

JUNIOR DRIVER AND KART SAFETY – CHANGES TO THE 2018 SOLO® RULES



Solo® Rules 2.2; Course Safety and Layout Rules

- D. The Solo® Safety Steward (SSS) shall have the authority to disapprove a course or site for karts only, when there are upright solid objects (e.g., light poles, fence posts, etc.) on the site within 50 ft. of the actual course. This does not include curbs. While safety systems for karts provide acceptable driver protection for most incidents, upright solid objects present potential hazard for which kart safety systems are not well suited. This rule gives the SSS the option of excluding karts without having to declare the site unsafe for everyone. It is up to the judgment of the SSS whether the course design, surface, solid objects, and type of karts running present an unsafe mix. In most cases, the situation can be resolved by a course design change. *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, trees with low hanging limbs, etc.*

Solo® Rules 3.3.3; Safety Inspection

- A. Annual Inspection (optional)
An Annual Safety Inspection for a calendar year may be available for vehicles presented for inspection by an SCCA® member. *Annual Safety Inspection is not permitted for Junior Driver karts; they must be inspected at each event.* When a vehicle has completed the requirements for an Annual Safety Inspection, an official Annual Tech card will be issued to allow Registration or other designated event officials to verify Annual Tech prior to the start of competition ...

Solo® Rules 19.1.A; Frame/Dimensions:

6. *The following chassis connections must be secured by either Nyloc® nut, safety wire, cotter pin, circlip, snap-ring, metal lock nut, Keps® nut, Nord-Lock® washer, or other manufacturer provided locking mechanism:*
- 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.
 - Throttle pedal pivot to chassis.
 - Brake pedal pivot to chassis.
 - Master cylinder to chassis bolts.
 - Caliper(s) to chassis bolts.
 - Brake pad retaining rods (if applicable).
 - Brake rotor to hub (if applicable, no Nyloc nuts)

Solo® Rules 19.2.E; Safety Equipment:

2. *Emergency Kill Switch – All Formula Junior karts must have an emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart. The ignition kill switch shall be located on the steering wheel, near the top of the Nassau panel, or on the frame between the driver and gas tank in plain view with unimpeded access.* All drivers must demonstrate the ability to shut down the engine both while driving and stationary. ~~It is suggested that the kart have an operational ignition kill switch within easy reach of the driver in the normal operating position.~~

Solo® Rules 19.2.E; Safety Equipment:

5. *All junior drivers age 12 and under are required to wear a SFI certified chest protector.*

Solo® Rules 19.2.H; Safety Procedures:

1. *On centrifugal clutch-based karts, the engine may not be started or running without a driver sitting in the seat unless the two rear wheels are suspended in a secure manner preventing the tires contacting the ground.*
2. *When a kart is securely resting on a kart stand, the rear wheels and tires cannot be rotated by the engine unless all minors are a minimum of 3 feet from the rotating assembly.*
3. *Pedal extensions must be positively secured in a manner that prevents movement out of its intended position, possibly interfering with pedal operation. Examples such as a through-bolt, machined flatten surface with a set screw, or brackets are acceptable. Cylindrical (round) pedal extensions are exempt.*



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Solo® Rules Appendix G.II; Karts at Solo® Events, Event Operation Procedures:

- G. *Annual Safety Inspection (Section 3.3.3.A) is not permitted for Junior Driver karts; they must be inspected at each event.*
- H. *All hazards to karts around the perimeter of the course (Section 2.2.D, Course Safety and Layout Rules) should be clearly marked and visible to kart drivers. Examples include; light poles, fences, low hanging obstacles or cables, and trees with low hanging limbs.*

Solo® Rules Appendix G.III; Kart Tech Inspectors:

- *Any adult SCCA® member who has completed kart safety (tech) inspector training.*

Solo® Rules Appendix G.IV; Kart Course Designers:

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

Solo® Rules Appendix H.II.B; Junior Driver Program, Event Operation:

- 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.*

Solo® Rules Appendix H.II; Junior Driver Program, Event Operation:

- 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). *Qualifications: a) 18 years of age or older; and b) complete initial Youth Steward training. Every three (3) years, a request for license renewal can be made to SCCA® Member Services after completion of a Youth Steward continuing education course. All requests must have the continuing education date recorded in the application. Duties are as follows: ...*
- 6. *Oversee any adjustments to Junior Driver karts in grid that is covered under Kart Tech (Appendix G.V). Examples: driver accommodation changes, pedal extension adjustments, weight mountings, etc.*

Solo® Rules Appendix H.IV; Junior Drivers Meeting Safety Talk:

- *All Junior Driver karts must undergo the tech (safety) inspection at every event.*
- *Do not run the engine when the kart is on a stand without a person operating the pedals.*
- *When the kart is on the ground, do not start the engine without the driver sitting in the seat.*
- *Do not drive karts through the paddock.*
- *Drivers are responsible for wearing all required safety equipment: helmet, suit, neck brace, chest protector, gloves, and shoes.*
- *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.*
- *Drivers must follow the prescribed path from grid to course and back to grid. Drivers should look for grid workers and follow their instructions.*
- *When at the starting line, drivers should not start out on course if they see a car on course. Bring the presence of the car to the attention of the starter.*
- *If the kart stalls on course and will not restart, wait for instructions from course worker(s). Drivers should look around and be aware of any hazardous condition (i.e., a car approaching). (If the engine does not restart, check the kill switch to see if was inadvertently turned off.)*
- *After final runs, drivers may be directed to the scales for weighing.*
- *Drivers (not adults) should shut off the engine after returning to the grid.*
- *Drivers should be briefed on what to do in case of brake failure – put the kart into a spin.*
- *Drivers should be briefed on what to do in case of a stuck throttle – hit the brakes with full force, turn off the kill switch, and put the kart into a spin.*
- *Drivers should be briefed on what to do in case a wheel comes off – hang on and wait for the kart to come to a stop.*

