

2022 Stoxkarts Ltd. Rules. V1

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 ORCI 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 license forms please read the rules and make sure you are happy to abide by them. By signing you are agreeing too 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 license form if you are not happy with the rules contained herein.

Wording in Black is current.

Wording in Red is new for 2022

Wording With a ~~strike through~~ is a 2021 rule.

COVID 19

Government and Stadium guidelines must be adhered to at all times. It should be noted that some guidelines may overrule specific items mentioned in this rule book.

INTERPRITATION 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 cannot do it" stands firm.

It is the driver's 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

It is YOUR responsibility to make sure your kart is Legal and conforms to the rules below.

All Stoxkarts new chassis will be manufactured by approved Stoxkarts suppliers and have been designed to be **as close to identical as possible**. All parts must remain as ex-factory condition.

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.

Stoxkarts 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, OSR Wheel Spacer, front & rear bumpers, Flat Chassis and complete chassis MUST be purchased from Stoxkarts Ltd.**~~ These parts are the sole design of Stoxkarts Ltd.

ALL plug-ins, Plug-in blocks, front stub axles, front hubs with discs, exhausts, rear axles, Rear axle mounting points & spacers, spoked rims, roof plates, roll hoops, sprockets, fuel tanks, front & rear Steel bumpers, Steel Nerf Rails, Roll Cages, Flat Chassis and complete chassis MUST be purchased from Stoxkarts Ltd. These parts have been designed by Stoxkarts Ltd. These parts are covered under Stoxkarts Ltd. intellectual property rights. In addition the following parts have been sourced by Stoxkarts Ltd. and must be purchased only from Stoxkarts Ltd. Front Brake Calipers and Pads. Roof Catches, Rear Hubs, ALL Wheels and Tyres, Bumper Plastics, Nerf Rail Plastics, Engine breather filters and engine Coil packs.

All repairs on Chassis and cages must use the following Materials. Roll cage 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.

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All Chassis must be Tagged before being allowed to race and all Tags must remain in place.

Again it is the driver's responsibility to make sure their kart is legal.

ENGINE

The Honda GX390 13hp with electric start with 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 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 and must be securely fastened by a wing nut or bolt. **Air filter covers must not have any additional holes with the exception of a small hole to fasten the rocker breather no higher than 50mm from the bottom of the casing.** A blanking plate, minimum 1mm steel or 2mm aluminum, must be fitted where the original engine pull has been removed.

An engine breather supplied by Stoxkarts Ltd only must be fitted to the rocker cover either with a Stoxkarts supplied pipe or the original breather pipe. It cannot breath directly under the air filter housing and it must be securely fixed tight at all times (if not connected after a race then you may be excluded from the results) The intake box where the original link pipe was fitted must be blanked off with a Stoxkarts supplied blanking bung.

The Jet & Emulsion Tube must remain **as it was dyno tested unless prior consent received from Stoxkarts Ltd.** 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.

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. Valve springs must be purchased from Stoxkarts Limited.

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 and must remain as per manufacture Aftermarket head gaskets are permitted.

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

The jet and emulsion tube must remain as those the engine was dyno tested with **unless consent is received from Stoxkarts Ltd. to change it.**

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

The standard 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 cylinder 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 keyway 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 genuine 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. Additional engine locators/stops to prevent the engine from moving forwards or backwards are permitted

ENGINE CHECK

A Driver may request another driver's engine to be checked. To do this, they must inform Stoxkarts Ltd. which engine they want checked and must lodge a £100 fee which is non-refundable. If the engine is deemed to have been tampered with, the driver who requested the check will get their fee refunded. **If the engine is found to be legal, the driver of the engine which has been checked will receive 50% of the fee for the inconvenience caused.**

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. **Should a driver have an engine issue they may use another engine until theirs is repaired, and the original may then go back in.** The breaking of the fan cover seal to replace a coil pack or Starter motor 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 must be used with a 15 tooth output sprocket.

Only 3 types of clutch are permitted, the older Suco, the Noram, the BWE Clutch supplied by Stoxkarts Ltd. No modifications are permitted.

Only Clutch springs and friction shoes supplied by Stoxkarts Ltd. are permitted for ALL types of clutch.

