

2018 Stoxkarts Ltd. RulesV5

~~IF IT DOES NOT SAY YOU CAN DO IT IN THE RULES THEN YOU CANNOT DO IT!~~

IF IT DOES NOT SAY YOU CAN DO IT IN THE RULES THEN YOU CAN NOT DO IT! NO MATTER HOW IRRELEVANT YOU MAY THINK IT IS.

Stoxkarts Ltd. Have the right to add, modify or alter any of the rules contained herein on safety grounds and to maintain competitive racing. Drivers and officials will be notified of any changes immediately. Stoxkarts Ltd. are members of the O.R.C.i and are also bound by their rules and regulations. The ethos of Stoxkart racing is to keep costs to a minimum and allow drivers to compete with equal equipment. The rules are designed to try and maintain a level playing field for all drivers. Before filling in any licence forms please read the rules and make sure you are happy to abide by them. By signing you are agreeing to and are bound by ALL the rules and regulations of Stoxkarts Ltd. Stoxkarts Ltd. reserves the right to refuse any application without recourse and without giving reason.

Do not sign a licence form if you are not happy with the rules contained herein.

INTERPRETATION OF THE RULES.

It is practically impossible to write a rule book that covers every single aspect of the kart as far as kart specification is concerned. If the technical scrutineer or race director feel that someone is interpreting the rules to try and gain an advantage in any way then action will be taken. The rule "If it does not say it means you can not do it" stands firm.

It is the drivers responsibility to make sure their Kart is legal. "It was like that when I bought it" is not a valid excuse.

The formula is designed for like minded people to be able to race together safely at organized events.

Drivers that wish to win at all costs, wish to alter the way the formula is run, or who feel that winning is everything are NOT welcome in this formula.

PART ONE - THE KART

All Stoxkart ~~new~~ chassis will be manufactured by approved Stoxkarts suppliers and have been designed to be **as close to identical as possible**. The Karts are ~~manufactured to strict specifications and all parts must remain as ex-factory condition.~~

All drivers are permitted to mend their own Karts, but drivers who are paying to have karts repaired independently need to inform Stoxkarts Ltd. as this can effect insurance liability. Karts that need major repairs that involve mounting points or

repairs to roll cages must have these done by a Stoxkarts Ltd. approved repairer. Any major repairs, not carried out by a Stoxkarts Ltd. approved repairer must be re-presented to the Stoxkarts Ltd. Technical scrutineer so the kart can be checked for both legality and standard of workmanship.

Drivers may assemble their own kart but ALL parts must be the same as those supplied by Stoxkarts Ltd. and be built on to a Stoxkart Ltd. supplied chassis. Drivers may purchase or manufacture parts for their OWN Karts that are not Stoxkarts specific. ALL plug-ins, front stub axles, front hubs and discs, front calipers, exhausts, rear axles, spoked rims, roof plates, roll hoops, hinges and catches, sprockets, fuel tanks, battery boxes and chassis MUST be purchased from Stoxkarts Ltd. You are not allowed to manufacture these as they are the sole design of Stoxkarts Ltd. When the self built kart is complete it must be presented for technical scrutineering and approval before being allowed to race. All repairs on Chassis and cages must use the following Materials. Rollcage tube and bars 25mmOD ERW with 2mm wall. Chassis Bars and Tubes 32OD CDS minimum 2.6 maximum 3mm wall. Any structural repairs involving welding must be presented to the technical scrutineer prior to racing.

All drivers are permitted to repair their own Karts BUT Karts that need major repairs that involve mounting points or repairs to roll cages must have these done by a Stoxkarts Ltd. approved repairer. If you wish to carry out any major repairs then you must seek permission from Stoxkarts Ltd. Any work must be presented to the Stoxkarts Ltd. Technical scrutineer so the kart can be checked for both legality and standard of workmanship. IF WE ARE NOT HAPPY YOU WILL NOT BE ALLOWED TO RACE.

Stoxkart Ltd. approved, supplied or built karts are the only Karts permitted to race. If a Kart needs a flat Chassis swap this must be done by a Stoxkarts Ltd, approved repairer and the chassis must be a Stoxkarts supplied flat Chassis.

Drivers may purchase or manufacture parts for their OWN Karts that are not Stoxkarts specific. ALL plug-ins, Plug in blocks, front stub axles, front hubs and discs, front calipers, exhausts, rear axles, Rear axle mounting point spacers, spoked rims, roof plates, roll hoops, hinges and catches, sprockets, fuel tanks, battery boxes, front & rear bumpers, Flat Chassis and complete chassis MUST be purchased from Stoxkarts Ltd. These parts are the sole design of Stoxkarts Ltd. All repairs on Chassis and cages must use the following Materials. Rollcage tube and bars 25mmOD ERW with 2mm wall. Chassis Bars and Tubes 32OD CDS minimum 2.6 maximum 3mm wall. Any structural repairs involving welding must be presented to the technical scrutineer prior to racing.

Again it is the drivers responsibility to make sure their kart is legal.

ENGINE

The Honda GX390 13hp with electric start and centrifugal clutch and 1" straight shaft is the only engine permitted. ALL engines as fitted shall be Dyno tested and sealed. These seals shall remain intact at all times. ~~Should the engine suffer internal failure the Kart owner may either:~~

A) Strip and repair the engine and present it for dyno testing and re-sealing.

B) Return the complete unit to Stoxkarts Ltd. for repairs to be carried out, or for exchange. Note that in addition to the cost of new parts or an exchange engine, a charge will be made by Stoxkarts Ltd.

Should the engine suffer internal failure the Kart owner may strip and repair the engine and present it for dyno testing and re-sealing.

No modifications shall be permitted in any way whatsoever to any part of the engine, with the exception of removing the governor, the fitting of a non-electrical fuel pump, the removal of the oil cut-off switch, the removal of the recharging magnets. Removal of the Pull start assembly.

All air filters and covers must remain as standard type. A blanking plate, minimum 1mm steel or 2mm aluminium, must be fitted where the original engine pull has been removed.

The induction system, clutch assembly and springs shall remain as standard. Only Stoxkarts Ltd. supplied exhausts may be used. A spacer plate for the vacuum feed to the fuel pump may be fitted on the carburetor intake.

~~At the end of the season the Gold Top Champion and National Points Champion engines may be stripped. In addition Stoxkarts Ltd. have the right to select any other engines they may wish to check at any time. These engines will be checked at Stoxkarts Ltd. expense. If the engine appears to have been tampered with the owner will have to stand the expense of the strip down and will be subject to disciplinary measures.~~

Stoxkarts Ltd. have the right to select any engines they may wish to check at any time.

No lightening, porting or machining work is permitted unless it states otherwise.

If the engine suffers a coil pack failure then this may be replaced by the owner but must be represented to have a new seal fitted before being allowed to race again.

Only Stoxkarts Ltd. Supplied coil packs are allowed.

All Kart owners may carry out a basic service such as changing plug, oils & filters, valve springs but, other than that, nothing may be done to alter or modify the engine in any way whatsoever unless it is specifically stated within these regulations.

All Items must be genuine Honda stock items unless otherwise stated.

There are two types of GX390 engine and will be referred to in these rules as old type and new type.

Old and New Type engines are defined by the, Head, valves, flywheel and coil pack. Any engine running a new type head (Z5T) must run the new type flywheel and coil pack. Any engine running the old type head must run the old type Flywheel and coil pack.

All parts must remain Genuine Honda unless otherwise stated in these rules.

The block, piston, crank and connecting rod are interchangeable.

ALL fins on the cooling fan must be in place.

Spark plug must be an NGK BPR6ES

Aftermarket head gaskets are permitted.

Carb insulator block must not be modified with the exception of the fitting of a vacume pipe.

The jet and emulsion tube must remain as those the engine was dyno tested with.

After market cranks may be used as long as they standard. Lightweight, Billett and stroked cranks are not permitted.

The standerd stroke must remain 2.52-2.54

Crankshafts may be ground to a MAXIMUM of 0.020" (20 thou') undersize. This may only be done by Stoxkarts Ltd. Offset grinding is not permitted.

A standard aftermarket conrod is permitted.

An undersized aftermarket con-rod to a MAXIMUM of 0.020" (20 thou') is permitted.

The cyclinder may be re-bored to a MAXIMUM of 0.010" (10 thou') oversize, and an after market piston may be fitted. A +0.010" (+10 thou') piston is the ONLY type of aftermarket piston permitted. Standard pistons must be genuine Honda.

No aftermarket liners are permitted.

Flywheel key must be in place cannot be offset or altered in any way.

Coil mounting holes cannot be slotted to enable adjustment of timing.

NO OTHER ALTERATIONS MAY BE CARRIED OUT.

All engines must be dyno tested and sealed before racing.

Any engine using a non genuine crank will have 1 different coloured seal so it can be identified as using non genuine parts for re-sale purposes.

YOU MUST inform Stoxkarts if you fit a non standerd rod or crank. Failure to do so will result in a ban.

Any driver swapping an engine MUST inform Stoxkarts HQ.

Stoxkarts Ltd. reserves the right to impound the engine from any kart at any time for examination and inspection.

