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Stoxkarts Ltd.

2025

Rules & Regulations

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Registered No. 07051128

Directors: I.M. Higgins | C.K. Higgins



STOXKARTS Ltd. 2025 Rules and Regulations.

You must fully read this rulebook before completing your license application.

By completing a license form you are agreeing that you have read the rule book and agree to be bound by the rules herein.

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Introduction

This document defines the Rules and Regulations that apply to Stoxkarts racing at ORCi licensed tracks. Whilst many of the rules will be the same as previous, these rules supersede all previous issues. Where the word 'driver' is used, in the case of Juniors, this means 'driver and parent/legal guardian'.

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Stoxkarts is registered with the Intellectual Property Office and Trademarks Registry. Trademark No. UK00003448958

Data Protection Policy. Stoxkarts Limited. abides by the requirements of GDPR in line with the ORCi.

2025 Main Officials:

Race Director/Race Manager Ian Higgins

Assistant Race Director/Race Manager Claire Holden, Jason Holden

Bookings Ian Higgins, Christina Higgins, Claire Holden.

Lead CPO Christina Higgins

CPO Claire Holden

Drivers Appeals Panel Graham Willett, Oli Leett. Mark Osborne, Matthew Fenton, Lee Johnson.

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

Stoxkarts Technical Scrutineer Jason Holden, Ian Higgins.

ORCi Technical Scrutineer. Jason Holden, Ian Higgins.

ORCi Scrutineer Michael Havercroft, Jason Holden, Ian Higgins. Any ORCi registered official.

Quad Recovery Any ORCi registered official.

Points Chris Butcher, Freddie Holden

Grader Ian Higgins

ORCi Contact: secretary@orci.co.uk

Risk Assessments & Policies Password: Stoxkarts2025

Stoxkarts Racing is a contact racing formula where risks of accident and injury are present. The aim of the rulebook is to try and limit those risks. All drivers who sign the license form accept the fact that motorsport is dangerous.

Stoxkarts Ltd. Have the right to add, modify or alter any of the rules contained herein on safety grounds and to maintain competitive racing at any time. Stoxkarts Limited have the right to add,

modify or alter any rules on Health & Safety requirements as appropriate following consultation with the ORCi. Drivers and officials will be notified of any changes immediately. Dynamic Risk Assessments may be made on the day by the Race Manager/Director or Steward as they see fit.

This rulebook is correct as of 1st January 2025, any amendments or clarifications will be published on the Stoxkarts Registered Drivers page.

Stoxkarts Ltd. are associate 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 you **must** read the rules and make sure you understand them and are happy to abide by them. If you are unsure about any rule contained herein, please contact Stoxkarts Limited so we can explain the rules **BEFORE** you sign the license application. By signing a License application, 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, in compliance with the Equality Act 2010.

INTERPRITATION OF THE RULES.

It is impossible to write a rule book that covers every single aspect of the rules and kart specifications. We have tried to abbreviate it in 2025. The Race Director and Scruitineers decision is final.

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.

Decisions of Officials on interpretation of the rules pertaining to race procedures, lap scoring or anything else pertaining to racing, shall be considered final.

At all times, whilst on the track, a driver shall be deemed to be under Racing Rules unless they are otherwise instructed.

The formula is designed for likeminded people to be able to race together safely at organised events. Stoxkarts racing is a hobby and that is how it should be treated.

The word Hobby is described in the English Oxford Dictionary as /'habi/ (plural hobbies) an activity that you do for pleasure when you are not working. Please remember this.

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.

RULE NUMBER 1.

Kart to remain as per manufacture

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

The Race Directors decision is final where rules relating to Kart specifications is concerned.

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

Owning a Stoxkart does not give you any automatic right to a license or to be able to race it.

Stoxkarts Limited is a privately owned Limited Company and the directors may from time to time appoint representatives to act on their behalf. This may include any subcommittees they deem necessary or expedient and may depute or refer to them such powers and duties they may determine. Such sub-committees shall report their proceedings to the directors and shall conduct their business in accordance with the direction of the directors.

Stoxkarts Ltd. has a zero tolerance on aggressive behaviour, bullying and verbal abuse.

2025 Stoxkarts Ltd. Rules. V1

PART ONE - THE KART

It is YOUR responsibility to make sure your kart remains as per manufacture.

- 1) Kart to remain as per manufacture. 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.
- 2) All Stoxkarts new chassis will be manufactured by approved Stoxkarts suppliers and have been designed to be as close to identical as possible and this is how they should remain.
- 3) Stoxkarts Ltd. approved, supplied or built karts are the only Karts permitted to race.
- 4) All Major Chassis repairs to chassis and rollcages must be carried out by an approved Stoxkarts repairer using original materials only. Roll cage tube and bars 25mmOD ERW with 2mm wall. Chassis Bars and Tubes 32OD CDS minimum 2.6 maximum 3mm wall.
- 5) The following parts must be supplied by Stoxkarts Limited only. These parts are covered under Stoxkarts Ltd.'s intellectual property rights. Complete Chassis and Roll cages, Roll Cages, Flat Chassis, plug-ins, Plug-in blocks, front stub axles, front hubs with discs, rear disc, exhausts, rear axles, Rear axle mounting points & spacers, roof plates, sprockets, fuel tanks, front & rear Steel bumpers, Steel Nerf Rails.
In addition the following parts have been sourced by Stoxkarts Ltd. and must be purchased only from Stoxkarts Ltd. Front Brake Calipers and Pads. Rear Brake Calipers and pads. Roof Catches, Rear Hubs, ALL Wheels and Tyres, Clutches, Clutch Sprockets, Springs and Shoes, Bumper Plastics, Nerf Rail Plastics, Engine breather filters and engine Coil packs.
- 6) All Chassis must be Tagged and all tags must be recorded in the drivers licence PRIOR to racing.
- 7) All Karts must run padding on both of the vertical upright roll cage bars at either side of the drivers head unless they are running a full containment seat.

GEARING

- 1) A 72 tooth rear sprocket must be used with a 15-tooth output (clutch) sprocket.
- 2) Only Suco, Noram and Stoxkarts supplied Clutches are permitted. No modifications are permitted with the exception of removing 10mm off the rear of the Noram type center hub.
- 3) All Chains must be 47 links (including split link if fitted).

- 4) Chain tensioners and aligners are permitted
- 5) A steel or aluminum chain guard must be securely fitted, it must adequately cover the front as well as the top.

WEIGHT.

- 1) All Karts without the driver after a race must weigh a minimum of 265Kg.
- 2) The total minimum weight at the end of a race, including driver will be 350Kg Senior and 330Kg Junior.
- 3) Any ballast weight must be SECURLEY fitted centrally under the seat in front of the back axle and behind the front seat cross member. If there is not sufficient room under the seat it must be at the rear of the seat. Minimum M8 Bolts must be used to secure ballast. If fastening through the floor all bolts must face upwards.
- 4) Any driver, senior or junior who weighs under 55Kg may add up to a maximum of 10kg ballast behind the front bumper. No further back than the track rods. It must be central or split equal either side of the brake & Steering bracket

WHEELBASE

- 1) The overall measurement from the center of the front king pin bolt to the center of the rear axle must measure 1030mm +/- 10mm and must be the same on both sides.