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 steel or aluminium chain guard must be fitted, this must adequately cover the front as well as the top of the clutch to prevent fingers being caught of the chain coming out if it breaks. The Scrutineers decision will be final in determining if the guard is sufficient.

Chain tensioners and aligners are permitted

WEIGHT-

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 Any ballast weight must be SECURLEY fitted centrally under the seat in front of the back axle and behind the front seat cross member. **NO OTHER BALLEST IS PERMITTED.**

Any driver, senior or junior who weighs under 55Kg may add up to a maximum of 10kg ballast behind the front bumper. It must be central and securely fixed with minimum M8 bolts.

WHEELBASE

The rear axle mounting bolts must be drilled out to accept a Maximum M12 bolt. 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 and must be the same on both sides. Axle lead is not permitted.

TRACK

No Front offset permitted.

Wheel spacers are not permitted Except on the off side rear on the new type axle and these must be supplied by Stoxkarts Ltd.

The front track kingpin centre to kingpin centre must measure 735 +/- 10mm. The front stub axles 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. A maximum of 15mm camber at the top of the **front** wheels 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 Item and remain as supplied.

Should the silencer be damaged or broken in any way it must be returned to Stoxkarts Ltd. for repair or a new system must be purchased. The only alteration allowed to an exhaust is to open the bolt holes to M10 to allow a larger bolt if the head is stripped. The exhaust can be painted but all welds must remain untouched. This includes grinding and linishing. The exhaust must be securely bolted to the engine at all times. If the exhaust is blowing the gasket must be replaced.

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. **if the rear disc is floating it must have fixings either side of the carrier to prevent the keyway from moving.**

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. Rims may be re drilled to make the valve less vulnerable.

Valve protectors may be fitted. They must be securely welded around the valve.

They must not extend beyond the rim outer edge and must have no sharp edges.

No ballast is allowed on the inside/outside of the wheel rim.

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 visible treads on the rear tyre must be the centre 2

Any tyre believed to have been buffed will be confiscated pending further investigation.

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

The Juniors will run the Kenda Super Turf on the O/S/R for ALL Shale meetings

Unless stated differently by the race director.

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.

Only 1 washer maximum thickness 2mm is permitted on the bottom of either 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.

A plugin retaining bolt must be fitted through the plugin mount. No secondary fastening is permitted except for welding.

You may drill the existing hole up to a maximum M12. All new stock will come pre drilled M12 instead of M10. This will be the maximum adjustment you can have.

The plug in may be sliced up to 60% on the horizontal and re welded at the bearing end only to correct camber. It is not permitted to cut off and re weld the bearing end of the plugin. It must be clearly visible that it has not been cut all the way through. If there is any doubt in the scrutineers mind that it has been cut off and re welded or it is an attempt to cheat it will have to be replaced.

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.

All seats must be secured with a minimum of 6 bolts. Minimum size is M8

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. ALL material, Tube or Box must be minimum 2mm thickness. 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. **If a Seat insert/padding is used the headrest must be padded accordingly to prevent backwards movement.** Seats must have a minimum of 6 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.

All seats must run a padded seat cover or padding on the back and base of the seat.

BODYWORK

The bodywork must remain as manufacture and be maintained in a presentable condition. All Karts must achieve a high standard of presentation.

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.

All panels must be flush fitting with no flicks or extensions.

No paneling is permitted above the horizontal cab side bar 75mm forward from the vertical roll cage bar at the side of the head to the front sissy bar.

The side scallop may be extended along the the length of the top rollcage bar as long as it complies with the side window aperture sizes.

A shaped front screen panel and rear window appature are permitted, **but must not be too excessive to allow ample access for Officials or Paramedics if needed.**

No Aerodynamic aids are permitted, this includes and is not limited to additional rear spoilers, wheel arches and other panel alterations that are not classed as standard.

There must be adequate room in the rear opening for officials to gain access in the event of an emergency.

Folds and creases are permitted to add strength as long as the overall look remains standard.

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.

On the floor there must be a minimum of 2 M8 securing bolts at the front of the kart and 2 M8 securing bolts at the rear. The remainder of the bolts can be M6. The floor may be drilled with a Maximum 30mm hole under the steering column to gain access.