ENGINE POSITION

The engine must be fitted to a Steel engine base plate maximum thickness 10mm. This can be done by either mounting directly through the original Honda Mounting holes or using counter sunk bolts. The Engine mounting plates in the chassis must be central between the 2 chassis rails. If the engine is not mounted through the original Honda bolt holes, the holes in the base plate MUST be directly in line with the original Bolt holes in the Honda base plate. This is to prevent engine offset.

ENGINE CHECK

A Driver may request another drivers engine be checked. To do this they must inform Stoxkarts Ltd. which engine they want checked, they must lodge a £150 fee which is non-refundable. If the engine is deemed to have been tampered with the driver will get their fee refunded.

ENGINE SWAPS

Drivers are only allowed one engine change or seal break per season. Head seal numbers will be recorded in the drivers log book and will be checked at Technical scrutineering. If under exceptional circumstances a driver needs more than one change/seal break it will be at Stoxkarts Ltd. discretion. The breaking of the fan cover seal to replace a coil pack does not count as a seal break referred to in these rules. **YOU MUST INFORM STOXKARTS Ltd. PRIOR TO SWAPPING ENGINES.** Anyone swapping engines without informing Stoxkarts Ltd. will have a penalty imposed.

GEARING

A 72 tooth **Stoxkarts Ltd. supplied steel** rear sprocket as fitted must be used with a 15 tooth output sprocket. ~~No other ratio sprockets shall be permitted. All sprockets must be steel. Larger diameter sprockets with teeth removed are not permitted.~~ Only 3 types of clutch are permitted, the older Serco, the Noram or the BWE Clutch supplied by Stoxkarts Ltd. No modifications are permitted.

Only Stoxkarts Ltd. supplied clutch springs are permitted.

All Chains must be 47 links (including split link if fitted) If no split link is fitted then one link must be painted in a bright colour so it can easily be seen. A chain guard must be fitted.

WEIGHT

~~All new karts will be as close as possible identical weight when leaving the factory.~~ The total minimum weight at the end of a race, including driver **and any remaining fuel** will be 340kg. **Junior karts must be ballasted to 320Kg** Weight must be added to any Karts that are under 340kg, to offset as far as is possible the different weight of individual drivers. ~~No other ballast will be allowed.~~ The **Any** ballast weight must be **SECURLEY** fitted centrally under the seat in front of the back axle and behind the front seat cross member. ~~Junior karts must be ballasted to 320Kg and again the Ballast must be mounted under the drivers seat.~~ **NO OTHER BALLEST IS PERMITTED.**

WHEELBASE

The ~~original~~ rear axle mounting bolts must be drilled out to accept a **Maximum M12mm** bolt. ~~As an emergency and temporary repair 10mm bolts may be fitted.~~ "Jacking" of the chassis using smaller bolts is not permitted. A measurement from the bottom of the chassis to the centre of the bottom bearing bolt on the rear axle must be 55mm. The overall measurement from the centre of the front king pin bolt

to the centre of the rear axle must measure 1030mm +/- 10mm ~~but~~ **and** must be the same on both sides.

~~Axle lead is not permitted. All Karts must have a measurement of no more than 580mm from the inside of the front rollcage hoop where it fixes to the chassis to the foremost V in the 2 (two) side bars where they also fix to the chassis. If this gap is over 580mm an additional bar must be welded in. This must be a minimum 25mm x 25mm box or tube.~~

CAMBER

Karts will not be allowed to start a meeting with excessive wheel camber.

A maximum of 15mm camber at the top of a wheel will be permitted. Emergency repairs may be carried out during a meeting due to damage but it will be at the scrutineers discretion if the kart is allowed to continue. Any damage must be corrected before the next meeting.

TRACK

~~The front and rear track, when measured shall remain as built. No Front offset of either front or rear axle will be permitted.~~ Wheel spacers are not permitted.

~~A Rear wheel spacer may be used as a temporary repair if the rear axle moves.~~ **The** front track kingpin centre to kingpin centre must measure 720mm to 760mm. The front stub axles must be equal both sides to avoid offsetting. These must measure 140mm +/- 5mm. This measurement is from the centre of the kingpin bolt to rear face of the front wheel centre.

CAMBER

Karts will not be allowed to start a meeting with excessive wheel camber.

The front wheels must be as standard. These will be checked at scrutineering and a maximum of 15mm camber at the top of a wheel will be permitted. Emergency repairs carried out at a meeting will be at the scrutineers discretion, but must be corrected before the next meeting.

EXHAUST

~~The exhaust/silencer must be a Stoxkart supplied system. No other type is permitted. You are NOT allowed to pack your exhausts with extra wadding or other material whatsoever.~~

EXHAUST

The exhaust/silencer must be a Stoxkart supplied Item and remain as standard.

BRAKES

The braking system must be in full working order. Left and Right Foot Braking are permitted. From 2018 The left brake must extend to the right hand side of the kart so it can be used with the right foot as well as the left foot and there must be a separate accelerator pedal on the right. A single master cylinder with one caliper on both front wheels and 1 Caliper on the rear axle. A Single solid Steel disc on the rear only is permitted no vented or drilled discs

~~permitted. Stoxkarts Ltd. supplied calipers and pads are the only ones permitted on the front of the Kart. The brakes must be in full working order. Both self adjust and manual adjusting calipers are allowed on the rear. No vented discs are permitted. Drilling of the front discs is not permitted.~~

BRAKES

The braking system must be in full working order.

The left brake pedal must extend a minimum of 50mm past the right hand side of the centre steering and brake cylinder mounting bracket so it can be used easily with both feet.

There must be a separate accelerator pedal on the right.

A single master cylinder with one caliper on each front wheel and 1 Caliper on the rear axle only.

A Single solid Steel disc on the rear only is permitted no vented or drilled discs permitted.

Stoxkarts Ltd. supplied calipers and pads are the only ones permitted on the front of the Kart.

Both self adjusting and manual adjusting calipers are allowed on the rear.

Drilling of discs is not permitted.

WHEELS

The only wheels permitted for use are those supplied by Stoxkarts Ltd. Front wheels must be 5.5 x 8 x 4 stud and rear wheels must be 7.00 x 8 x 4 stud. These must remain standard.

WHEELS

~~The only wheels permitted for use are those specially designed for, and supplied by Stoxkarts Ltd. Front wheels must be 5.5 x 8 x 4 stud and rear wheels must be 7.00 x 8 x 4 stud. Steel wheels only are permitted. No type of banding or reinforcing is permitted. Wheel trims are not permitted, this includes the valve protector bands. No offsetting of centres is permitted.~~

TYRES

~~All tyres will be standard and supplied by Stoxkarts Ltd. No modifications will be allowed. No cutting, no grooving, buffing. The use of any type of softener is prohibited. Any Rear tyre reaching the "wear block" must be replaced. Front tyres may be used past the wear blocks as long as 2 lines of tread are evident. Camber buffing is not permitted and the scrutineers decision is final. The rear tyres are controlled. The O/S/R tyre will be the Kenda Hole in One 18 x 8.50-8 4ply. The Duro 18 x 8.50-8 4ply or 6 ply must be used on the N/S/R. Tyres may only be filled with air. Pop off valves are not permitted. Deli or Kings Tyres are permitted on the front but must run the identical tread pattern.~~

TYRES

All tyres will be standard and supplied by Stoxkarts Ltd. No modifications will be allowed.

No cutting, no grooving or buffing is permitted.

Tyre softener is prohibited.

All tyres must have 2 lines of tread clearly visible.

The rear tyres are controlled. The O/S/R tyre will be the Kenda Hole-in-One 18 x 8.50-8 4ply. The Duro 18 x 8.50-8 4ply or 6 ply must be used on the N/S/R.

Tyres may only be filled with air.

Deli or Kings Tyres are permitted on the front.

Both front Tyres must be the same brand

SUSPENSION

~~No modifications are permitted. Jacking of the chassis is not permitted. The front stub axles must have equal spacing top and bottom. If it can be shown that a chassis has received damage at the track these spacers may be altered to repair the damage to allow the Kart to continue racing. This must be repaired before the next meeting. Deliberate jacking or twisting of the chassis is not permitted.~~

SUSPENSION

No modifications are permitted

Jacking of the chassis is not permitted.

The front stub axles must have equal spacing at the bottom on both sides.

If only one washer is used on the off side then one must be used on the nearside.

If 2 are used then 2 must be used on the opposite side. It does not matter how many washers you have in at the top. The bottom washer is the base point.

PLUGINS

Only Stoxkarts Tagged Plugins are permitted. These are to be non adjustable. A plugin retaining bolt must be fitted through the plugin mount. No secondary fastening is permitted except for welding. Plugins must be non adjustable.

SEAT

All seats must be approved by Stoxkarts Ltd.

Seats must have a maximum distance of 105mm to the centre of the headrest from the centre point of the Kart.

Seats must be level with or above the top of the chassis rails.

All seats must be securely fastened at the base as well as at the rear.

Head restraint blinkers are compulsory on both sides of the seat and they must both be padded and be level with the side of your head when strapped in.

At the rear of the seat there must be a secondary horizontal bar and attached to this a seat belt support/retainer must be fitted. A minimum of 1" box or tube must be used. This 'H' or 'A' seatbelt support/retainer frame must be a minimum of 6"/150mm wide. The bottom horizontal bar must be tube, NOT box, and NO lower (a minimum of level) with the bottom of the shoulder height seat belt hole in the rear of the seat.

