

2022 Enduro Rules

- Date: ???
- Classes: LO206 Junior 2, LO206 Senior (Medium), and LO206 Heavy on track at the same time
- Use of spec 1 Gallon fuel jug provided and required for refueling; Only this amount allowed per pit stop.
- MotorsportReg will be used for registration:
 - Each Endurance Race Entry includes 4 Driver/Mechanic wristbands
 - Registration open through ???.
- The race will be a 4 hour timed event
- Teams of 1-4, will use the same chassis throughout the event.
 - Team of 1: driver must drive all 4 hours.
 - Team of 2: each driver must drive at least 1.75 hours.
 - Team of 3: each driver must drive at least 1:15 hour.
 - Team of 4: each driver must drive at least 50 minutes.
- Race will start rolling on the front straightaway.
- Kart Numbers:
 - Junior 2 will use numbers **0-19**
 - Senior/Medium will use numbers **20-39**
 - Heavy will use numbers **40-59**
- Kart Average Weights (see below for details):
 - Junior 2 – **310** lbs
 - Senior/Medium – **345** lbs

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- Heavy – **380 lbs**

- Vehicle Pit Spots will be available on a first come, first served basis, with one per team. There will be no assignments. Excess vehicles please park in the back row area.
- Grid spots will be assigned based on qualifying order.
- LO206 Junior 2 will use the BLACK Slide.
- Spec fuel VP110
- Speed tires Hoosier R70

REGULATIONS

RACING

- All racing will be under the standard PKRA rulebook.
- No blue flags will not be thrown regardless of position or class; it is the faster karts responsibility to pass safely.
- Configuration will be Clockwise Short Track, with Pit Entry via turn 2 and turn 1.
- Pit Lane is closed in the event of a red flag OR early checkered flag, If directed into the pit lane absolutely no work may be done on the kart unless allowed otherwise.
- Full course caution will be used if needed to recover a kart safely. No passing and reduced speed.

FUELING


- Spec fuel is VP110
- **A Spec 1 gallon fuel jug will be provided with the entry fee that is what must be used to fill during pit stops. No other fuel jug will be allowed on the grid or used for fueling the**

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PHOENIX, AZ


77°

partly cloudy

6:19 am ☀ 6:46 pm MST

feels like: 77°f
wind: 5mph se
humidity: 20%
pressure: 29.92"hg
uv index: 8

fri	sat	sun
82°F / 57°F	84°F / 52°F	63°F / 52°F
		

powered by Weather Atlas

kart. Fuel jugs may NOT be shared between teams with a maximum of the contents of this jug used per-stop. Funnels may be used, and a hose may be added to the end of the spout of the fuel, but the black and clear spout portions of the jug must be used.

- **When gridding for the race, teams will report to the grid with an empty fuel tank and refuel from the spec fuel jug before going out on track.**
- No excess fuel line is allowed
- No large diameter fuel line is allowed
- No force-fed fuel filling mechanism allowed, must be standard gravity fed non-altered fuel can.
- Driver must be out of the kart
- Engine must be off
- Can be fueled either on the ground or on the kart stand

ENGINES

- Briggs rulebook will be enforced
- Head temp sensor may be run.
- If you do have a motor failure you are allowed to put another engine on, both engines must go through tech regardless of condition after the race is concluded if requested by tech director.
- Engine changes may be done, if requested by tech director both engines must be taken to tech after conclusion of the race.
- Oil change is optional but not required.
 - If a team decides to do an oil change a catch can must be used and excess oil spillage will result in penalties.

TIRES

- Hoosier R70 is the spec tire and will be marked after qualifying.
- Tire changes are allowed throughout the race but not required.
- Maximum of 2 new sets for both qualifying and the race.

PIT STOPS

- The pit exit and entry will be the standard layout for short track with the exception of pit entry which will be done through Turn 2.
- A track worker on track entry to manage karts re-entering the track.
- When pitting you MUST raise your hand when crossing start/finish failure to do so will result in a 10 second penalty.
- When exiting the track there will be “stopping” zones where drivers must come to a complete stop with at least 2 tires in the box failure to do so will result in a 10 second penalty.
- The left side of the pit lane will be the travel lane and the right side will be the pit stop side.
- Re-Fueling must be done with the driver out of the kart and engine off.
- Driver changes must be done with the kart engine shut off.

KART WEIGHTS

- **Team average weights will be the following:**
 - **LO206 Jr.2 310lbs**
 - **LO206 Senior/Medium 345lbs**
 - **LO206 Heavy 380lbs**

- Before qualifying all teams must report to the scales at their scheduled time to figure out how much lead is required on each kart to get to the team average drivers will show up with full driving gear.
- If team 1 has a kart that weighs 165 lbs. with no fuel or added ballast, driver 1 weighs 155lbs, driver 2 weighs 150, and driver 3 weighs 160 the average driver + kart weight is $165+155=320$, $165+150=315$ $165+160=325$ then $320+315+325= 960$ lbs then $960/3= 320$ (rounded up to nearest whole number). So with an average weight of 320 this particular Senior Medium class would need 25lbs of ballast to meet 345lbs of team average weight. This means the kart when coming off the track with NO DRIVER OR DRIVER GEAR **must weigh 190lbs** to make minimum weight. **This is an example only**
- This will be repeated for every class and team to ensure that each team has the same average weight for their respective class.
- The kart will be weighed after qualifying and after the race has concluded; the officials will keep a record of what each kart needs to weigh and will penalize accordingly. For each pound your kart is under this weight you will be penalized 1 full lap.
- No weight may be removed or added throughout the race, bolts and nuts on the weights will be painted before qualifying and checked in tech following.

Yes this will take time on race day, but it is the only way to ensure that weight will minimally affect the event so we will need everybody to co-operate.

KART RETRIEVAL

- If the kart has an issue on track the driver can push it back to the pits with the assistance of a track worker with **direct** supervision and clearance from a race director to get to the outside of the track and back to the pits.
- The dedicated place for crossing the track will be before turn 1 after the flag stand and on

the exit of turn 8.

- A minimum of a 8 second gap between karts is required before karts can cross the racing surface.
- Yellow flags will be **strictly** enforced, drivers must slow to approximately 75% of race speed when yellow flags are being waved.
 - This is one of the main reasons for picking short track, there are much more limited times a kart has to cross a live track to be retrieved back to the pit lane.

DRIVER COMMUNICATION

- Radios are allowed for communication between the pits and driver.
- There will also be a protected pit board location along the front straightaway to allow drivers to easily see the pit board information.

SCHEDULE (Tentative)

- 12:00 pm Gates open
- 12:00 pm – 3:00pm Registration open
- 2:00 pm Drivers Meeting
- 2:30 – 3:30pm Practice
- 2:30 -4:00 pm Scale Time All Classes
- 4:30-4:45pm Qualifying (All Classes)
- 4:45-5:20 Dinner Break. Kart Prep
- 5:30 Report to Grid for race pre-tech.

• **5:45:pm – 9:45pm Race**