Side window apertures must be no smaller than 250mm at the front vertical bar (Sissy Bar) and 360mm 60mm forward of the Vertical bar at the side of the seat.

Any paneling below the roof bar must have a smooth edge or protective edging.

This is to allow easy access for officials. The Scrutineer's decision will be final.

All karts must carry series sponsor stickers.

The cab must be a maximum of 32" 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.

They must be a maximum height of 155mm to the bottom of the plastic from level ground. All Nerf rails must be tight. Any welding repairs must be of a strong adequate safe standard and will be checked at scrutineering as the Kart may be refused permission to race. They must be securely fastened and not able to move up and down.

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 Where they connect to the Chassis. 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

FRONT AEROFOIL

The front aerofoil MUST match the same original standard design as wings supplied by H20 or other Stoxkarts approved supplier In the case of juniors it must be fully painted in your graded colour. All Karts must run a front Aerofoil. In the seniors only the existing points champion or points leader can run Silver and existing Gold top Champion can run Gold.

AEROFOIL

No Slider Kits permitted

A Stoxkart approved roof wing or aerofoil must be used at all times, and this must be aluminium.

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 Near side (infield side) panel must be larger than the offside (crowd side) panel. The large Side must be a minimum 300mm and a Maximum of 380mm deep. Small sides a minimum of 190mm deep, a Maximum 350mm and must protrude above and below the centre section.

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. Roof aerofoil sides must not have a gap larger than 50mm from the horizontal roll cage tube to the bottom of the side panel at any point. Aerofoil sides must extend above and below the centre piece of the aerofoil. The aerofoil mounting points must mount beyond the width of the roof plate unless bolted directly through the roof via a frame, Single mounting points are not to be welded direct to the roof plate.

The aerofoil must be bolted using approved mountings. Nuts and bolts or professional factory made quick release type fittings must be used. Aluminium inserts for the side of a wing to cover another drivers name and number are permitted. These must be securely fitted with a minimum of 6 nuts & bolts per side. Tie wraps/cable ties are NOT acceptable.

The whole of your aerofoil must be painted to your specified grade colour in the seniors.

In the Juniors the roof wing may be any colour with the exception of Gold, Silver or Orange. Gold and Silver may be used by the current Gold or Silver Champions only.

NUMBERS. To help officials on track and in the box All numbers must be solid black on white, or White on Black with an easy readable bold font. They must be displayed on both sides of the roof wing. All numbers must be of a clearly visible professional appearance. They must be of a minimum 100mm on the small side and a minimum 150mm on the large side, and of a minimum of 25mm strokes. The Bigger the better. No sparkle or shadow allowed in the numbers. Scrutineers decision is final.

All Junior's must have a Stoxkarts Ltd supplied orange letter J next to their race number.

~~Number colours and design are by choice as long as they are easily readable for the lap scorers. We Recommend Black on white and White on Black with an easy readable font. If numbers cannot EASILY be read them you will not be lap scored. Numbers must be minimum 100mm small side and minimum 150mm large side.~~ 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 bigger the better. The driver's name must be clearly visible on either the bodywork or aerofoil.

If the lap scorers **or officials** struggle to read your numbers then you will be given a pink ticket and made to change them.

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. These must be securely attached to the cage and roof plate.

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 **and samples** 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.

The fuel Tank and Battery must be mounted on Rubber

SAFETY

Any replacement parts 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 or stainless steel unless otherwise stated. Aluminium and Quick release panel fixings are permitted.

BUMPERS/WHEEL GUARDS

ALL BUMPERS MUST HAVE A CRUMPLE ZONE

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 must have a piece of 2x1 box behind them to act as a crumple zone Maximum 700mm A secondary 2x1 crumple zone may also be fitted and must be a Maximum 700mm and open at the ends. 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 be a maximum 700mm open ended. All bumpers must be fixed using rubber type bushes/mounts. Polypropylene and plastic bushes/mounts are NOT permitted.

Plastic Bumper measurement Front 1220-1230 Rear 1420-1430 Gaffa Tape on the wheel guards is 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. **No spacers to allow the wheel guard to protrude.**

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. If a battery box is not used the battery must still have rubber under it. 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.