The vertical bars can continue up to the rear horizontal cross member/roll hoop. If the vertical bars do not continue to the roof they must also have a second horizontal bar, making it a squared 'A' style /shaped frame to prevent the seatbelts jumping out from their intended position.

It is the drivers responsibility to make sure their seat fits the driver correctly.

Juniors may run a correctly designed seat insert. Seats must have a minimum of 4 mounting points.

The vertical bars at the side of the drivers head must have padding unless they are running a Full Containment seat with extra bracing on the blinkers.

BODYWORK

The bodywork must be maintained in a presentable condition. All Karts must achieve a high standard of presentation. ~~They should be colourful, clean and professionally sign written. If a Stoxkart is considered not to be of an acceptable standard of presentation, written warnings can be issued.~~

All body panels must be of aluminium, and a minimum of 1mm thick and a maximum 2.5mm thick. The front of the kart must be enclosed. Both sides and the rear of the kart must have fitted panels.

Side scallops must be fitted.

All body panels must be fastened securely with nuts & bolts, quick fasteners or rivets **NOT tie wraps/cable ties.**

All floor plates must be one piece Aluminium with a minimum thickness of 2.7mm and a maximum of 3.2mm, fixed to the underside of the kart to cover the total chassis with the exception of cut outs for the brakes etc.

Floor plates must be fixed securely with nuts & bolts.

~~Steel floors are not permitted.~~

The floor may be drilled with a Maximum 30mm hole under the steering column to gain access.

The cab must be a maximum of 30" wide at the widest point on the inside of the side bar.

All front screens must have a steel mesh with either 2" or 1" squares and must be horizontal only.

Shatterproof Perspex or aluminium may be used on the front of the screen as a deflector but must be secured with nuts and bolts.

Proof that the material is shatterproof must be supplied.

NERF RAILS

Nerf rails must remain as standard, they must be bolted or they can be welded. A secondary fastening device such as heavy duty tie wraps may be used in addition to nuts and bolts.

Existing Nerf rails which have the word STOXKARTS profile cut into them may be used.

Nerf rail side plates must be a minimum of 2.4mm thick and a maximum of 3.4mm thick.

Nerf Rail legs and supports must be a maximum of 20mm- 3/4 Hollow tube or box. An additional cross bar may be welded in to form a cross but this must be welded to the Nerf rail and not the mounting point and must be of the same material as the original nerf rail legs.

No other re-enforcing is permitted

NERF RAILS

~~Nerf rails must remain as standard, they must be bolted or they can be welded. A secondary fastening device such as heavy duty tie wraps may be used in addition to nuts and bolts. Solid Nerf Rail sides only are permitted, they must be one piece from the front mounting to the rear mounting no cutting out or lightening is permitted. With the exception of the holes mounting the rubber bushes. Existing Nerf rails which have the word STOXKARTS profile cut into them may be used. Nerf rail side plates must be a minimum of 2.4mm thick and a maximum of 3.4mm thick. Only one mounting point at the front and one mounting point at the rear are permitted. Double height nerf rails are not permitted and must remain open. No panelling is permitted. Nerf Rail legs and supports must be a maximum of 20mm~~

~~3/4 Hollow tube or box. With the exception of adding an additional piece to form a cross between the 2 braces, of the same material. No other re-enforcing is permitted~~

FRONT AEROFOIL

The front aerofoil MUST match the same original standard design as wings supplied by H20 and/or NFR. In the case of juniors it must be fully painted in your graded colour.

AEROFOIL

A Stoxkart approved roof wing or aerofoil must be used at all times, and this may be of aluminium or fibreglass. Centre panel to be a maximum of 920mm width and 820mm length. Only 1 panel is permitted, double decked or extra centre sections are not permitted. Side panels to be a maximum 380mm deep x 900mm length and must be straight on the vertical. No slanting of side panels permitted. The large Side must be a minimum 300mm deep. Small sides a minimum of 190mm deep and must protrude above and below the centre section. The whole of your aerofoil must be painted to your specified grade colour. In the Juniors the roof wing may be any colour with the exception of Gold or Silver. Number colours and design are by choice as long as they are easily readable for the lap scorers. Your racing number must also be painted in the rear window on a white on black or black on white background. Numbers must be a minimum 4" tall. The driver's name must be clearly visible on either the bodywork or aerofoil. The aerofoil must sit parallel along the front roll bar. Tilted aerofoils are not permitted. Aerofoils must remain central to the roof both front to back and left to right. Side panels must not drop down more than 50mm below the bottom edge of the side main rollcage hoop. The panels of all aerofoils must come down at least level with the top of the roll cage. Aerofoil sides must extend above and below the centre piece of the aerofoil. The aerofoil must be bolted to the roof plate using nuts and bolts or professional factory made quick release type fittings. Shatterproof perspex inserts for the side plates may be used. These must be securely fitted with a minimum of 6 nuts & bolts per side. Tie wraps/cable ties are NOT acceptable. Drivers must be able to prove that any perspex used is shatterproof. All Karts must carry series sponsors stickers.

Front aerofoils must remain fitted. If they are damaged during a meeting they may be removed and as long as the front of the kart is enclosed the driver may continue racing subject to the scrutineers decision.

ROOF CATCHES

Roof catches MUST be tight at all times. Stoxkarts Ltd. supplied catches only permitted

ROOF CATCHES

~~Roof catches MUST be tight at all times, and drivers should adjust them as required to achieve this. The only type of roof catch permitted are those supplied by Stoxkarts Ltd.~~

FUEL/FUEL SYSTEM

The only fuel permitted for use is Unleaded or Super-Unleaded garage forecourt pump fuel. The use of any additives of any description is strictly forbidden. Random fuel swaps may be carried out throughout the season.

The only permitted fuel tank is that supplied by Stoxkarts Ltd. and they must remain in the factory fitted position.
Fuel line from the tank to the fuel pump must have jubilee clip fastenings or karting type clips.
A working non-return valve must be fitted in the fuel breather pipe.

FUEL/FUEL SYSTEM

The only fuel permitted for use is Unleaded or Super Unleaded garage forecourt pump fuel with a maximum 99 RON. The use of octane boosters or additives of any description is strictly forbidden. Random fuel tests may be carried out throughout the season. The only permitted fuel tank is that supplied by Stoxkarts Ltd. and they must remain in the factory fitted position. Fuel line from the tank to the fuel pump must have jubilee clip fastenings or original Honda type clips. Cable ties are not sufficient. Fuel swapping may occur at any meeting. A non return valve must be fitted in the fuel breather pipe as close to the top of the outlet as is possible.

SAFETY

All cars are constructed using premier quality materials. Any replacements fitted by the owner must conform to the same specifications. Drivers may manufacture parts for their own Karts that are not Stoxkarts specific – see Stoxkarts Specific Parts. Once a Stoxkart is purchased, it is the owner's responsibility to make sure it is properly maintained and safe to race. If a driver removes the front angle iron aerofoil mounting bars (usually found on the pre-2010 Karts) they must replace them with 2 horizontal bars in front of their feet as close to the roll cage bend as possible. All Karts must run padding on both of the vertical upright rollcage bars at either side or the drivers head unless they are running a full containment seat.

SAFETY

Any replacements fitted by the owner must conform to Stoxkarts specifications (see Part One... The Kart)

Drivers may manufacture certain parts for their own Karts that are not Stoxkarts specific – (see Stoxkarts Specific Parts).

Once a Stoxkart is purchased, it is the owner's responsibility to make sure it is properly maintained, legal and safe to race.

If a driver removes the front angle iron aerofoil mounting bars (usually found on the pre-2010 Karts) they must replace them with 2 horizontal bars in front of their feet as close to the roll cage bend as possible.

All Karts must run padding on both of the vertical upright rollcage bars at either side or the drivers head unless they are running a full containment seat.

FIRE EXTINGUISHERS

A minimum 600g dry powder fire extinguisher must be carried in your transporter and it must be at hand when re-fueling the Kart.

FIXINGS AND FASTNERS

All nuts and bolts must be mild or high tensile steel unless otherwise stated.
Alluminium and Quick release panel fixings are permitted.

BUMPERS/WHEEL GUARDS

All bumpers and wheel guards must be maintained in a good condition. There must be no sharp edges and all bumper fixings must have a countersunk or smooth domed type headed bolt with nut attached. Front Bumpers may have a piece of 2x1 box behind them to act as a crumple zone but this must not extend more than 15mm past the chassis legs. A secondary 2x1 crumple zone may also be fitted and again this must not extend beyond the chassis legs. On the rear bumper a 2x1 crumple zone may be fitted the full width of the bumper and a secondary one may also be fitted but this must not extend beyond the width of the chassis legs. All bumpers must be fixed using rubber type bushes/mounts. Polypropylene and plastic bushes/mounts are NOT permitted.

If angle iron fixings are used for the wheel guard mounts they can be no longer than 50mm and the same depth as the wheel guard.

Wheel guards can be no thicker than 10mm or deeper than 75mm at any point. Plastic single piece wheel guards only are permitted.