TRACK

- 1) The front track kingpin center to kingpin center must measure 735 +/- 10mm.
- 2) The front stub axles must measure 140mm +/- 5mm. This measurement is from the center of the kingpin bolt to rear face of the front wheel center. Both sides must be equal.
- 3) Stub Axle top arms may be cut to repair camber but can be no shorter than 3mm from original.

CAMBER

- 1) A maximum of 15mm camber at the top of the band on the outer sidewall of the front tyre permitted.
- 2) Emergency repairs carried out at a meeting will be at the scrutineers discretion.

BRAKES

- 1) The braking system must be in full working order.
- 2) Pedal design is free however the left brake pedal must extend a minimum of 50mm past the right-hand side of the center steering and brake cylinder mounting bracket so it can be used easily with both feet.
- 3) The rear disc may float on the disc carrier only, but the nuts must be through to the nylock thread and bolts in good condition. The disc carrier must be tight on the axle with a keyway in place and no play.
- 4) Brake discs must not be coated in any substance to reduce friction.
- 5) Solid rear discs only no drilling or grooving.

WHEELS

- 1) The only wheels permitted are those supplied by Stoxkarts Ltd. These must remain standard unless otherwise stated in these rules.
- 2) Rims may be re-drilled to make the valve less vulnerable.
- 3) 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.
- 4) All wheel nuts must be fitted at the start of a race.

TYRES

- 1) All tyres must remain standard and unmodified as supplied by Stoxkarts Ltd.
- 2) All tyres must have visible lines of tread across the whole width of the tyre minimum 1.5mm deep.
- 3) The O/S/R Tarmac tyre will be the Kenda Hole-n-One as supplied by Stoxkarts Limited.
- 4) The Near Side Rear is the Stoxkarts Limited supplied Duro.
- 5) Stoxkarts Limited supplied Kenda Super Turf must be used on the O/S/R for ALL Shale meetings
- 6) Stoxkarts Limited supplied Deli or Kings Tyres are permitted on the front Both front Tyres must be the same brand brand
- 7) Tyres may only be filled with air.
- 8) Any tyre believed to have been tampered with in any way will be confiscated pending further investigation.
- 9) Repairs to sidewalls are permitted subject to scrutineers approval.

SUSPENSION

- 1) The front stub axles must have equal spacing at the bottom on both sides. Only 1 washer maximum thickness 3mm is permitted on the bottom. Both bottom washers must be the same thickness. The top is free.

PLUGINS

- 1) Plugins must be tagged.
- 2) The plugin retaining bolt may have the head ground to allow adjustment for castor. Only Cap headed bolts permitted.
- 3) The only secondary fastening permitted is a spot weld, or they can be fully welded in.
- 4) You may drill the existing hole up to a maximum 12mm OD. M10 bolt only permitted.
- 5) The plug-in may be sliced up to 60% on the horizontal and re-welded at the bearing end only to correct camber.
- 6) Top and bottom bearings must be fitted and be a standard ball bearing type.

SEAT

- 1) All seats must remain as per manufacture. The only additional holes permitted are to mount the seat. Homemade seats are not permitted.

- 2) All seats must be secured with a minimum of 6 bolts. Minimum size is M8
- 3) Seats must be level with or above the top of the chassis rails.
- 4) All seats must be securely fastened at the base as well as at the rear.
- 5) Padded head restraint blinkers are compulsory on both sides of the seat, and they must be level with the side of your head when strapped in.
- 6) The seat must be attached to a secondary horizontal bar. This bar can be tube or box 25mm & 2mm thick The Seat belts must ride over a bar or frame and not be able to pull the seat down in an impact.
- 7) All seats must run a padded seat cover or padding on the back, base and headrest of the seat.
- 8) All Karts must run padding on both of the vertical upright roll cage bars at either side or the drivers head unless they are running a full containment seat.
- 9) It is the drivers responsibility to make sure their seat fits the driver correctly. Juniors may run a correctly designed seat insert.
- 10) If a Seat insert or additional padding is used the headrest must be padded accordingly to prevent backwards movement. Any padding on top of the seat cover must be fire retardant.
- 11) There must be adequate clearance between drivers' helmet (this includes the peak of the helmet) when strapped in at all points of the roll cage and roof plate. There must be a minimum 40mm clearance from the top of the helmet to the roof plate. Scrutineers decision will be final.

NERF RAILS

- 1) Nerf Rails may be bolted or welded, they must be tight with no up or down movement.
- 2) A secondary fastening device such as heavy-duty tie wraps may be used in addition to nuts and bolts.
- 3) Nerf Rails must be a maximum height of 160 mm to the bottom of the plastic from level ground.
- 4) 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.

BODYWORK

- 1) All body panels must be of aluminum, and a minimum of 1mm thick and a maximum 2.5mm thick.
- 2) All body panels must be fitted when racing.
- 3) All panels must be flush fitting with no flicks or extensions.
- 4) No paneling is permitted above the horizontal cab side bar 110mm forward from the vertical roll cage bar at the side of the head to the front sissy bar.
- 5) The side scallop may be extended along the length of the top rollcage bar as long as it complies with the side window aperture sizes.

- 6) A shaped front screen panel and rear window aperture are permitted but must not be too excessive. They need to allow ample access for Officials or Paramedics if needed. The Scrutineers decision is final.
- 7) 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.
- 8) Folds and creases are permitted to add strength as long as the overall look remains standard.
- 9) Side scallops must be fitted.
- 10) All body panels must be fastened securely. Tie wraps/cable ties are not permitted.
- 11) All floor plates must be one piece Aluminum 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 except for cut outs for the brakes etc.
- 12) Floor plates must be fixed securely with a minimum of 6 M8 Securing nuts & bolts with the bolts facing Upwards.
- 13) The floor may be drilled with a Maximum 30mm hole under the steering column and plug in mounts to gain access.
- 14) 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 edge. This is to allow easy access for officials.
- 15) The cab must be a maximum of 32" wide at the widest point on the inside of the side bar.
- 16) All front screens must have a steel mesh with either 2" or 1" squares and must be horizontal only.
- 17) Shatterproof Perspex or aluminum 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.

FRONT AEROFOIL

- 1) The front aerofoil MUST match the same original standard design as wings supplied by Stoxkarts Ltd.
- 2) All Karts must run a front Aerofoil. Only existing Champions can run colours or patterns that reflect championship titles.
- 3) 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 scrutineer's decision. 4)

AEROFOIL

- 1) A Stoxkart approved roof wing or aerofoil must be used at all times, and this must be aluminum.
- 2) Centre panel to be a maximum of 920mm width and 820mm length. Only 1 panel is permitted, double decked or extra center sections are not permitted.