All positive end of terminals on any type of battery, must be covered with a non conductive material. All batteries must be bolted tight at all times. Batteries must be fully charged and in full working order at all times.

TRANSPONDERS

All Karts must be fitted with an AMB160 type transponder (the yellow one) The T2 or the X2 Karting type. 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 will not be lap scored. **Transponders are available to hire from Stoxkarts at a cost of £10 per meeting, (dependent on availability on the day)**

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 their 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 means ~~slow down to walking pace and await instruction.~~ **Stop safely no overtaking 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.

Any driver ignoring a black flag or white with Red cross will be removed from the results and could be loaded up.

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 centre of the chassis to a straight edge on the inside of the off side rear wheel is 440 +/- 8mm

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. 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.

Axles must remain as supplied by Stoxkarts Ltd. no modifications permitted. A steel wheel spacer supplied by Stoxkarts Ltd can be used on the O/S/R Aluminium type drive hub. **On all new type axles (no step on the offside) a Stoxkart supplied split collar must be fitted flush to the very end of the axle after the aluminium drive hub.**

CAR LENGTH

Must remain as supplied ex-factory from Stoxkarts Ltd. The length can only be altered with the addition of crumple zones.

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. The point where the bracket attaches to the column must be padded and from the collar down to the top track rod mounting must also be padded. 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 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, wheel spacers Fuel Tank, Roof Plate and Fixings, Front and rear steel bumpers, rear axle bearing spacers.~~

ALL plug-ins, Plug-in blocks, front stub axles, front hubs with discs, exhausts, rear axles, Rear axle mounting points & spacers, spoked rims, roof plates, roll hoops, sprockets, fuel tanks, front & rear Steel bumpers, Steel Nerf Rails, Roll Cages, Flat Chassis and complete chassis MUST be purchased from Stoxkarts Ltd. These parts have been designed by Stoxkarts Ltd. These parts are covered under Stoxkarts Ltd. intellectual property rights. In addition the following parts have been sourced by Stoxkarts Ltd. and must be purchased only from Stoxkarts Ltd. Front Brake Calipers and Pads. Roof Catches, Rear Hubs, ALL Wheels and Tyres, Bumper Plastics, Nerf Rail Plastics, Engine breather filters and engine Coil packs.

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. 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.

MIRRORS

All Karts must have a rear view mirror fitted.

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. The on/off position must be clearly marked if not using a key box. Official ORCi Power cut off stickers must be used to show where the on/off switch is located.

SAFETY HARNESS

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

2" belts are permitted in the juniors only. American hook/lever latch safety harness with clip on fastenings are the only type permitted.

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

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. 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 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 licence fees will be shown on the licence application form. Junior licence fee will be shown on the licence application form. 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.

In the Seniors, 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.

For Junior Novice drivers there is no limit on the number of meetings a driver can start from the back. A Novice driver starting at the back must run a black cross on a white square minimum size 210mm x 210mm. A driver may not remove the cross during a meeting. If a driver has removed their black cross but has not raced on a specific surface before ie wet tarmac or shale they may start at the back for 1 meeting without replacing the black cross.

Drivers running a Black cross are not allowed to use contact against another Kart. Drivers not running a Black cross are not permitted to make contact with a kart that is running a Black cross.

Drivers, with the exception of novices, 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.

Bullying of any type will not be tolerated.

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*.

A responsible adult must be present at each race meeting with any driver under 18 years of age and is the person who signed the driver in at the meeting. They must adhere to the ORCi Safe guiding Policy in that they must not be under influence of alcohol or any illegal substances.

Drivers are responsible for the behavior 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.

Drivers hands/arms are to remain in the kart at all times, unless you are requiring attention. The only permitted hand signals are thumbs up or thumbs down to the marshalls

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.

JUNIOR DRIVERS.

It is not acceptable for any person, Driver, Parent, Guardian or member of a team over 18 years of age to approach or reprimand another Junior driver. If another junior driver, parent/guardian has a problem with another teams driver they must speak to the other drivers parent/guardian or a Stoxkarts Ltd. official.