BATTERY & FUEL TANK

The battery must be located on N/S of the Kart in the rear and must be fully enclosed unless fitted with a Gel type battery.

ALL battery boxes must be an approved type and securely fastened.

The petrol tank must be a Stoxkart Ltd. supplied tank and must be located on the O/S in the rear of the Kart position and securely fastened.

Screw type caps only are permitted.

Both Battery Box and Petrol tank must sit on a rubber base minimum thickness 1.5mm to cover the whole of the base. Any enclosed batteries must also have a piece of non conductive material on the top of the battery under the lid to prevent shorting out.

TRANSPONDERS

All Karts must be fitted with an AMB160 type transponder (the yellow one) and this transponder must be registered with their name, number and under the Stoxkarts formula. All transponders must be fitted in the designated position within the kart using only a Stoxkarts Ltd. supplied bracket. Your transponder must be fully charged and in full working order. If it does not work you may not be lap scored.

RACECIEVERS.

Raceciever one way radios are the only in kart communication system permitted. All drivers must use one during racing and must have suitable earpieces so they can hear during a race. Raceciewers are there to aid a driver and drivers must still be aware of any on track incidents and not depend solely on radio communication. Instructions regarding on track incidents such as spinning karts and stationary karts are only advisory, it is still the drivers responsibility to act accordingly.

The race manager will control the start of the race via the radio and drivers must act on his instructions during rolling laps.

Race cautions and race stoppages will be via radio communication with simple instructions in conjunction with flags and lights.
Green will be go.

Yellow will mean slow down to walking pace and await instruction.
Red means stop as soon as possible and await instruction.
These instructions are compulsory along with instructions to retire to the centre green.

If a driver retires to the infield they must keep at least one ear piece in whilst they are in the arena so they can still hear race instructions.

It is the drivers responsibility to make sure they have suitable earphones.
"I could not hear" will not be an acceptable excuse. If a driver can not hear any radio communications they MUST retire to the infield.

Drivers must have at least one ear piece in a minimum of 30 minutes prior to the start of the meeting so that the race director can give instructions throughout the meeting. This must remain in for the whole of the meeting. At the end of the meeting the Race manager will announce when you can remove your earpiece.

RACECIEVERS.

Raceciever one way radios are compulsory and the only in-kart communication system permitted.

Racecievers are there to aid a driver and drivers must still be aware of any on track incidents and not depend solely on radio communication.

Instructions regarding on track incidents such as spinning karts and stationary karts are only advisory, it is still the drivers responsibility to act accordingly.

The race manager will control the start of the race via the radio and drivers must act on his instructions during rolling laps.

Race cautions and race stoppages will be via radio communication with simple instructions in conjunction with flags and lights.

Green will be go.

Yellow will mean slow down to walking pace and await instruction.

Red means stop as soon as possible and await instruction.

These instructions are compulsory along with instructions to retire to the centre green.

It is the drivers responsibility to make sure they have suitable earphones.
"I could not hear" will not be an acceptable excuse. If a driver can not hear any radio communications they MUST retire to the infield.

Drivers must have at least one ear piece in a minimum of 30 minutes prior to the start of the meeting so that the race director can give instructions throughout the meeting. This must remain in for the whole of the meeting. At the end of the meeting the Race manager will announce when you can remove your earpiece.

REAR AXLE

The rear axle must be of the type supplied by Stoxkarts Ltd. The distance from the right side main chassis leg to a straight edge on the inside of the right rear tyre must measure 105mm +/- 5mm on an ARD/H2O type chassis, and 112.5mm +/- 5mm on all other chassis types.

The rear axle MUST be fitted to the chassis with two 30mm bearing units and M12 bolts. The bearings must be mounted to the outside of the brackets with no spacing behind them, one on the right side of the chassis, and one on the left side.

REAR AXLE

The rear axle must be of the type supplied by Stoxkarts Ltd. The distance from the centre of the chassis to a straight edge on the inside of the off side rear wheel is 440 +/- 5mm

The rear axle MUST be fitted to the chassis with two 30mm bearing units and M12 bolts. The bearings must be mounted to the outside of the brackets. The only permitted spacing is a Stoxkarts Supplied spacer which may be fitted between the bearing and carrier to prevent shale build up. All mounting holes and bolts must remain un-modified.

CAR LENGTH

Must remain as supplied ex-factory from Stoxkarts Ltd. The length can only be altered with the addition of crumple zones maximum 40mm on the rear 25mm on the front.

STEERING

The steering mounting and steering wheel position is free to suit each driver. The Steering column mounting brackets must be welded to the front Horizontal windscreen bar. Pop-off/quick release type steering wheels are permitted but they must remain in place at all times once the kart enters the racing arena. Single Pin type Hubs MUST have a secondary securing device. Track rods must be made of steel only and use either 10mm or 3/8" rose joints which must also be steel. A secondary securing device must be fitted under the steering column mounting to stop the steering column being pulled out. We have found that a simple metal hose clip fastened tightly around the steering column behind the column mounting point is more than adequate and fit for purpose. A 2:1 Steering quickener may be used but it must be a Stoxkarts approved one.

STOXKARTS SPECIFIC PARTS

Certain parts on the karts are covered under Stoxkarts Ltd. Intellectual Design & Property Rights and may only be produced by a Stoxkarts Ltd. approved supplier/s. Items covered under this are; The main Chassis, Front Plug-Ins, Front Stub Axles, Front Hub with Disc, Front brakes, Rear Axle, Rear Drive Sprocket, Exhaust, Spoked Wheels, Fuel Tank, Weight Box, Roof Plate and Fixings. These parts will carry a Stoxkarts Ltd. stamp and Karts will be inspected for these stamps at scrutineering. Any parts not stamped must be removed and replaced with Stoxkarts Ltd. specific and supplied items.

STOXKARTS SPECIFIC PARTS

Certain parts on the karts are covered under Stoxkarts Ltd. Intellectual Design & Property Rights and may only be produced by a Stoxkarts Ltd. approved supplier/s. Items covered under this are; The flat Chassis, roll cage, Plug-Ins, Plug-in blocks, Stub Axles, Front Hub with Disc, Front brake calipers, Rear Axle, Rear Drive Sprocket, Exhaust, Rear axle mounting spacers, Spoked Wheels, Fuel Tank, Roof Plate and Fixings, Front and rear steel bumpers, rear axle bearing spacers. Any

parts not tagged must be removed and replaced with Stoxkarts Ltd. specific and supplied items.

PROMOTION

Stoxkarts Ltd. reserves the right to place relevant promotional decals on all Stoxkarts, and at any time. These must be kept clean and presentable at all times.

IN-CAR CAMERAS

In-car cameras are not permitted. Stoxkarts Ltd. has the right to install an In-car Camera in any kart for use in promotion and advertising. All In-car footage must be made available for Stoxkarts Ltd to view and remain the property of Stoxkarts Ltd. On certain occasions Drivers may seek permission to run an In-car camera but any footage must be approved by Stoxkarts Ltd. prior to being released. The phrase In-car Camera refers to any type of visual recording device including, phones and camera type goggles.

ROOF PLATE

All Karts must run a Stoxkarts supplied roof plate and fixings. The highest point of the front of the kart roll bar must be a minimum 940mm from the floor of the kart to the top of the bar, The minimum height of the rear roll hoop must be 1120mm to the floor of the Kart. The roof plate supplied by Stoxkarts Ltd can not be drilled (with the exception of aerofoil mountings) or altered to lighten or make smaller. If the front hoop has a gap of over 50mm Then mesh must be fitted. There must also be new vertical bars fitted from the underside of the front roll hoop to a point on the cab side horizontal side bracings referred to as Sissy bars.

ROOF PLATE

All Karts must run a Stoxkarts supplied roof plate and fixings.

STARTING SYSTEM

When presented for scrutineering, all karts must be capable of self-starting. Karts that are unable to start will not pass a scrutineering check.

SAFETY HARNESS

A minimum five point 3" (with the exception of the crutch strap which is 2")

American hook safety harness is the only type permitted.

Special Hans Device belts that taper from 3" to 2" are permitted if using a frontal head restraint system.

The harness must be kept clean and in full working order at all times.

The driver must be securely fastened within the safety harness at all times when on track, except during a pre-race parade or introduction ceremony.

Seat belts must be secured to an approved anchor point, they are NOT permitted to be wrapped around the rear rollcage bars.

The Crotch strap must be secured to the seat cross member.

Frayed and/or worn belts MUST be replaced.

IF IT DOES NOT STATE WITHIN THESE REGULATIONS THAT YOU CAN DO IT – YOU MUST ASSUME THAT YOU CANNOT NO MATTER HOW INSIGNIFICANT IT MAY SEEM.

~~PART TWO – THE DRIVER~~

~~All drivers must be licensed by Stoxkarts Ltd. A full licence expires on December 31st each year. Day licences are available and can only be used once. To race at subsequent meetings a day licence must be exchanged for a full licence. The completion of a licence application means that you are bound by the rules and regulations contained herein. Any breach of these regulations will be subject to penalties applied by the Stoxkarts Ltd. Driver's Panel and the ORCI. The age limit for drivers is 11 (subject To height restrictions) to 65. No new licences will be issued to persons over 60 years of age. All new licences will be £90, renewing a licence will be £80 if paid before the 15th January. Any licences taken out after this date will be £90. Stoxkarts Ltd. reserves the right to refuse any application without recourse and without giving reason.~~

PART TWO - THE DRIVER

All drivers must be licensed by Stoxkarts Ltd. A full licence expires on December 31st each year. Day licences are available and can only be used once.