- 3) Side panels to be a maximum 380mm deep x 900mm length and must be straight on the vertical. No slanting of side panels permitted.
- 4) The large Side must be a minimum 340mm and a Maximum of 380mm deep.
- 5) Small sides a minimum of 190mm deep, a Maximum 300mm.
- 6) The aerofoil must sit parallel along the front roll bar.
- 7) Aerofoils must remain central to the roof both front to back and left to right.
- 8) Side panels must not drop down more than 50mm below the bottom edge of the side main roll cage hoop.
- 9) 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.
- 10) Aerofoil sides must extend above and below the center piece of the aerofoil.
- 11) 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 underside centre section of the wing must not be more than 90mm from the roof plate.
- 12) The aerofoil must be bolted, nuts and bolts or professional factory-made quick release type fittings only.
- 13) Aluminum inserts for the side of a wing to cover another driver's name and number are permitted. These must be securely fitted with a minimum of M6 nuts & bolts. Tie wraps/cable ties are NOT acceptable.
- 14) In seniors the whole of your aerofoil must be painted to your specified grade colour.
- 15) Gold and Silver may be used by the current Gold or Silver Champions only.
- 16) Chequers, flags, or anything that may give the impression of a championship cannot be run on the wing unless a specific title is held.

NUMBERS.

- 1) All numbers must be solid black on white, or White on Black with an easily readable bold font.
- 2) They must be displayed on both sides of the roof wing. They can also be both sides of the large side.
- 3) All numbers must be a minimum of 100mm on the small side and a minimum 150mm on the large side, this does not include the shadow or outline. Numbers must be a minimum of 25mm strokes. Outline/shadows need to be a minimum of 15mm. The bigger the better.
- 4) No sparkle, shadow or writing allowed in the numbers.
- 5) Your racing number must also be in the rear window or rear panel, white on black or black on white background. Numbers must be a minimum of 4" tall. The bigger the better.
- 6) The driver's name must be clearly visible on either the bodywork or aerofoil.
- 7) If the lap scorers or officials struggle to read your numbers, then you will be given a pink ticket and made to change them.

ROOF CATCHES

Roof catches MUST be always tight. Stoxkarts Ltd. supplied catches only permitted. These must be securely attached to the cage and roof plate and correctly adjusted.

FUEL TANK/FUEL SYSTEM

- 1) The only fuel permitted for use is garage forecourt pump fuel.
- 2) The use of any additives of any description is strictly forbidden.
- 3) The only permitted fuel tank is that supplied by Stoxkarts Ltd. and they must remain in the factory fitted position.
- 4) The Fuel Cap must have the karts race number written on it with permanent marker or similar.
- 5) The fuel line from the tank to the fuel pump must have jubilee clip fastenings or karting type clips.
- 6) A working non-return valve must be fitted in the fuel breather pipe.
- 7) The fuel Tank and Battery must be mounted on Rubber

FIXINGS AND FASTNERS

- 1) All nuts and bolts must be steel unless otherwise stated.

BUMPERS/WHEEL GUARDS

- 1) All Plastic bumpers and wheel guards must be maintained in a good condition. No sharp edges or cracks. If a bumper has a crack less than 60mm. A temporary repair of a small aluminum plate no thicker than 2mm can be fitted on the back and must be secured by M6 countersunk bolts. All other bumper bolts must be M8 countersunk, or smooth domed type headed bolts only.
- 2) Front Bumpers come with a built-in crumple zone. A secondary 50x25x Max 3mm crumple zone may also be fitted and must be a Maximum 700mm and open at the ends.
- 3) Front bumpers must be bolted on the angled ends as per manufacture.
- 4) The rear bumper comes with a crumple zone as standard a secondary A secondary 50x25x Max 3mm one may be fitted but this must be a maximum 700mm open ended.
- 5) All Plastic bumpers must be fixed using rubber only type bushes/mounts. They must be in good condition.
- 6) Plastic Bumper measurement Front 1220-1230 Rear 1420-1430
- 7) A flush fitting repair washer no bigger than 40mm may be used on the wheel guard only. A maximum of 2 bolts either end is permitted.
- 8) 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.
- 9) Wheel guards can be no thicker than 10mm or deeper than 75mm at any point.
- 10) Plastic single piece wheel guards only are permitted.

- 11) A temporary spacer maximum 20mm may be used at the rear of the wheel guard and only as a temporary repair if deemed necessary by the scrutineer.
- 12) Broken or loose wheel guards are an automatic disqualification and exclusion from the results even at postrace scrutineering unless it can be proven that it happened after the chequered flag.

BATTERY

- 1) The battery must be located in the original position and must be fully enclosed unless fitted with a Gel type battery.
- 2) ALL battery boxes must be of an approved type and securely fastened.
- 3) Both Battery Box and Petrol tank must sit on a rubber base minimum thickness 1.5mm to cover the whole of the base.
- 4) If a battery box is not used the battery must be securely fastened and still have rubber under it
- 5) Any enclosed batteries must also have a piece of non-conductive material on the top of the battery under the lid.
- 6) All positive ends of terminals on any type of battery must be covered with a non-conductive material.
- 7) Batteries must be charged and in full working order.

TRANSPONDERS

- 1) All Karts must be fitted with a working transponder. If it does not work, you will not be lap scored
- 2) All transponders must be fitted in the designated position within the kart using only a Stoxkarts Ltd. supplied bracket.

REAR AXLE

- 1) The rear axle must be supplied by Stoxkarts Ltd. only.
- 2) The distance from the Centre of the chassis to a straight edge on the inside of the offside rear Tyre is 440 +/- 8mm
- 3) The rear axle MUST be fitted to the chassis with two 30mm bearing units with nominally 12mm OD mounting holes and M12 bolts.
- 4) The back inside wheel, freewheeling hub must spin freely without the offside rear or the clutch and chain moving when the rear end is lifted off the ground.
- 5) A steel wheel spacer supplied by Stoxkarts Ltd can be used on the O/S/R Aluminum type drive hub.
- 6) 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 aluminum drive hub.

KART LENGTH

Must remain as supplied ex-factory from Stoxkarts Ltd. The length can only be altered by a maximum 50mm with the addition of crumple zones.

STEERING.

- 1) The point where the bracket attaches to the steering column must be padded and from the fixing point down to the top track rod mounting must be padded.
- 2) Pop-off/quick release type steering wheels are permitted but they must always remain in place once the kart enters the racing arena unless instructed otherwise.
- 3) Single Pin type Hubs MUST have a secondary securing device.
- 4) Track rods must be made of steel only and use either 10mm or 3/8" rose joints which must also be steel.
- 5) A secondary securing device must be fitted under the steering column mounting to prevent it coming up.
- 6) A 2:1 Steering quickener may be used but it must be a Stoxkarts approved one.

STARTING SYSTEM

- 1) When presented for scrutineering, all karts must be capable of self-starting.
- 2) 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.

ROOF PLATE/BARS

- 1) All Karts must run a Stoxkarts supplied roof plate and fixings and must be in good condition, any wear or damage must be rectified.
- 2) There must be two vertical bars behind the seat, from the horizontal seat bar to the roof plate hoop. In some cases, the bars might be to a secondary horizontal bar at the top of the seat. If this is the case, then two additional short vertical bars must continue to connect to the roof plate hoop. These bars must be a minimum 150mm wide. 25mm OD tube 2mm wall or 25x25x2mm Box must be used.

