

## 2013 East Coast Super Kart Series

### RULES AND REGULATIONS

**Preface:** The East Coast Super Kart Series (know as ESK) will compete in conjunction with WKA Road Race Series. As such each Drive will be required to have a WKA license as well as an ESK membership to compete in the series. ESK will follow WKA safety regulations.

**Classes:** *250 ICE and 250 FE*

**Legal Engines for 250 FE:** Twin cylinder 2-cycle engines w/ a maximum of 250cc, water or air cooled. Twin cylinder 4-stroke engines w/ a maximum of 500cc, water or air cooled. **Gas Gas single cylinder 2-cycle w/ a maximum of 250cc.** Parts must be readily available to all competitors. Approved examples are Honda RS250, Yamaha TZ 250, Rotax 256, PVP 251, 252, DEA and BRC 250. Intent is to have similar performance between brands. If a new type of engine is deemed to be “too” competitive, weight may be added to even the playing field- to be evaluated on a case-by-case basis throughout the season.

**Legal Engines for 250 ICE:** Production based 250cc (max), single cylinder, 2-cycle engines, water or air cooled. Production based 500cc (max), single cylinder, 4-cycle engines, water or air cooled. **No Gas Gas 250cc single cylinder engines allowed, they will run with the FE Class!** Parts must be readily available to all competitors. Approved examples are Rotax 257, Honda CR 250, Honda CRF 450, Yamaha YZ 250, and Yamaha YZF 450. Intent is to have similar performance between brands. If a new type of engine is deemed to be “too” competitive, weight may be added to even the playing field- to be evaluated on a case-by-case basis throughout the season

1. **Induction (FE and ICE):** Engine induction may be by carburetor or fuel injection only. Inlet size not controlled. **No turbo/super charging or nitrous oxide systems allowed.**
2. **Cylinders: (FE and ICE: 2-Cycle):** Cylinder manufacturer is open, modifications are open, however the swept volume for the motor may not exceed 450cc 4 stroke single cylinder, 250cc per cylinder 2 stroke single cylinder, or a

maximum of 250cc twin cylinder 4 stroke F/E class, 125cc per cylinder for twin cylinder 2 stroke F/E class engines, .

3. **Cylinder Heads:** Open all classes.
4. **Ignition:** Open all classes.
5. **Transmission:** Standard number of gears, Ratios open. Polishing is legal.
6. **Exhaust:** Silencer may extend a maximum of 5" beyond rear bumper. Sound levels must not exceed maximums set by local jurisdictions and or track operators.
7. **Fuel:** Fuel is open, with the exception: **NO OXYGENATED FUELS**  
  
Any competitor found running illegal fuel will be banned from the series for 1-year.
8. **Chassis Construction:** Traditional welded steel tube construction only. Minimum tube diameter of main rails is 30mm (1.181") and minimum wall thickness to be 2mm (.0787").
9. **Weight:** Standard weight for FE is 485 lbs and ICE is 465 lbs.
10. **Wheel base:** 50" maximum, 42" minimum (no 125 sprint chassis allowed)
11. **Width:** 55" maximum
12. **Height:** 30" maximum
13. **Length:** 86" maximum, including all bodywork.
14. **Rear axle:** Maximum 40mm diameter
15. **Brakes:** Brake systems in all classes must provide four-wheel braking and include two independent master cylinders to control front and rear brakes. Metal brake rotors only, no carbon fiber. Required double safety cable for each master cylinder.