The completion of a licence application means that you are bound by the rules and regulations contained herein. A Driver interview must be completed with each licence.

Any breach of these regulations will be subject to penalties applied by the Stoxkarts Ltd. The Driver's Panel and/or the ORCI.

The age limit for senior drivers is 16 to 65.

Junior age limit is 11(Subject to height restrictions) to their 16th Birthday.

No new licences will be issued to persons over 60 years of age.

All new senior licences will be £95, renewing a licence will be £85 if paid before the 15th January. Any licences taken out after this date will be £95.

Junior licences will be £75

Stoxkarts Ltd. reserves the right to refuse any application without recourse and without giving reason.

All Hire Drivers must start their first race from the back unless they have hired previously.

All Novice drivers will be given the option to start their first 3 (three) meetings from the back of the grid. However, at your 4th (fourth) meeting you must start from the relevant grade.

Drivers can only start from the back of the grid, with permission of a Stoxkarts Ltd. Official, if their kart is suffering from minor mechanical problems.

Stoxkarts Ltd. and/or any affiliated Promotions has the right to disqualify any driver, mechanic or associated member of their party who willfully causes riot, chaos, physical violence, verbal abuse, sexual harassment, racial abuse, strike, fighting or anti-social behavior of any kind at a race meeting or whilst on the premises and/or grounds of a race venue.

This also covers all Social and Media type networks and official Stoxkarts Ltd. sanctioned events.

All Drivers under 16 or drivers with no previous racing experience will have to undertake a Stoxkarts Ltd. Drivers Test - *see Drivers Test*.

All drivers under the age of 18 must have a Guardian present on the race day.

Drivers are responsible for the behaviour of any persons associated with them and in addition to any action taken against that person the Driver will also be held accountable.

All drivers must inform Stoxkarts Ltd. if they are taking any prescribed medication. This must also be clearly marked and kept up to date on your armband.

The use of alcohol or any non-prescription drugs or substances is totally prohibited.

If anyone is found to be hiding people for a free entry to the Stadium, the Driver involved will receive an instant ban from Stoxkarts.

All Drivers must sign on with Stoxkarts Ltd. at the Stoxkarts Transporter irrespective of the fact that at some meetings they must also sign on with the Promoter. Drivers under 18 must have a Parent or Guardian with them to sign on.

All Drivers must attend the drivers briefing prior to the start of the meeting if asked to do so.

Any drivers not attending the briefing will not be allowed to race.

BOOKING PROCEDURE

All drivers must book in for meetings no later than 7 (seven) days in advance of the meeting in which they wish to race via the Facebook Registered Drivers page or by text to the number below. Bookings made after the 7 day cut-off will incur an additional £10 surcharge.

In the event of a driver needing to cancel a booking, a 24hr (twenty-four hour) telephone number is available: **07776 243665**.

Cancellations within the last forty-eight hours prior to a meeting will result in a £10 cancellation fee unless there is a genuine reason.

Any driver turning up without booking will be allowed to race but will incur an additional £10 surcharge.

BOOKING PROCEDURE

All drivers must book-in for meetings no later than 7 (seven) days in advance of the meeting in which they wish to race via the Facebook Registered Drivers page or by text to the number below. Bookings made after the 7 day cut-off will incur an additional £5 surcharge.

Drivers booking in late will start at the rear of their grade.

In the event of a driver needing to cancel a booking, a 24hr (twenty-four hour) telephone number is available: **07776 243665**.

Cancellations within the last forty-eight hours prior to a meeting will result in a £5 cancellation fee towards the end of season fund unless there is a genuine reason.

Any driver turning up without booking will be allowed to race but will incur an additional £5 surcharge.

There is no provisional booking in. Bookings need to be confirmed 7 days in advance.

RACEWEAR

Drivers must wear a fire retardant racesuit of a minimum standard of single layer Proban.

Racesuit must be kept clean.

Team members should also be suitably attired.

Neck braces or frontal head restraint systems are compulsory.

The wearing of fireproof gloves and fireproof neck brace if it is the foam type is compulsory.

All drivers MUST wear a flame-retardant balaclava when racing.

Horse-shoe neckbraces fitted through the seatbelts are NOT permitted.

For Juniors only fully round type neck braces where they meet at the front are permitted, or a frontal head restraint system.

HELMETS

Safety helmets to be worn. Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are FIA8860-2004, Snell SA2005, SA2010,SA2015 SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed.

Adult Helmets (Drivers aged 16 and over)

■ Change – Helmets certified to the Snell SA 2005 specification will continue to be accepted for use during the 2017 season. This acceptance will be reviewed again at the end of the year, in line with other motorsport sanctioning bodies.

■ New – Helmets certified to the following newer standards are permitted for use in all ORCi formulas. These are ADDITIONAL permitted standards to those currently allowed.

■ Snell EA2016 [For Elite Automotive sports]

■ FIA 8860-2010 [Updated version of 8860-2004]

■ FIA 8859-2015 [Premium Helmets]

■ SFI 31.1 [Updated/merged version of 31.1A and 31.2A]

Youth Helmets (Drivers aged 15 and under)

■ New – Helmets certified to one or more of the following standards are permitted for use by youth drivers aged 15 and under. These are ADDITIONAL permitted standards to those currently allowed.

■ Snell CMR 2007

■ Snell CMS 2007

■ Snell CMR 2016

■ Snell CMS 2016

■ SFI 24.1

It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn. Your helmet must display the current ORCi sticker.

ARM BANDS

~~All registered drivers must wear a Stoxkarts Ltd. medical arm band at all times when racing on their left arm ONLY. Forms are downloadable from the main website. It must be filled in and will be checked before your first race and marked in your licence. It is then the drivers responsibility to keep this information up to date. If this form is not completed you will NOT be allowed to race.~~

ARM BANDS

All registered drivers must wear an up to date Stoxkarts Ltd. medical arm band at all times when racing on their left arm ONLY. If this form is not completed you will NOT be allowed to race.

SAFETY HARNESS

A five point 3" (with the exception of the crutch strap which is 2") American hook safety harness is fitted to all Karts ex- factory. Special Hans Device belts that taper from 3" to 2" are permitted. This harness must be kept clean and in full working order at all times. Crutch straps are compulsory. American hook type harnesses are the ONLY type permitted. The driver must be securely fastened within the safety harness at all times when on track, except during a pre-race parade or introduction ceremony. Seat belts must be secured to an approved anchor point, they are NOT permitted to be wrapped around the rear rollcage bars. The Crotch strap must be used and this must be secured to the seat cross member, NOT the seat mounting. Frayed and/or worn belts MUST be replaced – it is your health and life at stake!

Juniors may race using a 2" wide seat belt But it must still be the latch lever type, if they share with a senior then the senior MUST change to 3" to race. The best way would be to run 3" waist belts and 2" shoulders for the junior then all you need to do is change the top belts for the senior. unless a Hans Type device is used and you can keep the 2" shoulder straps in.

EXITING THE KART

Drivers will not be allowed to exit their Karts whilst the race circuit is live i.e. under "green" racing conditions. This includes both drivers on the race track whos Kart has become immobilised and those who retire to the infield, who must also remain in their cars with both their safety harness and helmet on. The only exception to this is where a Kart needs to be vacated in emergency conditions – i.e. fire etc. If a driver is in a kart and feels there is a problem which officials may not be aware of which potentially makes staying there unsafe, they should indicate this to an official with the "thumbs down" signal who will then ask race control to suspend the race. It should be noted that in all cases, the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start.

If a waved yellow caution or red flag race stoppage is instigated, drivers who are already on the centre must remain strapped in and with helmets on. Drivers who are in immobilised karts on other parts of the circuit may exit their karts whilst the race is suspended but must go into a designated area which is considered by the

promotion to be the safest place to be whilst the race is live, which may well be off the track completely.

Drivers will be informed of where this area is by means of a driver briefing or driver handout. Drivers who are still unsure of where this area is should ensure they find out where it is before racing by contacting the Clerk of the Course or another senior official.

BACK-UP CREW

A driver may have any number of mechanics or crew members, but each one should be attired in overalls, preferably in team colours. Mechanics will not be allowed within the racing area at any time except when invited to do so by a Stoxkarts Ltd Official, the Clerk of The Course or one of the appointed Marshals. However, under no circumstances will a mechanic be allowed to enter the race arena unless the mechanic is suitably attired.

Drivers shall be absolutely responsible for the behaviour of their respective mechanics and team members within a race meeting and/or whilst on the premises/grounds of a race venue at all times regardless.