MIRRORS

- 1) All Karts must have a minimum of 1 rear-view mirror fitted.

PART 2 - ENGINE

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

The Honda GX390 engine is the only engine permitted 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. And vice versa for old type heads. 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 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 parts, Failure to do so will result in a ban.

Any driver swapping an engine MUST inform Stoxkarts HQ.

If an 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.

- 1) The Honda GX390 13hp with electric start with centrifugal clutch and 1" straight shaft is the only engine permitted.
- 2) ALL engines must be Dyno tested and sealed. These seals shall always remain intact. The Head seal must be recorded in the drivers license prior to racing.
- 3) Should an engine suffer internal failure the Kart owner may strip and repair the engine.
- 4) No modifications shall be permitted in any way whatsoever to any part of the engine, except for removing the governor, the fitting of a vacuum fuel pump, the carb spacer altered for a vacuum pick up pipe, the removal of the oil cut-off switch, the removal of the recharging coil. Removal of the Pull start assembly.
- 5) All air filters and air filter housing covers must remain as standard and must be securely fastened in place. Air filter housing covers can have a small hole to fasten the rocker breather to no higher than 50mm from the bottom of the casing.
- 6) A blanking plate, minimum 1mm steel or 2mm aluminum, must be fitted where the original engine pull has been removed.
- 7) 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 breathe directly under the air filter housing and it must be securely fixed tight at all times.
- 8) The intake box where the original link pipe was fitted must be blanked off with a Stoxkarts supplied blanking bung.
- 9) The Jet & Emulsion tube must remain as it was dyno tested unless prior consent is received from Stoxkarts Ltd.
- 10) No lightening, porting or machining work is permitted unless it states otherwise.
- 11) ALL fins on the cooling fan must be in place.
- 12) Spark plug must be an NGK BPR6ES and must remain as per manufacture.
- 13) Carb insulator block must not be modified except for the fitting of a vacuum pipe.
- 14) After market cranks may be used if they are standard.
- 15) Lightweight, Billet and stroked cranks are not permitted.
- 16) Crankshafts may be ground to a MAXIMUM of 0.020" (20 thou') undersize. This may only be done by Stoxkarts Ltd.
- 17) The standard stroke must remain 2.52-2.54.
- 18) A standard aftermarket conrod is permitted.
- 19) An undersized aftermarket con-rod to a MAXIMUM of 0.020" (20 thou') is permitted.
- 20) The cylinder may be re-bored to a MAXIMUM of 0.010" (10 thou') oversize, and an aftermarket piston may be fitted. A +0.010" (+10 thou') piston is the ONLY type of aftermarket piston permitted. Standard pistons must be genuine Honda.
- 21) No liners are permitted.
- 22) The flywheel keyway must be in place and cannot be offset or altered in any way.
- 23) Stoxkarts Ltd. reserves the right to impound the engine from any kart at any time for examination and inspection.
- 24) NO OTHER ALTERATIONS MAY BE CARRIED OUT.

ENGINE POSITION

- 1) The engine must be fitted to a Steel engine base plate maximum thickness 10mm.
- 2) Engine can be mounted directly through the original Honda Mounting holes.
- 3) The Engine mounting plates in the chassis must be central between the 2 chassis rails.
- 4) 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 mounting Bolt holes in the Block.
- 5) Engine base plates deemed to be oversized and used as Ballast will not be permitted.
- 6) Additional engine locators/stops to prevent the engine from moving forwards or backwards are permitted

ENGINE CHECK

- 1) 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 £200 fee which is nonrefundable unless the engine is illegal.
- 2) 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

- 1) Drivers are only allowed one engine change or seal break per season.
- 2) Head seal numbers will be recorded in the driver's licence and will be checked at technical scrutineering.
- 3) If under exceptional circumstances a driver needs more than one change/seal break it will be at Stoxkarts Ltd. discretion.
- 4) Should a driver have an engine issue they may use another engine until theirs is repaired, and the original may then go back in.
- 5) 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 prior to doing this and will be charged for a new seal to be fitted.
- 6) YOU MUST INFORM STOXKARTS Ltd. PRIOR TO SWAPPING ENGINES. You must mark any change in your licence

EXHAUST

- 1) The exhaust/silencer must be a Stoxkarts Ltd. supplied item and remain as supplied.
- 2) 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. You must mark any change in your licence
- 3) The only alteration allowed to an exhaust is to open the bolt holes to 10mm to allow a larger bolt if the head is stripped.
- 4) The exhaust can be painted but all welds must remain untouched.
- 5) The exhaust must be securely bolted to the engine.
- 6) If the exhaust is blowing the gasket must be replaced.

- 7) A support bracket may be fitted but this must be bolted on. Welded brackets are not permitted.

PART THREE

ORCi 2025 Driver Safety Equipment Specification Regulations The "Driver Safety Equipment Specification Regulations" are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas. These regulations are located in the "Technical" section of the ORCi website where they can be accessed by anyone, and managed in a controlled fashion to ensure integrity and consistency across formulas. Drivers should regularly consult the ORCi website for the latest applicable regulations and updates: <http://www.orci.co.uk/Content/Technical>

ORCi Website Home-page: <http://www.orci.co.uk/Home> **Follow the ORCi on Social Media:** Facebook - @OvalRacingCouncilInternational Twitter - @orc_int.

The Following Rules are Stoxkarts specific and may supersede some ORCi Rules referred to above.

- 1) Rule **904.02.03** – The harness MUST incorporate a quick-release buckle NASCAR lever latch type buckles/lever latch safety harness are the only type permitted.
- 2) Rule **904.05.01** – The Harness must be secured to an approved anchor point on the chassis. The Crotch strap must be secured to the seat cross member.
- 3) Rule **901.05.02** – The Harness must be secured using original fixings only.
- 4) Any excess length of webbing (ie loose ends) either on main straps or crutch strap is fastened securely away from moving components.
- 5) Rule **905** does not apply to Stoxkarts.
- 6) Rule **906.02.01** – The fire extinguisher capacity MUST be at least a MINIMUM of 600g.
- 7) Footwear must cover the ankle and MUST be in good condition. Race boots are recommended but not compulsory.
- 8) (Stoxkarts Specific) All footwear must cover the ankle bone.

PART FOUR - RULES OF RACING.

Owning a Stoxkart does not give you the automatic right to race it.

ORCi rules of racing can be found at:

<http://orci.co.uk/Sites/ORCi/assets/documents/2025/2025%20orci%20rules%20of%20racing.pdf>

The Following Rules are Stoxkarts specific and may supersede certain ORCi Rules referred to on their website.

GENERAL.

- 1) The use of contact is permitted in Stoxkarts racing; Karts may use the front bumper to hit the car in front to gain a legitimate position or spin a kart in the corner. Spinning down the straights is strictly forbidden. Follow-ins or over aggressive driving, driving recklessly or in a manner deemed to be a danger to others will not be permitted.

