and right side of rear bumper.				



5.5 BRIGGS 206 RULES:

[Click Here](#)

5.6 IAME KA100 Rules

KA100 Engine Specs:

[Click Here](#)

KA100 IAME Supplementary Rules:

[Click Here](#)

KPX/IAME Rule Clarifications Supplementary and Tech Procedures:

[Click Here](#)

5.7 IKF AGE CLARRIFICATION:

Attained Age is defined as “the age of the driver on the day of competition”.

Competition Age is defined as “the highest age of the driver during the calendar year (Jan 1 through Dec 31)

IKF says: A junior driver has the choice to race within their age group, or potentially race up to the next age-group. The qualifiers are:

1. A Junior I racer may, after reaching Competition Age 12, race up in the junior II class or stay in Junior I class. Attained Age 7 allows a racer to enter Junior I class.
2. A Junior II racer may, after reaching Competition Age 16, race up in the senior class or stay in Junior II class.
3. Once the driver moves up, they cannot compete at the lower class level in National or Regional events.
4. Masters Class is defined as 40 & older. After reaching an Attained Age of 40, a racer may compete in this class.



5.8 SERIES POINTS AND FORMAT: The season shall consist of 6 races. 1 “throw away” race is allowed, your worst finish or DNS/No Entry can be thrown away. A Disqualification cannot be thrown away. Season points shall be per IKF rules.

5.9 PUSHBACK BUMPERS: All participants in all classes are required to run pushback bumpers for the 2019 KPX Karting Championship season. No alterations to brackets or bumpers will be made to effect the integrity of the pushback bumpers.

6. RACE PROCEDURES:

Please see IKF rules for race procedures, protests and all other aspects of event. The following KPX supplementary rules shall lay president to any other rules unless noted at drivers meeting.

6.1 STARTS: Drivers should make every effort to stay one kart length behind the kart in front of them. No contact, front to back or side to side is allowed before the flying of the green flag. Failure to do so may result in a penalty. The penalty before the green flag is flown will be moving racer back from their starting position. The penalty during or after green flag will be set time penalty assessed after checkered flag.

6.2 FAILED STARTS: The front row will get two chances to get the start right, after which, at the Race Director’s discretion, one or both of the front row drivers will be pushed back to the second row.

6.3 MASTERS vs SUPER MASTERS: These two classes will run together but be scored separate. Drivers weighing 200lbs or more without driving equipment can run in the Masters class. Super Masters class will tape rear bumper with **two inch wide red tape** on left and right side. Any racing incidents between a Masters and Super Masters driver that effects the others race will be strictly penalized.

6.4 PENALTIES: KPX will be using a set list of penalties going into each race day. This will create a uniform environment eliminating confusion.