If any person over 18 years of age makes any comment towards a Junior driver this will be classed as verbal abuse.

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.

Upon booking in for a meeting, you may be required to give additional information regarding passengers and crew. This must be done at the time of booking in.

Failure to do so may see your booking declined.

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 Twenty Four hours prior to a meeting will result in a £10 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 **£10** surcharge.

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

SIGNING IN

All drivers must sign in as early as possible once it is open. Signing in will close 15 minutes prior to start time. If a driver has not signed in they will not be permitted to race.

RACEWEAR

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

Race suits 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

A helmet conforming to at least one of the following standards must be worn. Helmets must meet or exceed the minimum standard as directed by **(BORSE)**. British Oval Racing Safety Executive (B.O.R.S.E).

The current approved standards for all drivers are:

- FIA 8860-2010
- FIA 8859-2015
- FIA 8860-2018
- FIA 8860-2018 ABP
- Snell SA2010
- Snell SAH2010
- Snell SA2015
- Snell EA2016
- Snell SA2020
- SFI Foundation 31.1A
- SFI Foundation 31.2A
- SFI Foundation 31.1
- ECE R22.05

The following helmet standards are permitted for Junior drivers only in addition to those above:

- Snell CMR 2007
- Snell CMS 2007
- Snell CMR 2016
- Snell CMS

All helmets **MUST** display the green "ORCi 20 Approved" serial-numbered helmet sticker, as per Illustration 01 below. Older green 2019, blue 2015, and red 2010 stickers are **NOT** valid (Illustrations 02, 03 and 04).

- A dated ORCi sticker indicates only that a helmet was manufactured and homologated to one of the permitted standards listed above.
- Where a helmet is presented for a pre-meeting safety check without the appropriate ORCi dated sticker, it will be inspected by a scrutineer or appropriate official, and, if homologated to one of the permitted standards above, it will either be:
 - (a) Stickered with the current ORCi dated sticker and accepted for use (subject to basic checks for obvious signs of significant damage), or,
 - (b) Temporarily accepted for use (subject to basic checks for obvious signs of significant damage) pending the application of an ORCi dated sticker at a later date by an appropriate official.

Some form of eye protection must be worn. Normal glasses are acceptable as are fly eyes, goggles or a visor.

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.

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 who's 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 must not exit the kart on the track at any point unless instructed otherwise by an official or in case of emergency.

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 **or pit lane** 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.

Live streaming of races is not permitted. You must inform members of your team that any recordings can not be uploaded to social media until the end of the meeting.

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 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 may 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.

It is the drivers responsibility to make sure their Kart conforms to the rules prior to racing.

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

STARTING SYSTEM

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

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 **and come to a stop as safely and as quickly as possible.** ~~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/**Oil** 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

In the event of a major incident (which includes a Kart rolling onto its side or roof on the track and in the line of racing) or where loose objects or material on the track may constitute a hazard to spectators, competitors or officials, the Race Director may bring the whole circuit under RACE SUSPENSION conditions, without the race being stopped (red flagged) by introducing waved yellow flags. Even though Reds may have been called over the Radios.

On introduction of a race suspension You must remain stationary until instructed otherwise over the radio. Such a temporary halt does not constitute a Red Flag Stoppage. Any driver unlapping them self or breaking rank from the single file, without authorisation, will be immediately excluded from the restart.

STOPPAGES (Red Flag) A race may only be stopped on instruction from the Race Director. The Promoter reserves the right to call a result AT ANY TIME. If any race is stopped after the first 2 laps then the race can, but may not always be restarted and run over the balance of laps outstanding to the leading kart The Race Director is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race stoppage. In the event of no karts having completed more than 2 laps of the total distance, the race can be re-run. Any Kart that is deemed to be the cause of the stoppage is excluded from the restart. This may alter in Championship events at the discretion of the Race Director. Note that a temporary

halt under yellow flags (caution) is not the same as a stoppage under red flags. The only Karts permitted to take part in any re-run shall be those having taken part in any/all other restart(s) immediately prior to the stoppage. A Kart missing taking part in a restart shall not be eligible to compete in any subsequent restart of the same race. e) Only Karts not requiring repairs may take part in a complete re start. If it is simply just re fitting the chain then a Kart may take part in the re start.

