

# APPENDIX G - KARTS AT SOLO® EVENTS

## I. APPROVAL PROCEDURE

- A. Regions conducting Solo® events which will have karts competing must so indicate on the sanction application.
- B. A post event report describing the kart portion of the event should be submitted, but not required, with the usual Audit Report Form. These event reports will be helpful to the SCCA® in more effectively evaluating the kart program.

## II. EVENT OPERATION PROCEDURES

- A. **When Karts are participating, supplement the following sections.**
  - 1. **Section 2.2.D - All Kart specific hazards on the perimeter of the course shall be clearly marked alerting kart drivers to the possible hazard. Examples include; light poles, fences, low hanging obstacles or cables, and trees with low hanging limbs.**
  - 2. **Section 3.3.3.A - Annual Safety Inspection is not permitted for Junior Karts, they must be inspected at each event.**
- B. 125 cc. shifter karts (KM) are the fastest karts allowed.
- C. Karts will not be allowed to be driven under power through the paddock; they must be pushed, either on the ground or on a portable stand.
- D. A grid area must be established that is either separated from the regular car grid or karts should grid with similar sized vehicles such as formula cars. Traffic flow to and from the grid area must be controlled.
- E. If karts are allowed which require a push-start, such as shifter karts, the grid area must accommodate this need adequately.
- F. All karts will be run as a group or grouped with formula cars, and not intermixed on course with full-bodied cars. However, at the discretion of the Solo® Safety Steward, the Event Chairman, and the Chief Stewards, karts may be allowed on course with full-bodied cars if the course design allows for safe separation, such as the start and finish areas being remote from each other.
- G. Event procedures regarding karts will be announced at the drivers' meeting and will also be in written form for posting.

### **III. Kart Tech Inspectors**

- A. Any Member who completed Kart Tech inspector training.

### **IV. Kart Course Designers**

- A. Any Course Designer who has completed Kart Course designer training. A course that has been approved by a Solo Safety Steward who has completed the Solo Safety Steward Training with the updated Kart specific training does not require a Kart Course Designer.

## V. Kart Tech check-list for KM and Jr. Karts

The following chassis connections must be secured by either nylock nut, safety wire, cotter pin, circlip, snap-ring, metal lock nut, keps nut, nord-lock, or other manufacturer provided locking mechanism, where applicable:

### Steering Assembly:

- Tie Rod end bolts
- Kingpin bolts
- Spindle nut attaching front wheel
- Steering wheel to hub bolts
- Steering hub to shaft bolt
- Steering shaft to chassis

### Brake Assembly:

- Master cylinder to chassis bolts
- Caliper(s) to chassis bolts
- Brake pad retaining rods (if applicable)
- Brake rotor to hub (if applicable, no nylocks)
- Brake safety cable present and connected
- Brake test: sufficient force applied to brake pedal shall prevent wheels being able to turn

### Other:

- Throttle pedal pivot to chassis
- Brake pedal pivot to chassis
- Functional fuel & water recovery systems (if applicable)
- Kart Numbers: 6" height in 4 locations
- Weight mounts: minimum bolt size 5/16" (8mm) SAE grade 5 (8.8 metric). Maximum of 10lbs. of weight per bolt. Locking nut, pinch nut, double nut, or safety wire. Oversize washer present if mounted through the seat. No weights mounted to nerf bars or moving parts.
- Jr. Kart Pedal extensions compliance with 19.2.H

## APPENDIX H - JUNIOR DRIVER PROGRAM

### I. RULES AND PROCEDURAL UPDATES

As this program remains in the developmental phase, rule updates or clarifications may appear periodically in the Fastrack® section of the official SCCA® publication or [www.scca.com](http://www.scca.com).

### II. EVENT OPERATION

- A. All procedures described in Appendix G, Section II and in Section 19.2 would apply. The Junior Driver Program may either be run incorporated into an event, run concurrently on a separate course, run after an event, or as a stand-alone event.
- B. In addition to the above, the following procedures would apply:
1. Appointment of at least one Youth Steward. Two additional assistant Youth Stewards are recommended. Duties are described below.
  2. Conduct an additional driver's meeting for the Junior Drivers. **Review safety procedures for drivers and have a written copy of procedures available for each driver and adult.**
  3. Provide a small area for Junior Driver vehicle orientation.
  4. Develop work assignments for Junior Drivers that are appropriate to their individual ages and background. An alternate to a traditional work assignment could be a safety training session. Either work assignments or training sessions will be under the supervision of the Youth Stewards.
- Note: Waiver duty is limited to persons above the age of majority of the state in which the event is held, however, Junior Drivers may assist an adult.