SCRUTINEERING

~~Karts will be expected to arrive at each meeting no later than 1 hour before the meeting start time so that scrutineering can be carried out by representatives of Stoxkarts Ltd. The scrutineer will be appointed by Stoxkarts Ltd. and their word will be final. Time will be given for the owner or driver to correct any faults, but if any serious breach of the regulations is found to have occurred, the kart will NOT be allowed to race at that meeting. Always make sure that you have your Log Book with you at every meeting. If you forget your Log Book you will not be allowed to race, unless you take out a day licence for the day. If it is felt by the scrutineer that an attempt has been made to modify or disguise a modification to the kart or its relevant parts, the kart will not be permitted to race. If such modifications are thought by the scrutineer to be an attempt to cheat, the owner and/or driver will have their licence withdrawn pending an enquiry which, if found against the driver, will lead to the driver being disqualified with immediate and permanent effect. Stoxkarts Ltd. has the right to impound any Kart at anytime for a full strip down and technical inspection. The Kart will be taken to the Stoxkarts Ltd. workshop for inspection. Once the inspection is complete then the driver may arrange to collect the Kart or it will be returned to the next race meeting for the driver to collect. Should there be any technical issues then the Kart will remain at the Stoxkarts Ltd. workshop until the outcome of any disciplinary action. The Kart may not be raced again until the technical issues have been resolved.~~

SCRUTINEERING

Karts will be expected to arrive at each meeting no later than 1 hour before the meeting start time so that safety Checks can be carried out by representatives of Stoxkarts Ltd. The scrutineer will be appointed by Stoxkarts Ltd. and their word will be final. Time will be given for the owner or driver to correct any faults, but if any serious breach of the regulations is found to have occurred, the kart will NOT be allowed to race at that meeting. Always make sure that you have your Licence and Log Book with you at every meeting. If you forget your licence you will not be allowed to race, unless you take out a day licence for the day.

Pre meeting scrutineering is more about safety checks. Just because a kart passes pre meeting scrutineering it does not mean it is technically legal. Stoxkarts Ltd. has the right to impound any Kart at anytime for a full strip down and technical inspection. The Kart will be taken to the Stoxkarts Ltd. workshop for inspection. Once the inspection is complete then the driver may arrange to collect the Kart or it will be returned to the next race meeting for the driver to collect. Should there be any technical issues then the Kart will remain at the Stoxkarts Ltd. workshop until the outcome of any disciplinary action. The Kart may not be raced again until the technical issues have been resolved.

POST RACE CHECKS

No results will be declared official until post race checks have been carried out. If any problems are found then members of the drivers panel at the meeting will be called upon to give their opinion. If action is taken the results will be held for a minimum of 24 hours or until an appeal has been heard. The driver has 24 hours in which to appeal a decision as per part 5 of the rule book under Appeals.

Stoxkarts Ltd. will be extremely vigilant with Technical scrutineering. Any attempt by a driver or owner to gain unfair advantage will result in very severe penalties.

STARTING SYSTEM

When presented for scrutineering, all karts must be capable of self-starting. Karts that are unable to start will not pass a scrutineering safety check.

~~PART THREE – THE RACE~~

~~The racing format at each meeting will either run along the lines of 2 (two) Qualifying Heats and a Feature. A Grand National can be run time permitting, unless other Championship rules apply. All drivers must be strapped into their cars in plenty of time before going on track. All Hire Drivers must start their first race from the back unless they have hired previously. All Novice drivers will be given the option to start their first 3 (three) meetings from the back of the grid. However, at your 4th (fourth) meeting you must start from the relevant grade. Other drivers can only start from the back of the grid, with permission of a Stoxkarts Ltd. Official, if their kart is suffering from minor mechanical problems. Grids will be posted at the Stoxkarts transporter so you can see your grid position. These can be subject to change.~~

PART THREE - THE RACE

The racing format at each meeting will run along the lines of 2 (two) Qualifying Heats and a Feature.

Heats Minimum 8 laps

Feature Minimum 10 laps

A Grand National can be run time permitting.

Championship formats can alter the format.

Grids will be posted at the Stoxkarts transporter so you can see your grid position.

RACE SIGNALS

All race signals will be those currently used by major Oval Racing Organisations. Drivers are expected to obey officials, directions and flag signals **without question**. Stoxkarts are designed so that a driver who is sidelined during the race may remain seated in the kart in comparative safety for the duration of the race. Drivers are **NOT** allowed to raise the aerofoil to exit a car unless a Race Official has indicated that it is safe to do so. If a driver in an immobilised Kart, on track, requires medical attention, the race will be brought under caution by the Steward or Clerk of the Course in the accepted manner. This will then allow the driver to exit the Kart and receive attention.

Generally accepted race signals are;

GREEN FLAG/LIGHT: The track is clear for full racing speed.

STATIC YELLOW FLAG/LIGHT: Exercise caution, immobilised Kart ahead.

WAVED YELLOW FLAG/FLASHING LIGHT: Slow down immediately to walking pace. Exercise great caution. Safety Personnel/Officials almost certainly on track.
NO OVERTAKING.

RED FLAG/LIGHT: Stop immediately. Serious incident confirmed. Pedestrians on track. Await further instructions.

WHITE FLAG WITH RED CROSS: Technical disqualification. This means there is a problem with your Kart and you must retire to the infield.

WHITE FLAG WITH BLUE SPOT: Used to warn drivers there is debris on the track. Racing continues as usual.

BLACK & WHITE CHEQUERED FLAG: Race winner has completed race distance. KEEP RACING.

CHEQUERED FLAG WITH RED FLAG/LIGHTS. Race over. Slow down and proceed to track exit.

BRITISH UNION JACK FLAG: Race leader has completed half distance.

BLACK FLAG: Driver must retire to the infield immediately. The direction maybe for disciplinary reasons (i.e. disqualification) or it may be for safety reasons (i.e. Kart in a dangerous condition).

~~RACE CAUTION PROCEDURE~~

~~When a race caution (waved yellow flag/flashing lights) is introduced drivers must immediately reduce speed to walking pace and pull the Karts into single file Unless instructed otherwise over the radio, Any driver guilty of overtaking will be disqualified from the race or docked positions per Kart overtaken. Any Kart unable to maintain rolling lap speed during a caution period must be retired to the infield. You must keep together on a rolling lap. The leading Kart sets the pace on a restart. Even if you know that you are a lap down do not pull wide and let anybody through as this could confuse the lap scorers and call the result into question. Do not take it upon yourself to overtake any Karts and rejoin at the rear of the grid, i.e.~~

un-lap yourself. You must stay in single file in the same position as when the yellow flags appeared. If a Medic or any Race Official deems a driver to have been unconscious at any point and in need of attention by the Medical Team, that driver will not be allowed to participate in any remaining part of the meeting as he/she may well have suffered a mild concussion. **The Official's decision is absolutely final.**

RACE CAUTION PROCEDURE

When a race caution (waved yellow flag/flashing lights) is introduced drivers must immediately reduce speed to walking pace and pull the Karts into single file Unless instructed otherwise over the radio.

Any driver guilty of overtaking will be disqualified from the race or docked positions per Kart overtaken.

Any Kart unable to maintain rolling lap speed during a caution period must be retired to the infield.

The leading Kart sets the pace on a restart.

Do not take it upon yourself to overtake any Karts and rejoin at the rear of the grid, i.e. un-lap yourself. You must stay in single file in the same position as when the yellow flags appeared.

If a Medic or any Race Official deems a driver to have been unconscious at any point and in need of attention by the Medical Team, that driver will not be allowed to participate in any remaining part of the meeting as he/she may well have suffered a mild concussion.

Any driver giving the thumbs down will have to have permission from the meeting steward or race director to continue racing at the remainder of the meeting.

TROPHIES

Trophies will be presented to each Heat winner and the winner of the Final. A trophy will also be presented to the winner of the Grand National if one is run.

TROPHIES

Trophies will be presented to each race winner.

PART FOUR – RULES OF RACING

RACE MANAGER

Stoxkarts Ltd. will nominate the Race Manager.

The race manager will work in conjunction with the other Officials as per ORCi rules. The duties of the Race Manager include the arrangement of the order and sequence of events at a meeting and to ensure that the proper personnel are in place.

The Race Manager, in conjunction with the Steward, shall have absolute authority over the Stoxkarts Ltd. racing content at a Meeting and will ensure adherence at all times to the regulations.

The Race Manager shall be in attendance at all times during the meeting.

The Race Manager will be in charge of the Raceciever radios, or will appoint someone in his place.

RULES OF RACING

All drivers, owners and team members are expected to abide by general racing and behaviour rules applicable to the stadium where they are competing, as well as Stoxkarts Ltd. regulations.

Stoxkarts is a contact sport where the use of the front bumper to push or spin an opponent out of the way is actively encouraged, driving recklessly or in a manner deemed to be a danger to others will not be permitted.

Unsportsman like conduct is not permitted and in particular, but without limitation it is not permitted to:

- i)* [REDACTED] direction.
- ii)* Make deliberate contact in such a way that the contacting kart follows the contacted kart into the safety barrier.
- iii)* make deliberate sideways contact with an overtaking kart.
- iv)* deliberately baulk a faster kart not on the same lap.
- v)* deliberately spin a Kart on the straights.
- vi)* To hit or continue pushing a Kart past the apex of the turn causing the front kart to hit the safety barrier or stationary kart exiting the turn.
- vii)* Hit a kart into a stationary kart.

Front to rear contact is permitted.