RED & CHEQUERED FLAGS (waved together) means the end of the race. All Karts must stop and await further instructions. DO NOT make your way to the pit gate until instructed to do so. Any offence committed on track after this time will render the driver liable to a penalty. In the event of Chequered and Red the result will go back to the last completed lap.

Any driver taking advantage of the yellow flags to try and gain positions will be docked 2 places per kart passed.

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.

ALL KARTS MUST EXIT THE TRACK IN THE DIRECTION OF RACING.

RACE START.

All races will start with a rolling lap unless otherwise stated.

The pole kart in each grade sets the pace for their grade. Should a driver not maintain the gap after being warned they will be docked 2 places at the end of the race.

If for any reason a race has to be started with all karts circulating the track and out of grade the results will be based on the drivers fastest lap time. If no lap times are available the race will be deemed void.

TROPHIES

Trophies will be presented to each race winner.

All retention trophies remain the property of Stoxkarts Ltd. Non return, Loss or damage of trophies will have to be paid for by the driver.

PART FOUR – RULES OF RACING

RACE MANAGER/DIRECTOR

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. **If any team is heard transmitting at any time during a meeting, then you will be automatically loaded and further action will be taken.**

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.

No mechanics or team members are allowed in the designated pit lane without permission of an official.

Stoxkarts is a contact sport where the use of the front bumper to push or spin (in the corners) 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.

Junior Stoxkarts is more Nudge & Spin. Over the top big hits will be deemed unsportsmanlike.

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

i) make deliberate contact with another kart whilst not travelling in a racing 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 on the straights

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/push 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:

- A National Points forfeiture.
- A meeting ban.
- Multiple meetings ban.
- Exclusion from the meeting or part thereof
- 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) make deliberate contact with another kart whilst not travelling in a racing 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 4meeting 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 racecievers but before the Red flags automatic load up and minimum 2 meeting Ban.

viii) Verbal abuse minimum 3 month ban.

TECHNICAL SCRUTINEERING FAILURE.

Failure to attend Technical scrutineering will result in exclusion from the results of that race.

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 Stoxkarts 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 Stoxkarts 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 £50 Upon receipt of an appeal notice and fee, Stoxkarts 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 any 3 of the following.

- A Stoxkarts Driver appointed by Stoxkarts Ltd.
- A recognised Steward (other than the one at the meeting at which the alleged incident took place).
- A ~~Stock Car Driver~~ Contact formula driver (currently racing or retired).
- A Promoter.
- A Stoxkarts official.

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

All Protests must be done in writing.

If you wish to make a complaint about a Kart/Driver, there will be protest forms available from Stoxkarts Ltd. which must be completed and handed in to the race director by the end of the meeting, or emailed to ian@stoxkarts.co.uk.

You may speak to the steward in the box at a meeting but if you wish to follow this up it must be in writing.

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 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~~

Points for heats will be scored 1st - 12th place and scored 15-12-10-9-8-7-6-5-4-3-2-1

The Final will be a minimum 10 laps duration scored 1st – 12th place. Points will be scored 25 – 20 – 18 – 16 – 14 – 12 – 10 – 8 – 6 – 4 – 2 – 1

Grand National Points will be awarded 18-16-14-12-11-10-8-7-6-5-4-2-1

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 a lap down at the front of the Whites.

Grand National Points do not count towards Gold Top Qualifiers

In the Juniors all races except the feature score heat points, even if it is referred to as a Grand National. If there is an additional race after the feature the feature winner will start at the back of their grade. **There are no double points in the Juniors.**

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

The winner of the Gold Top Race both Juniors and seniors will be awarded 90 points and retire from the rest of the meeting. 2nd to 12th will score normal feature points

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 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 (SENIORS)

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. Excessive coloured stripes etc that conflict with a drivers grade are not permitted. 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 Not including Gold and Silver. If the Gold and silver is held by one driver or the champion has retired, then it will be the 5 (Five) top drivers. If The Points Champion has retired then the Points leader will start alongside the Gold Top. If the Gold and Points leader is the same then second place in the points will start alongside the Gold/Points leader
- Red = following 6 (Six) drivers (not including British or GP Champion)
- Blue = the following 6 (Six) drivers
- Yellow = the following 6 (Six) drivers
- White = any other drivers
- Orange = hire driver (can be started in any grade)

If there is no defending points champion the Points leader each month must run a Silver front wing Supplied By Stoxkarts Ltd. And will start alongside the Gold Top. 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.~~
Drivers may be graded on averages at the graders discretion.
 Gold & Silver start back 2 superstars with no gap.