- 2) Any Kart going into the fence as a result of a spin shall not be deemed to have been 'fenced'.
- 3) 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) Deliberately baulk a faster kart not on the same lap.
 - iv) Deliberately spin a Kart on the straights.
 - v) Hit/push a kart into a stationary kart.

RACE PROCEEDURE.

- 1) All races will start with a rolling lap unless otherwise stated.
- 2) If for any reason a race must 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.
- 1) If it is deemed that a driver has put "thumbs down" just because they don't like where they are positioned on track, then they may be loaded by the Race Director for causing an unnecessary stoppage.

SIGNALS.

- 1) BLUE FLAG Does not apply to Stoxkarts
- 2) WHITE FLAG OR BOARD, WITH BLACK CROSS Does not apply to Stoxkarts.

STOPPAGES.

- 1) In the event of no cars having completed more than 2 laps of the total distance, the race MAY be re-run.

SAFETY.

- 1) Hands and arms must be always kept in the Kart even if retired to the infield.
- 2) The roof must not be raised once on track unless otherwise instructed.

AGE LIMITS

- 1) Drivers who reach the age of 60 may be asked to pass a Medical Examination conducted by their General Practitioner (GP) before applying for their License. Subsequent annual License applications do not require these Medical Examinations up to the age of 65 unless specifically requested by the ORCi.
- 2) All ORCi sanctioned Senior Formulas require drivers to pass a Medical Examination when applying for their License at the age of 65 years and over on an annual basis. Any fees due for these Medical Examinations must be paid by the applying driver. The Medical Examination should be carried out to a standard similar to that required for Life Insurance. Competitors holding a current HGV license may use this as proof of Medical Condition.

Applications for a License by competitors over 55 years of age who have not held a license in the previous 5 years in the same or similar formula would not normally be granted.

DISQUALIFICATION and PENALTIES

- 1) Monetary fines will not be an integral part of Stoxkarts.
- 2) 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 Stoxkarts Licence.
- 3) In certain instances, the Track Steward has the right to impose a penalty on a driver without the agreement of the race director.
- 4) Penalties involving a ban or suspension can only be dealt with by a written protest & appeal to the drivers appeal panel or the ORCi
- 5) Any conduct on or off track either by a driver, or team member that is deemed to be 'Unsporting' i.e. not in general keeping with the Stoxkarts Ethos may result in a ban.

ORCi STANDARD INFRINGEMENTS.

- 1) Verbal Abuse – Three Month Ban
- 2) Threatening Behaviour – Six Month ban
- 3) Physical abuse = Twelve months ban, 2nd offence 3 Years.
- 4) Any penalties of the above involving an official will be doubled.

STOXKARTS SPECIFIC RULES.

Following a directive from the ORCi, Stoxkarts Limited has been asked to provide guidance on minimum penalties for Stoxkarts specific rules and racing infringements

- 1) Make deliberate contact with another kart whilst not travelling in a racing direction. 12 Month Ban.
- 2) Make deliberate contact in such a way that the contacting kart follows the contacted kart into the safety barrier. Minimum 4 meeting ban.
- 3) Deliberately hitting or pushing a kart into a stationary kart, Minimum 4 meeting ban.
- 4) Any contact under red flags on the track. Minimum 4 meeting ban.
- 5) Any contact on the Infield/safe Zone. Minimum 3-month ban.
- 6) Any contact after you have passed the checkered flag when it has been called on the racecourse but before the Red flags automatic load up and minimum 2 meeting Ban.
- 7) Arm out of the window when track is live – Exclusion from the results
- 8) If at any time Stoxkarts Limited shall be of the opinion that the interests of the formula so require, they may refuse a licence or invite a driver to relinquish their license. A driver shall be allowed to offer an explanation for their conduct, verbal or in writing.

PROTESTS AND COMPLAINTS

- 1) The right to protest rests solely and exclusively with the driver or their Parent/Gaurdian (If under 18 Years of age). No other person may register a protest on a driver's behalf.
- 2) If the race director or steward has not seen an incident, they will not act on hearsay.
- 3) The Race Director will manage the meeting and will have the final say, however it must be accepted that they cannot be looking at four different corners of the track at any one time, so some instances may go unnoticed.
- 4) 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 before the end of the meeting.
- 5) 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.
- 6) Stoxkarts Ltd. will give written confirmation within 48 hours of your complaint and details of any further action required.
- 7) You have the right to apply for an appeal as per Appeals in this Rule Book.

PART FIVE – APPEALS

- 1) There is no right of appeal to the ORCi for results and disqualifications.
- 2) A driver will be informed in writing of any written protest/sanction against them and the reasons why within 48 hours of an event. Within this letter/email their options for appeal will be stated.
- 3) Drivers have the right to apply for an appeal within a further 24 hours. This does not mean an appeal will automatically be granted.
- 4) Drivers must submit their intent to appeal in writing to Stoxkarts Limited. via the email address provided in this rule book.
- 5) Any submission must be accompanied by any evidence they may wish to bring to the attention of any appeal. There will be a fee due for any appeal which will be included with the notification of the penalty.
- 6) The Drivers appeal panel or the ORCi will review the evidence and decide if there are grounds for an appeal.
- 7) The Drivers appeal panel or the ORCi appeals committee shall endeavour to deal with the appeal within seven days of the receipt of a notice of appeal or as soon as practically possible.
- 8) If a driver has the chooses to appeal to the drivers panel this decision becomes final. There is then no right of appeal to the ORCi. And visa versa.
- 9) Some appeals may only be dealt with by the ORCi.

THE DRIVERS APPELLATE PANEL.

The Drivers Appellate Panel shall comprise of a minimum of 3 out of 5 members of the Drivers Appeal Panel.

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 may be. 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 a decision shall be final and binding on all parties.

PART SIX - THE DRIVER

Owning a Stoxkart does not give you the automatic right to race it.

- 1) All drivers must be licensed by Stoxkarts Ltd., which means that you are bound by the rules and regulations of Stoxkarts racing and the ORCi.
- 2) A full licence expires on December 31st each year. The licence forms are available from the website under Licences.
- 3) Senior Day licenses can only be used once.
- 4) Stoxkarts Ltd. reserves the right to refuse any application without recourse and without giving reason, in compliance with the Equality Act 2010
- 5) All Hire Drivers must start their first race from the back unless they have hired previously.
- 6) In the Seniors, all Novice drivers will be given the option to start from the back of the grid.
- 7) Drivers can only start from the back of the grid, with permission of a Stoxkarts Ltd. Official.
- 8) Stoxkarts Ltd. and/or any affiliated Promotions has the right at any of their meetings or sanctioned events, to disqualify, irrespective of the circumstances, any driver, mechanic or associated member of their party who wilfully causes riot, chaos, physical violence, verbal abuse, sexual harassment, or racial abuse, towards any other individual. Any of these actions will result in an immediate suspension of the driver from the meeting and from further meetings pending an Official Inquiry. Stoxkarts Ltd. has a zero tolerance for this kind of behaviour.
- 9) Bullying of any type will not be tolerated. This includes Social and Media type networks and official Stoxkarts Ltd. sanctioned events.
- 10) All Drivers under 16 with no previous racing experience will have to undertake a Stoxkarts Ltd. Drivers Test
- 11) 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 Safeguarding Policy in that they must not be under influence of alcohol or any illegal substances.