DISCIPLINARY PENALTIES

Monetary fines will not be an integral part of Stoxkarts. Penalties imposed may consist of:

- [REDACTED] National Points forfeiture.
- [REDACTED] meeting ban.
- [REDACTED] Multiple meetings ban.
- [REDACTED] Exclusion from the meeting or part thereof
- [REDACTED] Revoking of your Stoxkart Licence.

The following penalties are Stoxkarts specific and can be issued by the race director at a meeting.

A driver still has the right to appeal at the meeting to either the Stoxkart drivers panel or the Steward. If the appeal is made to the Steward then the ORCi rules come into place which may or may not carry a more severe penalty. In certain instances the Steward has the right to impose a penalty on a driver without the agreement of the race director. In these instances any appeal can only be made to the ORCi.

Stoxkarts specific rules..

Any repeat offenders all penalties will be doubled.

- i)* [REDACTED] direction. 12 Month Ban.
- ii)* Make deliberate contact in such a way that the contacting kart follows the contacted kart into the safety barrier. Minimum 3 Month Ban.
- iii)* To hit or continue pushing a Kart past the apex of the turn causing the front kart to hit the safety barrier or stationary kart exiting the turn. Minimum 2 meeting Ban.
- iv)* Deliberately hitting/pushing a kart into a stationary kart, .Minimum 4 meeting ban
- v)* ANY contact under Red flags on the track. Minimum 4 meeting ban.
- vi)* Any contact on the Infield/safe Zone. Minimum 3 month ban.

vii) Any contact after you have passed the chequered flag when it has been called on the raceceivers but before the Red flags automatic load up and minimum 2 meeting Ban.

TECHNICAL SCRUITINEERING FAILURE.

Should a kart fail technical/post race scrutineering the driver will automatically be removed from the results.

If it is felt by the technical scrutineer that a deliberate attempt to cheat or gain advantage has occurred he will report his findings to the race director.

The race director can issue a penalty immediately, or can speak to members of the drivers panel available on the day before issuing a penalty.

Penalties will consist of

Confiscation of parts.

Deduction of national points.
meeting ban.

Multiple meeting ban.

Revoking of your Stokkarts Licence.

The above penalties may be imposed at the time of the adjudication or at any appellate hearing and the penalties may operate forthwith upon imposition or in the future or retrospectively during the current racing season or be carried over from a previous racing season.

PART FIVE – APPEALS

A driver will be informed in writing of any penalty imposed and the reasons why within 24 hours of the event.

A driver then has the right to appeal this decision within a further 48 hours of the written confirmation. They must submit their intent to appeal in writing to Stokkarts Ltd. This must be accompanied by any evidence they may wish to bring to the attention of the drivers panel. This must be accompanied with a fee of £100

Upon receipt of an appeal notice and fee, Stokkarts Ltd. shall convene the drivers panel to deal with the appeal.

If the penalty has been issued by the Race Director then you have the right to appeal to the Drivers panel or The ORCi. If you choose to appeal to the Drivers panel and loose the appeal you cannot then appeal to the ORCi.

If the penalty has been imposed by the meeting Steward your only appeal is direct to the ORCi.

APPELATE DRIVERS PANEL

The panel shall be made up of a minimum of 3 of the drivers on the Committee.

ORCi APPELLATE COMMITTEE

The Appellate committee shall comprise of;

■ Stokkarts Driver appointed by Stokkarts Ltd.

■ recognised Steward (other than the one at the meeting at which the alleged incident took place).

■ Stock Car Driver (currently racing or retired).

Either the Drivers panel or ORCi Appellate Committee shall endeavour to deal with the appeal within 7 (seven) days of receipt by the Race Manager of a Notice of

Appeal, and in any event, as soon as practically possible, and in the event that the appeal succeeds the fee shall be refunded.

EVIDENCE AT THE APPEAL

The appeal hearing shall take the form of a re-hearing of the allegation against the Driver convicted by the Race Manager or the Steward as the case maybe. Any relevant evidence may be submitted to the Appellate Committee by the offending driver, the Race Manager and any other person, including video and written statements. The offending driver shall be entitled to put his/her case to the Appellate Committee either in person or by a representative. Any Drivers under 18 must have their Parent or Legal Guardian present. The Race Manager shall be entitled to attend and put his/her case to the Appellate Committee either in person or by representative. The decision of the Appellate Committee (which may be a majority decision) shall be communicated to the offending Driver in writing within 24hrs (twenty-four hours) of the appeal hearing. Such decision shall be final and binding on all parties.

PROTEST FORMS

If you wish to make a complaint about a Kart/Driver, there will be protest forms available from Stokkarts Ltd. which must be completed and handed in to the race director by the end of the meeting.

Protests regarding an engine, a bond of £150 will be applicable to cover the costs of collection, stripping and rebuilding the engine. If the protest is upheld the money is refunded, and the owner of the engine will have to pay the bond and will be subject to disciplinary action.

PART SIX– GENERAL

POINTS SCORING

All races at all meetings will count towards the National Points with a driver dropping their 2 (two) worst meeting scores: a maximum of one tarmac and one shale only. This does NOT include meetings that are cancelled by Stokkarts Ltd. Heats will be a minimum 8 laps duration. Points for heats will be scored 1st - 10th place and scored 15 – 12 – 10 – 8 – 6 – 5 - 4 – 3 - 2 – 1.

The Final will be a minimum 10 laps duration scored 1st – 10th place. Points will be scored 25 – 20 – 18 – 16 – 14 – 12 – 10 – 8 – 6 – 4.

Grand National Points will be awarded 18-16-14 -12-11-10-9-8-7-6

Any white, Yellow or Blue grade driver winning the feature may start the Grand National at the back of the Superstars for Double Points or at the rear of their grade for single points. Any Red or Superstar must start half a lap behind the last kart on the grid.

Championship races will be over a minimum 15 Laps. Race distances may be altered at the discretion of the Promoter or Race Manager.

All up to date points will be posted on the registered drivers page as soon as is possible after the meeting. Any driver will then have 48 hours from when they are posted to query anything they feel is incorrect. (This will not include lap scoring queries which must be delt with on the day). After 48 hours the results will stand and will not be altered. If there is a protest posted at the track the results will not be posted until the protest has been dealt with.

ROOF GRADING

The grading period will be altered dependent on the number of meetings within a season and the 'Grading Periods' will be clearly marked on the Fixture List on the Stoxkarts website. All drivers will be graded. All grading is at the discretion of the Stoxkarts Ltd. Drivers' Panel. Drivers grades may be altered if it is felt they are performing above or below their grade. The colour of the whole of the aerofoil must be painted in the driver's current graded colour. Drivers with the wrong coloured aerofoil will have to start at the rear in every race for that meeting and it will be recorded in the Drivers Log Book.

- Gold = Gold Top Champion
- Silver = National Points Champion
- Black & White Chequered = British Drivers Champion
- Red and Yellow Chequers = Grand Prix Champion.
 - Super Star = Red with orange flashing lights Mounted on the top of the wing in full working order. This group will consist of the 4 (four) top drivers in the National Points chart unless the Gold and silver is held by one driver or the champion has retired, then it will be the 5 (Five) top drivers. disregarding the Gold Champion and the National Points Champion.
- Red = following 7 (seven) drivers (not including British or GP Champion)
- Blue = the following 8 (eight) drivers
- Yellow = the following 8 (eight) drivers
- White = any other drivers
- Orange = hire driver (can be started in any grade)

The GP Champion will Run 1 Grade Higher than their points position.

The British Champion will Run 1 Grade Higher than their points position.

Any driver with an average of 18 or more will become a Red.

Any driver with an average of 23 or more will become a Superstar.

Junior Drivers may run the same numbers as Seniors.

Any senior White top winning a feature will automatically be upgraded 1 grade for their next meeting.

Any Senior White top winning 4 heats in a grading period will automatically be upgraded.

Any Senior Yellow winning 2 features or 5 races in a grading period will be automatically up graded.

If you are considered to be working the grading system to your advantage the Drivers' Panel may upgrade or downgrade you at any point. The pole sitter per grade maintains the gaps. If experienced drivers choose to race Stoxkarts, Stoxkarts Ltd. reserve the right to enter them as an 'extra' Superstar/Red/Blue/Yellow grade.

If someone enters Stoxkarts from another short oval graded formula, they must enter at the last grade achieved in their previous formula. The Stoxkarts Ltd. Drivers' Panel decision is final.

PART SIX– GENERAL

POINTS SCORING

All races at all meetings will count towards the National Points with a driver dropping their 2 (two) worst meeting scores: a maximum of one tarmac and one shale only. This does NOT include meetings that are cancelled by Stoxkarts Ltd. Heats will be a minimum 8 laps duration. Points for heats will be scored 1st - 10th place and scored 15 – 12 – 10 – 8 – 6 – 5 - 4 – 3 - 2 – 1.

The Final will be a minimum 10 laps duration scored 1st – 10th place. Points will be scored 25 – 20 – 18 – 16 – 14 – 12 – 10 – 8 – 6 – 4.

Grand National Points will be awarded 18-16-14 -12-11-10-9-8-7-6

Any white, Yellow or Blue grade driver winning the feature may start the Grand National at the back of the Superstars for Double Points or at the rear of their grade for single points. Any Red or Superstar must start half a lap behind the last kart on the grid.