Grades may be altered at any time due to the number of karts racing. Drivers may only climb a maximum of 2 Grades in 1 grading period with the exception of Championship winners. Drivers can only drop 1 grade per grading period.

Any driver that has won Gold or Silver cannot drop below Red for 3 years. All grades are the discretion of the grader and drivers Panel.

Any White top winning a feature will automatically be upgraded 1 grade for their next meeting. Any White top winning 4 heats in a grading period will automatically upgraded. Any 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~~ **can start at the same grade or 1 grade lower than their** 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. And will start alongside the Gold Top. This applies to both Juniors and seniors. Grades may be altered at any time due to the number of karts racing.

Drivers may only climb a maximum of 2 Grades in 1 grading period with the exception of Championship winners. Drivers can only drop 1 grade per grading period. All grades are the discretion of the drivers Panel. Any driver that has won Gold or silver cannot drop below Red for 3 years.

ROOF GRADING (JUNIORS)

Grading periods will be the same as the seniors. All Grades are dependent on the number of drivers racing. The whole of the front wing must be painted in your official graded colour.

- Gold = Gold Top Champion
 - Silver = Young Guns Champion
 - Black & White Chequered = British Drivers Champion
 - Red and Yellow Chequers = Grand Prix Champion.
- If there is no defending Young Guns Champion the Points leader each month must run Silver Stripes on their front wing and will start alongside the Gold Top.
- Super Star = Red with orange flashing lights Mounted on the top of the Front Wing ONLY in full working order. This will be the top two (TWO) drivers in the National Points chart unless the Gold and silver is held by one driver or the points champion has retired, then it will be points leader, Second and Third in the points. If the Gold and Points leader is the same then an additional superstar will be added and second place in the points will start alongside the Gold/Points leader **If Both Gold and Silver have retired then there will only be 2 superstars.**
 - Red = following ~~3 (Three)~~ **4 (Four)** drivers (not including British or GP Champion)
 - Blue = the following ~~5 (five)~~ **6 (Six)** drivers
 - Yellow = the following 6 (Six) drivers
 - White = any other drivers
 - Orange = hire driver (can be started in any grade)

Grades may be altered at any time due to the number of karts racing. ~~From 2020~~ Drivers may only climb a maximum of 2 Grades in 1 grading period with the exception of Championship winners. Drivers can only drop 1 grade per grading period. All grades are the discretion of the drivers Panel. Any driver that has won Gold or silver they cannot drop below Red **for the remainder of their junior career.**

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 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. Drivers must score points to qualify. 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.

ALL Juniors can race in the Junior Gold Top subject to 32 Qualifiers. Those that have not scored points start at the back of the grid in reverse grade order.

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.

KART SWAPPING

Kart swapping is not permitted except;

If you suffer from mechanical problems before the meeting starts, ie. 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 themselves at 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 unuseable.

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.)**

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 affect any titles they have won.

2021 Main Officials

Race Director Ian Higgins

Assistant Race Director Claire Holden, Jason Holden

Child Protection/Liason Christina Higgins, Claire Holden.

Junior Test Admin. Julie Fenton, Christina Higgins, Claire Holden, Jill Farrington.

Technical Scrutineer Paul Heath

Assistant Technical Scrutineer. Jason Holden

Scrutineer Michael Havercroft. Jason Holden Any ORCi registered official.

Drivers Panal. Graham Wheat, Matthew Fenton, Kelvin Limb, Russell Andrew, Carl Nunn, Lee Johnson, Chris Butcher, Paul Higgins, Ian Higgins.

Quad Recovery Any ORCi registered official.

Points Chris Butcher, Danny Nunn