### C. Youth Steward **Duties**

The Youth Steward is a licensed position and must be an SCCA® member in good standing. License applications are available via the SCCA® website ([www.scca.com](http://www.scca.com)).

### **Qualifications:**

1. **Members 18 years of age or older.**
2. **Completion of the Youth Steward training.**
3. **SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the continuing education as a Youth Steward. All requests for such renewals shall be made by submitting a renewal**

application with the continuing education class date recorded in the application.

Duties are as follows:

1. In conjunction with the event chairperson and event Solo® Safety Steward, establish specific event procedures relative to schedule, grid and site layout, special instructions, Junior Driver vehicle orientation, etc.
  2. Oversee the conduct of all Junior Drivers with the authority for disciplinary action including reprimand, time penalty, disqualification, expulsion from the site, and driver suspension.
  3. Conduct a Junior Drivers' meeting that emphasizes safety, responsibility and event procedures.
  4. Conduct a Junior Driver vehicle orientation session prior to competition runs for inexperienced drivers.
  5. Lead at least two (2) mandatory course walks for inexperienced Junior Drivers.
  6. **Oversee adjustments to the Kart covered under Kart Tech after the kart was released from Kart Tech. (Appendix G Section V) Examples: (Driver changes, Pedal Extension adjustments, Weight mounts)**
- D. Pilot Program for Younger Drivers

Selected Regions will be allowed to have drivers 5 years old and older participating on Solo® courses using Cadet carts with 3HP engines, as per WKF® rules. The Solo® course used could either be the regular event course during or after the event, or a totally separate course. Regions may only be approved for this pilot program if they have been running a Solo® Formula Junior program for a minimum of one year, with at least four events conducted with Junior Drivers. The SCCA® National Office will issue the approvals to the Regions for participation in this program.

### III. JUNIOR DRIVER ELIGIBILITY

A. SCCA® member.

- B. For classing purposes, the minimum age is 8 years old (see below). It is important that Solo® Rules Section 1.3.2.0 be strictly adhered to when Junior Drivers are participating. Formula Junior B (JB) drivers must be 8 years old before being allowed to compete. Formula Junior A (JA) drivers must be between 12 years old and 18 years old.

For sanctioning requirements, the minimum age is 12 years old. However, the minimum age may be reduced to 8 years old for any SCCA® Region which requests and is approved for an exception.

Approval may be granted only after the Region submits the name of its Youth Steward and a written description of how the Junior Drivers will be administered. Additionally, the Youth Steward will be required to contact the Youth Steward in an experienced pilot program Region to learn of their experiences and methods.

C. Completed minor competitor waiver.

D. Attendance at Junior Driver meeting and course walk.

#### **IV. Safety Talk Items for Jr. Kart Drivers Meeting**

- A. Driver is responsible for wearing all required safety equipment; helmet, suit, neck brace, chest protector, gloves, and shoes
- B. Follow the proscribed path from grid to course and back to grid. Drivers should look for grid workers and follow their instructions. After the driver's final run, they may be directed to impound for weighing.
- C. No driving karts through the paddock.
- D. Karts must undergo tech inspection at every event, Jr. Karts are not eligible for Annual Tech.
- E. When at the starting line, drivers should not start out on course if they see a car on course. Bring the presence of a car to the attention of the starter.
- F. When the kart is on the ground, do not start the kart without a driver sitting in the kart.
- G. Don't run motor when kart is on the stand without someone operating the pedals.
- H. If kart stalls on course and will not restart, wait for corner worker to give instructions. Drivers should look around and be aware of any hazardous condition, i.e. a car approaching them.
- I. The driver, not an adult, should shut off engine after returning to grid.
- J. Drivers should be briefed on what to do in case of a stuck throttle; turn off kill switch or put the kart into a spin to stall the engine.
- K. If engine stalls and will not restart, check if the kill switch was inadvertently turned off.
- L. Drivers should be briefed on what to do in case of brake failure; put the kart into a spin.
- M. Drivers should be briefed on what to do if a wheel comes off on course; there is nothing to do except to hang on and wait for kart to come to a stop.
- N. Drivers must stay focused and be aware of where they are

going at all times. Do not become distracted by issues with the kart; such as unusual sounds from the engine, etc.