16. **Suspension:** No types of suspension or shock absorber systems are allowed.
17. **Wheels:** 6" diameter maximum. (3) Outer beadlocks are required on each rear wheel. Inner beadlocks are recommended on rear wheels.
18. **Required Safety Wiring:** Where exposed to excessive heat, brake component fasteners must be metal interference type lock nuts or fasteners must be safety wired. No nyloc type fasteners may be used in high heat applications. Brake rod "quick clips" must be safety wired or zip-tied. The fastener at the lower end of the steering shaft must be safety wired, steering support must be safety wired. All ballast weights must be retained with bolt hardware sufficient for the weight load, must be painted white and must have kart number written on it. Fasteners must be safety wired, cotter keyed, or double nutted.
19. **Hub Retention:** Nuts on the front stub axles must be retained with safety wire, cotter keys, or snap rings. Rear hubs must be retained, safety cable, or some other locking device, i.e. set screw or snap ring.
20. **Cooling System:** Coolant must not contain any oil based or ethyl glycol based additives. Water Wetter is allowed. Catch cans are required.
21. **Bodywork:** Bodywork is to consist of a front nose, driver bubble, left/right side pod and rear wing. No tattered karts allowed. Note- 125 shifter, CIK style bodywork w/ a wing does not constitute legal bodywork.
22. **Nose:** Minimum width: 38", Maximum width: 50", Minimum height: 10".
23. **Side Pods:** Two required. Minimum height: 10", Minimum width: 8", Minimum length: 24".
24. **Driver Bubble:** Minimum width: 14".
25. **Rear Wing:** Minimum width: 42", Maximum width: 48".
26. **Floor Pans:** Floor pans are open, however no aerodynamic sealing devices may extend below the frame rails from the front edge of the front tires to the rear of the vehicle.
27. **Other:** All vehicles must full width rear bumpers

28. **Radios:** Two-way communication systems are allowed. Competitors should make frequencies available to ESK.
29. **Pre-Race Tech:** All vehicles must pass a pre event technical inspection prior to entering the racing surface.
30. **Numbers:** Required on front, rear, and sides. Must be legible for scoring purposes. Yellow backgrounds for FE, white backgrounds for ICE.
31. **Events:** The ESK Series will be 4 races. Each event will trophy back 3 places and points count from all 4 races toward year end awards
32. **Competition Format:** Qualifying will typically be held on the Friday of the event to set the grid for Race #1 on Saturday. If qualifying cannot be held for the first event, number will be drawn, or after the first event, points standing will set the grid. Pre-Final will be a 30-minute race and points will be awarded. The finish order of Pre-Final will set the grid for Final. Final will be a 30-minute race and will award points as well. Points from Pre-Final and Final will determine overall winner and finishing order for each event as well as count toward Championship awards.
33. **Starts:** Starts will be WKA standard standing starts.
34. **Post Race Tech:** At a minimum, tech shall consist of scaling the kart, driver, and equipment immediately after the race, and checking fuel. No fuel or weight may be added prior to scaling after qualifying or racing. Further mechanical compliance checks are at the discretion of the Race Steward and or Race Director.
35. **Championship Points:** In order to compete for the ESK Championship, it is required to be a member of the ESK Series. The membership will entitle you to run for each event award and ESK Championship awards. Event points will only be given to Series competitors, i.e. if a non-series competitor wins an event and a series member finishes second, the series member would be given first place points.

Event Points:

Race #1		Race #2	
Position	Points	Position	Points
1 <sup>st</sup>	15	1 <sup>st</sup>	15
2 <sup>nd</sup>	12	2 <sup>nd</sup>	12
3 <sup>rd</sup>	10	3 <sup>rd</sup>	10
4 <sup>th</sup>	8	4 <sup>th</sup>	8
5 <sup>th</sup>	6	5 <sup>th</sup>	6
6 <sup>th</sup>	5	6 <sup>th</sup>	5
7 <sup>th</sup>	4	7 <sup>th</sup>	4
8 <sup>th</sup>	3	8 <sup>th</sup>	3
9 <sup>th</sup>	2	9 <sup>th</sup>	2
10 <sup>th</sup>	1	10 <sup>th</sup>	1

**Pole Position:** 2 additional points will be awarded to the driver who starts on pole position for the first race of each pre-final and final. Disregarded if pole wasn't determined by timing, i.e. qualifying rained out.

**Fastest Lap:** 2 additional points will be awarded to the driver setting the fastest lap in each race. If two or more drivers achieve the same fastest lap time, each will be awarded 2 points.

Note: Rules are subject to change.