- 12) 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.
- 13) 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 medical armband.
- 14) Any driver giving the thumbs down will have to have permission from the meeting steward or Paramedics to continue racing at the remainder of the meeting.
- 15) The use of alcohol or any non-prescription drugs or substances is totally prohibited.
- 16) All Drivers must attend the drivers briefing prior to the start of the meeting if asked to do so. Drivers under 18 years of age must be accompanied by a Parent/Guardian. Any drivers not attending the briefing will not be allowed to race.

LICENCE

1. The license forms are available from the website under Licenses.
2. Stoxkarts Ltd. Must receive your completed license a minimum of 7 days prior to your first meeting. If we do not have it you will have to take out a day license.
3. We do not accept digital license applications.
4. You must fill in your license with all Tag and Seal numbers PRIOR to your first race and all details must be kept up to date.

CONSENT FORM

As part of the licensing procedure all drivers over 16 but 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 SX4 and can be found on the License Forms section of the Stoxkarts website.

ARM BANDS

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

BOOKING PROCEDURE

- 1) All drivers must book-in for meetings via the Facebook Registered Drivers page by the date on the booking post for the meeting they wish to race at or by text to the number in the rule book.
- 2) Bookings made after the cut-off will incur an additional £10 surcharge to race.
- 3) Drivers booking in late will start at the rear of their grade.
- 4) In the event of a driver needing to cancel a booking, a 24hr telephone number is available: **07776 243665.**
- 5) Cancellations within the last 24 hours prior to a meeting will result in a £10 cancellation fee.
- 6) Any driver turning up without booking will be allowed to race but will incur an additional £10 surcharge and start at the back of their grade.

- 7) There is no provisional booking in.
- 8) If a driver books in and then cancels on a regular basis, this may affect future bookings being accepted.

SIGNING IN AND RACE FEES

- 1) All drivers must sign in with the track (under 18s must be accompanied by a parent/guardian) prior to scrutineering.
- 2) All drivers must also sign in as early as possible with Stoxkarts Limited and pay their race entry fee. Cash only is accepted for entry fees. (under 18s must be accompanied by a parent/ guardian) Drivers not signed in will not be permitted to race.
- 3) Signing in will close 30 minutes prior to the start time. Late signing in will incur a £5 fine.

BACK-UP CREW

- 1) Mechanics will not be allowed within the racing area or pit lane at any time except when invited to do so by an official.
- 2) Under no circumstances will a mechanic be allowed to enter the race arena unless the mechanic is suitably attired and invited to do so by an official.
- 3) 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.
- 4) Live streaming of races is not permitted. You must inform members of your team that any recordings cannot be uploaded to social media until the end of the meeting.

PART SEVEN– GENERAL

SCRUTINEERING

- 1) 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 ORCi official Scrutineer or you may be refused to race.
- 2) The scrutineer will be appointed by Stoxkarts Ltd. or the ORCi and their word will be final.
- 3) If your car fails even on minor items, you will have to rectify faults and bring it back to show any fault has been rectified.
- 4) 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.
- 5) At scrutineering a driver should present their Kart with the back panel removed. Their Driver's license and all safety equipment
- 6) Pre-meeting scrutineering is more about safety checks. Just because a kart passes pre meeting safety checks does not mean it is technically legal.
- 7) Stoxkarts Ltd. has the right to impound any Kart at any time for a full strip down and technical inspection. The Kart will be taken to the Stoxkarts Ltd. workshop for inspection.

The driver may be present. 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.

PIT PARKING

All teams must park where instructed by the pit marshall.

There is to be no reserving of places. If you desperately wish to park next to someone then make sure you both arrive at the same time.

A space must be reserved for the Stoxkarts transporter and Team 38 truck.

The first hire kart team to arrive may reserve One place for the second Hire Kart Team only. Side awnings and side gazebos are not permitted at normal race meetings.

Additional support vehicles are not permitted in the pits.

POST RACE CHECKS

- 1) No results will be declared official until post-race checks have been carried out.
- 2) If there is a problem found the results will be held for a minimum of 24 hours or until an appeal has been heard.
- 3) The driver has 24 hours in which to appeal a decision as per part 5 of the rule book

HEAT DIVIDING

- 1) The racing format will run along the lines of 2 Heats and a feature final.
- 2) 4 race formats will run along the lines of 2 Heats, a feature final and a Grand National. In Juniors the 3rd race is always the feature final, and the 4th race classed as a heat.
- 3) 40+ Karts 4 race format will be divided into groups A – B – C not including white grade drivers. Race 1 will be A+ B + all Whites. Race 2 will be B + C + all Whites. Race 3 will be C + A + all Whites. The Feature will be all non-White grade drivers plus any Whites that have qualified. This will also depend on the track size and at the discretion of the Promoter and/or the Stoxkarts Ltd. Race Manager.
- 4) Heats Minimum 10 laps, Feature Minimum 12 laps
- 5) Championship formats may alter-
- 6) Grids are randomly generated and will be posted at the Stoxkarts transporter so you can see your grid position.

SENIOR CHAMPIONSHIPS

- 1) Championships will be detailed on the website.
- 2) Stoxkarts Limited has the right to add or remove any Championships as they see fit.. Details will be posted on the Registered driver's page.
- 3) All Senior Feature winners will receive a £10 reduction in their race entry fee at THE (NOT their) next meeting ONLY.

RACE MANAGER/DIRECTOR.

- 1) Stoxkarts Ltd. will nominate the Race Manager/Director. In the absence of a Stoxkart appointed official it will be the meeting Steward.
- 2) The race manager will work in conjunction with the other Officials as per ORCi rules.
- 3) The Race Manager shall have absolute authority over the Stoxkarts Ltd. racing content at a Meeting and will ensure adherence to the regulations. The meeting steward has the authority to overrule on safety and stadium specific grounds.
- 4) The Race Manager shall be in attendance at all times during the meeting.
- 5) The Race Manager will be in charge of the Raceciever radios or will appoint someone in their place.

RACECIEVERS.

- 1) Raceciever one-way radios are compulsory, and the only in-kart communication system permitted.
- 2) Racecievers are there to aid a driver. Drivers must still be aware of any on track incidents and flags, you must not depend solely on radio communication.
- 3) Instructions regarding on track incidents such as spinning karts and stationary karts are only advisory. It is still the driver's responsibility to act accordingly.
- 4) The race manager will control the start of the race via the radio and drivers must follow their instructions during rolling laps.
- 5) If a driver cannot hear any radio communications, they MUST retire to the infield.
- 6) If any team is heard transmitting at any time during a meeting, then you will be automatically loaded, and further action will be taken.
- 7) Drivers must have at least one earpiece in during the entire meeting.