Championship races will be over a minimum 15 Laps. Race distances may be altered at the discretion of the Promoter or Race Manager.

All up to date points will be posted on the main website as soon as is possible after the meeting. Any driver will then have 48 hours from when they are posted to query anything they feel is incorrect. (This will not include lap scoring queries which must be dealt with on the day). After 48 hours the results will stand and will not be altered. If there is a protest posted at the track the results will not be posted until the protest has been dealt with.

ROOF GRADING

The grading period will be altered dependent on the number of meetings within a season and the 'Grading Periods' will be clearly marked on the Fixture List on the Stoxkarts website. All drivers will be graded. All grading is at the discretion of the Stoxkarts Ltd. Drivers' Panel. Drivers grades may be altered if it is felt they are performing above or below their grade. The colour of the whole of the aerofoil must be painted in the driver's current graded colour. Drivers with the wrong coloured aerofoil will have to start at the rear in every race for that meeting and it will be recorded in the Drivers Log Book.

- Gold = Gold Top Champion
- Silver = National Points Champion
- Black & White Chequered = British Drivers Champion
- Red and Yellow Chequers = Grand Prix Champion.
 - Super Star = Red with orange flashing lights Mounted on the top of the wing in full working order. This group will consist of the 4 (four) top drivers in the National Points chart unless the Gold and silver is held by one driver or the champion has retired, then it will be the 5 (Five) top drivers. disregarding the Gold Champion and the National Points Champion.
- Red = following 7 (seven) drivers (not including British or GP Champion)
- Blue = the following 8 (eight) drivers
- Yellow = the following 8 (eight) drivers
- White = any other drivers
- Orange = hire driver (can be started in any grade)

The GP Champion will Run 1 Grade Higher than their points position.

The British Champion will Run 1 Grade Higher than their points position.

Any driver with an average of 18 or more will become a Red.
Any driver with an average of 23 or more will become a Superstar.

Junior Drivers may run the same numbers as Seniors.

Any senior White top winning a feature will automatically be upgraded 1 grade for their next meeting.

Any Senior White top winning 4 heats in a grading period will automatically be upgraded.

Any Senior Yellow winning 2 features or 5 races in a grading period will be automatically up graded.

If you are considered to be working the grading system to your advantage the Drivers' Panel may upgrade or downgrade you at any point. The pole sitter per grade maintains the gaps. If experienced drivers choose to race Stoxkarts, Stoxkarts Ltd. reserve the right to enter them as an 'extra' Superstar/Red/Blue/Yellow grade.

If someone enters Stoxkarts from another short oval graded formula, they must enter at the last grade achieved in their previous formula. The Stoxkarts Ltd. Drivers' Panel decision is final.

If there is no defending points champion the Points leader each month must run a Silver front wing Supplied By Stoxkarts Ltd.

HEAT DIVIDING

In the event that 40+ Karts or more are booked in for a race meeting the heats shall be divided in an A, B, C format – 3 (three) groups of equally divided Karts, or as near as (unless otherwise advised). Groups A + B will race in the Heat 1, Groups B + C will race in Heat 2 and Groups A + C will compete in Race 3. The highest 26 points scorers throughout their races will qualify for the Feature event. This will also depend on the track size and at the discretion of the Promoter and/or the Stoxkarts Ltd. Race Manager.

CHAMPIONSHIPS

The National Points Championship winners prize will be £200 stoxkarts Ltd. Vouchers. In addition the winner will receive a £10 reduction in entry fees the following season and will carry a silver aerofoil for the following season and can also run the number 1

The TENG TOOLS GOLD TOP race will have qualifying rounds denoted on the fixture list throughout the season. The top 36 points scorers will line up for the Gold Top Race. The highest points scorer will sit on pole position. The winner will receive a TENG TOOLS Top Box and in addition will receive a £10 race entry fee reduction for the following season. The winner will carry a gold aerofoil until the staging of the same event in the following year.

The Asphalt Ace winner will be the highest asphalt point scorer at the end of the season.

Shale Shifter Champion will be the highest point scorer on Shale over the full season.

The British Championship Final grid will be decided on the toss of a coin by the highest points scorer on the day. The winner of the Final must carry a chequered aerofoil until the staging of the same event in the following year and will automatically be graded one grade above their National Points Grading for the period they are the Champion.

Several other championships will be organised throughout the season and may change and differ year on year.

All Junior drivers will be racing for the Young Guns title.

All Senior Feature winners will receive a £10 reduction in their race entry fee at THE (NOT their) next meeting ONLY.

CAR SWAPPING

Kart swapping is not permitted except;

If you suffer from mechanical problems before the meeting starts, i.e. in practice. You will be allowed to change into a spare Kart as long as your aerofoil is fitted to the Kart and all Stoxkarts Ltd. Officials are aware of the change, it is allowed. Kart Swapping will be at the Race Managers discretion.

HIRE KARTS

Any driver wishing to hire out a kart must be licensed by Stoxkarts Ltd. Only Stoxkarts approved people may hire out Karts at a meeting and they must run an orange chassis and an orange wing. There will only be a maximum of 4 hire Karts allowed to run and ALL bookings must be done through Stoxkarts Ltd. Stoxkarts Ltd. cannot guarantee future hires or specify at which meetings and will only issue hires on a rolling basis. Hire Karts may only be hired on a maximum of 5 occasions in the seniors. Any Kart owner wishing to hire a kart for a meeting must have a genuine reason to do so.

MULTIPLE KARTS

In an attempt to keep costs down and instill confidence with existing and potential new drivers that all Karts are equal, a driver may own as many Karts as they wish but they will only be allowed to race one nominated Kart for a full season from their stable. In exceptional circumstances they would be allowed to use a second Kart, but if Stoxkarts Ltd. feel an attempt is being made to manipulate this rule the driver/s in question would not be allowed to race. Any driver wishing to introduce a new Kart (to them) during the season, they would be allowed to try it on both surfaces before deciding if this is the Kart they wish to continue with. If they do not like the new Kart and wish to revert to their old one this would be allowed, but this must be done within a sensible and reasonable length of time, as not to stretch and abuse the rule and as agreed by Stoxkarts Ltd. at the time. This rule is about "the Spirit" of the rules and Stoxkarts Ltd. would take a very dim view of anyone wishing to "stretch or manipulate" the "Spirit" of the rules. Registered Drivers who own their own kart may only use a hire Kart if their existing kart has damage and deemed un useable.

DRIVERS TEST

All new Drivers under 16 years of age will have to undertake an ORCi Junior Drivers Test. This must be done prior to your first race. The test is both practical and a

written multiple choice. This test is independent of Stoxkarts Ltd. and a charge will be made by the ORCi. A Parent/Guardian must be present during this test.

JUNIOR LEAGUE

ALL technical specifications of karts and engines apply to Juniors with the exception of Roof Colours. Unless otherwise stated.

Points scored in all races will count towards the Young Guns Title.

All rules and regulations in this Rule Book still apply to all Junior participants.

Parents and Guardians are fully responsible for the behavior of Juniors.

Junior Drivers will be subject to any penalties towards the actions of the Parents, Guardians and persons associated with them.

If a driver reaches their 16th birthday during the racing season they will then be legible to move up to race in the Seniors. To do this they must upgrade their license to a Senior license. They will then enter the Seniors as a white grade

CONSENT FORM

As part of the licensing procedure all drivers under the age of 18 must have a Stoxkart Ltd. Consent Form signed by either a Parent or Guardian who has legal responsibility for the driver. This form is called SX3 and can be found on the Downloadable Forms section of the Stoxkarts website. (Note: There is also an Incarace Consent Form that needs to be filled out which can also be found in the same section on the Stoxkarts website.)

JUNIOR GRADING

- Gold = Gold Top Champion
- Silver = Young Gun Champion
- Super Star = Red with orange flashing lights in full working order fitted to their front wing. This will be the highest points driver in the National Points chart. disregarding the Gold Champion and the National Points Champion.
- Red = following 2 drivers
- Blue = the following 4 drivers
- Yellow = the following 6 drivers
- White = Remaining drivers.

All Grading is at the graders discretion.

The whole of the front wing on the Kart MUST be painted in the drivers graded colour.

The Roof Aerofoil is free with the exception of Gold or Silver. If the Gold and Silver are the same driver their wing must be Gold with Silver stripes.

If there is no defending Young gun Champion the Points leader at each grading must run 2 silver stripes on their front wing only.

AWARDS NIGHT

Stoxkarts Ltd. will arrange an end of season awards night on behalf of the drivers. A stipulation of receiving any prize is that a driver must attend to claim their prize. This does not effect any titles they have won.

2018 Main Officials

Race Director Ian Higgins

Technical Scruitineer Stevie Houghton.

Assistant Technical Scruitineer. Andy Yull

Scruitineer Michael Havercroft

Steering Committee Graham Wheat, Andy Yull, Kelvin Limb, Carl Nunn, Matthew Fenton, Chris Butcher Ian Higgins, Paul Higgins.

Quad Recovery Clive Topliffe

Points Chris Butcher, Danny Nunn

Website Jack Morgan.

Rule Ammendments

All Karts MUST run a rear view Mirror.

The back inside wheel, free wheeling hub must spin freely without the offside rear or the clutch and chain moving when the rear end is lifted off the ground.