TECHNICAL SCRUTINEERING FAILURE.

- 1) Failure to attend technical scrutineering will result in exclusion from the results of that race.
- 2) Should a kart fail technical/post-race scrutineering the driver will automatically be removed from the results.
- 3) 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.
- 4) The race director can issue a penalty immediately-and confiscate parts.

POINTS SCORING (Seniors)

- 1) All races at all meetings will count towards the National Points unless otherwise stated beforehand.
- 2) Heat points will be scored 1st - 12th place and scored 15-12-10-9-8-7-6-5-4-3-2-1
- 3) The Final will be scored 1st – 12th place. Points will be scored 25 – 20 – 18 – 16 – 14 – 12 – 10 – 8 – 6 – 4 – 2 – 1
- 4) Grand National Points will be awarded 18-16-14-12-11-10-8-7-6-5-4-2 These points are towards the Grand National Championship and National points but do not count towards Gold Top Qualifiers

- 5) 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.
- 6) Any Red or Superstar must start half a lap down for Double points or the back of their grade for single points.
- 7) Championship races will be over a minimum of 15 Laps.
- 8) Race distances may be altered at the discretion of the Promoter or Race Manager.
- 9) The winner of the Gold Top Race will be awarded 90 National points and retire from the rest of the meeting. 2nd to 12th will score normal feature points.
- 10) The Gold Top Winner will receive 25 points plus their Average points +10 towards any other Championship that may apply ie. Track or surface championships.
- 11) Any driver will have 24 hours from when the points 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 24 hours the results will stand and will not be altered.
- 12) 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)

- 1) The grading period will be altered dependent on the number of meetings within a season
- 2) Grading Periods will be clearly marked on the Fixture List on the Stoxkarts website.
- 3) All drivers will be graded.
- 4) White or Yellow top Junior Stoxkarts Drivers will enter the Seniors as a white grade. Blue or Red/Superstar will enter as Yellow.
- 5) All grading is at the discretion of the Stoxkarts Ltd. grader.
- 6) Drivers' grades may be altered at any time if it is felt they are performing above or below their grade.
- 7) The colour of the whole of the aerofoil must be painted in the driver's current graded colour. If an official is not satisfied, then the driver must start at the back of their Grade.
- 8) Excessive coloured stripes or chequers etc that conflict with a driver's grade is not permitted.
- 9) Drivers with the wrong-coloured aerofoil will have to start at the rear in every race for that meeting.
- 10) Gold = Gold Top Champion
 Silver = National Points Champion
 Black & White Chequered = British Drivers Champion
 Red and White Chequers – UK Supreme Champion
 Red and Yellow Chequers = Grand Prix Champion.
 Yellow and White Chequers – Whites and Yellows Champion Super
 Star = Red with orange flashing lights.
- 11) Super Star lights must be mounted on the top of the wing in full working order.
- 12) Super Stars will consist of the 4 (four) top drivers in the National Points chart Not including Gold and Silver.
- 13) If one driver holds both Gold & Silver titles, then they start at the very back. If after the first grading period they are not the points leader, then the points leader will start alongside them.

- 14) If the Gold/Silver is held by the same driver and that driver is also points leader then 2nd in the points table will start alongside them.
- 15) If Gold and Silver are separate then they start at the back with the points leader running as a normal Superstar. The British/GP Champions starts 1 grade higher than their points. This will NOT apply to super stars. If a driver is already an existing super star on points they will remain at Superstar.
 - i. Red = following 6 (Six) drivers (not including British or GP Champion)
 - ii. Blue = the following 6 (Six) drivers
 - iii. Yellow = the following 6 (Six) drivers
 - iv. White = any other drivers
 - v. Orange = hire driver (can be started in any grade)
- 16) If there is no defending points champion the Points leader each month will start alongside the Gold Top.
- 17) The GP Champion will Run 1 Grade Higher than their points position.
- 18) The British Champion will Run 1 Grade Higher than their points position.
- 19) Drivers may be graded on averages at the grader's discretion.
- 20) Gold & Silver will start back 2 superstars with no gap.
- 21) Grades may be altered at any time due to the number of karts racing.
- 22) Drivers may only climb a maximum of 2 Grades in 1 grading period except for Championship winners.
- 23) Drivers can only drop 1 grade per grading period.
- 24) Any driver that has won Gold or Silver cannot drop below Red for 3 years.
- 25) Any White top winning a feature final or 4 heats in a grading period will automatically be upgraded 1 grade for their next meeting.
- 26) Averages will be based on minimum 3 meetings.
- 27) 32 points plus = Superstar 25 plus = Red
- 28) Any Yellow winning 2 features or 5 races in a grading period will be automatically upgraded.
- 29) If you are considered to be working the grading system to your advantage the grader may upgrade or downgrade you at any point.
- 30) If experienced drivers choose to race a Stoxkart, Stoxkarts Ltd. reserve the right to enter them as an 'extra' at any grade.
- 31) If someone enters Stoxkarts from another short oval graded formula, they can start at the same grade or 1 grade lower than their last grade achieved in their previous formula.
- 32) Drivers may only climb a maximum of 2 Grades in 1 grading period with the exception of Championship winners.
- 33) Any driver that has won Gold or silver cannot drop below Red for 3 years.

UNDER 18.

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 team's driver they must speak to a Stoxkarts Ltd. official in a calm manner.

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

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 if Stoxkarts Ltd. Officials are aware of the change. 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 wing. There will only be a maximum of 2 hire Karts allowed to run and ALL bookings must be made through Stoxkarts Ltd or their appointed agent. Hire Karts may only be hired on a maximum of 3 occasions. Any Kart owner wishing to hire a hire kart for themselves at a meeting must have a genuine reason to do so.

MULTIPLE KARTS

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. Any driver wishing to introduce a new Kart (to them) during the season would be allowed to try it 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. Registered Drivers who own their own kart may only use a hire Kart (901-902) or borrow a kart if their existing kart has damage and deemed unusable or in exceptional circumstances.

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. The Awards night is classed as an ORCi/Stoxkarts sanctioned event and as such rules regarding drivers and teams' behaviour still apply. Officials will be allowed to drink alcohol at this event.

LOYALTY FUND

During the season various monies will be collected towards the Drivers Fund. This money will be used at Stoxkarts Ltd.'s discretion to help subsidise and promote certain events. An update of all monies raised and if any the reason any of it has been used. The balance of monies left at the end of the year will be used at Stoxkarts Ltd discretion.

PROMOTION

- 1) Stoxkarts Ltd. reserves the right to place relevant promotional decals on all Stoxkarts, and at any time. These must be always kept clean and presentable.
- 2) In-car cameras are not permitted without Stoxkarts Ltd. and the promotions permission. If permission is granted the correct paperwork must be completed. 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.

- 3) 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.

SOCIAL MEDIA

Stoxkarts Ltd. has a social media internet safety policy available on the website. The Stoxkarts social media platforms are designed to encourage a positive space on social media to promote Stoxkarts and ensure members and public are free from harassment, abuse, derogatory, slanderous, or offensive comments and any comment that could bring the formula into disrepute. Examples of abuse includes racial, homophobic, sexual, verbal and threats of physical violence. Any posts or comments on any social media platform by drivers or family members that are felt to breach the above, as determined by Stoxkarts Ltd. will result in disciplinary action. Penalties for this will vary from verbal warnings to exclusions being issued depending on severity. Any persons who run or are admin for Stoxkarts Drivers groups/pages must adhere to the above rules.

The content of the Registered Drivers Facebook Page is for Registered Drivers and in the case of juniors a parent/guardian only and should under no circumstances be distributed to non-Registered drivers or posted to any social media platform without first seeking permission from Stoxkarts Ltd. Any incidents in breach of the above will be taken seriously.

ORCi POLICIES

Various ORCi Policies can be found on their website.

<http://orci.co.uk/Content/Policies>

PART EIGHT - JUNIOR LEAGUE

ETHOS

The whole ethos of the junior formula is about children racing for fun and to make new friends, learn track craft, learn discipline, respect, social skills and values which hopefully provide positive memories for life. The family aspect and social side of Stoxkarts is very important. Stoxkarts racing is a hobby and that is how it should be treated.

The word Hobby is described in the English Oxford Dictionary as /'hɒbi/ (plural hobbies) an activity that you do for pleasure when you are not working. That should be how parents view it and the words 'at School' should replace the word working where the Children are concerned.

Winning is not everything. Parents and Children who have the 'Win at all costs' mentality are not welcome in the Stoxkarts Formula. Parents seen to be putting pressure on their children to win will be treated as bullying as per the Stoxkarts Limited anti-bullying policy.

If this is not the ethos you are willing to support for your child, then do not apply for a licence.

GENERAL

All rules and regulations in this Rule Book apply to Juniors Unless otherwise stated.

- 1) All new Drivers under 16 years of age will have to undertake a Stoxkarts/ORCi Junior Drivers Test. Unless they have previous racing experience. The test is both practical and written multiple choice. A Parent/Guardian must be present during this test
- 2) Junior Stoxkarts is more Nudge & Spin. Over the top big hits and hits where a Kart puts a kart into the fence deliberately will be deemed unsportsmanlike and may result in an exclusion from the race or meeting at the Race Manager/Stewards discretion.
- 3) Parents and Guardians are always fully responsible for the behaviour of their Children.
- 4) Junior Drivers will be subject to any penalties towards the actions of the Parents, Guardians and persons associated with them.
- 5) 3rd party insurance is provided by the ORCi, but parents are reminded that this does not cover any personal accidents of which private insurance is recommended.
- 6) Children may be allowed in a bar area at stadiums [where licensee permits] until 11.pm (unless otherwise stated by Stoxkarts Ltd. Or the promoter). but must be with their parents /guardian they may not consume alcohol. After 11.pm they must return to their hotel / transporter only. IF they are caught around the pit/stadium area beyond that time [other than toilets / justifiable reason] in the case of a 2 day event or on the second day, the individual will not be permitted to race. Any report of consuming alcohol will escalate the offence for further disciplinary action. Parents and or guardians must take full responsibility for the appropriate behaviour of children. This IS NOT the responsibility of the promotion or Stoxkarts Ltd.
- 7) All Junior's must have a Stoxkarts Ltd supplied orange letter J next to their race number.
- 8) A Junior 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 and then re-fit it.
- 9) 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.
- 10) Drivers running a Black cross are not allowed to use contact against another Kart & Drivers not running a Black cross are not permitted to contact a kart that is running a Black cross.
- 11) All footwear must cover the ankle bone.

POINTS SCORING (Juniors)

- 1) All races at all meetings will count towards the Young Guns Points Title unless otherwise stated.
- 2) Heats will be a minimum 8 laps duration.
- 3) Points for heats will be scored 1st - 12th place and scored 15-12-10-9-8-7-6-5-4-3-2-1
- 4) 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
- 5) If there is an additional race after the feature the feature winner will start at the back of their grade.
- 6) There are no double points in the Juniors.
- 7) Race distances may be altered at the discretion of the Promoter or Race Manager.

ROOF GRADING (JUNIORS)

- 1) The grading period will be altered dependent on the number of meetings within a season
 - 2) Grading Periods will be clearly marked on the Fixture List on the Stoxkarts website.
 - 3) All drivers will be graded.
 - 4) All grading is at the discretion of the Stoxkarts Ltd. grader.
 - 5) Drivers' grades may be altered at any time if it is felt they are performing above or below their grade.
 - 6) The colour of the whole of the front wing must be painted in the driver's current graded colour. If an official is not satisfied, then the driver must start at the back of their Grade.
 - 7) The roof wing can be any single solid colour except for Gold, Silver, Grey or Orange. It cannot be done to look like a championship colour.
 - 8) Excessive coloured stripes or chequers etc that conflict with a driver's grade is not permitted.
 - 9) Drivers with the wrong-coloured front wing will have to start at the rear in every race for that meeting.
 - 10) Super Star lights must be mounted on the top of the front wing only in full working order.
 - 11) Averages at graders discretion.
 - 12) Super Stars will consist of the 2 top drivers in the young guns points chart Not including Silver or any driver running 1 grade higher.
 - 13) If the Young Guns Champion has retired, then it will be the 3 top drivers. or any driver running 1 grade higher. If there is a defending Young Guns champion, then they start at the back with no gap. If that driver is not the points leader after the first grading period, then the Points leader will start alongside them at the back. If there is no defending Young Guns Champion then after the first grading the Points leader will start at the back. British/GP Champions start 1 grade higher than their points. This will NOT apply to super stars. If a driver is already an existing super star on points they will remain at Superstar.
 - 14) Silver = Young Guns Champion
Black & White Checkered = British Drivers Champion Red
and Yellow Checkers = Grand Prix Champion.
Red and White Checkers – UK Supreme Champion
Yellow and White Checkers – Whites and Yellows Champion Super
Star = Red with orange flashing lights.
1. Red = following 4 drivers (not including British, GP Champion) unless they are graded there on points.
 2. Blue = the following 6 drivers
 3. Yellow = the following 6 drivers
 4. White = any other drivers
 5. Orange = hire driver (can be started in any grade)
- 14) Any driver that has won Silver cannot drop below Red for the rest of their junior career.
 - 15) Junior front wings must be painted the correct grade when entering the seniors. Championship colours do not carry over.

JUNIOR CHAMPIONSHIPS

The Junior Formula is designed to bring young drivers into Oval Racing. To nurture them and instill respect for fellow competitors, Officials and to make memories for life. The Junior Stoxkarts is not a win at all cost formula. Overly aggressive driving and big hits will not be tolerated. Stoxkarts Limited has the right to cancel or make void any of the Championship events listed if they feel that too much pressure is being placed on the drivers or the overall standard of driving is not within the spirit of the rules.

- 1) Championships will be detailed on the website.
- 2) Stoxkarts Limited has the right to add or remove any Championships as they see fit. Details will be posted on the Registered driver's page.