

Stateline Karts 2017 Open Class Rules

We will follow Unlimited All Stars (UAS) Engine rules for open class.

- Approved Engines:
 - A. Rotary valve or Reed valve Two-Stroke Cycle Engines**
 1. Single Cylinder Small Displacement 2-Cycle Engines maximum displacement 199cc
 2. Single Cylinder Large Displacement 2-Cycle Engines 200cc to maximum of 275cc maximum displacement.
 3. Multiple Engine 2-Stroke for engine combinations up to 229cc
 - B. Flat Head Four-Stroke Cycle Engine**
 1. 500 cc maximum total displacement.
 - C. Piston Port Two-Stroke Cycle Engine**
 1. Multiple engines or cylinders are permissible.
 2. 305 cc maximum total displacement.
 - D. Overhead Cam (SOHC or DOHC) Four-Stroke Cycle Engine**
 1. Overhead cam engine or engines, multiple cylinders permitted. 500cc maximum displacement.
 - E. Overhead Valve (OHV- Push Rod) Four-Stroke Cycle Engine i.e. Animal, Clone, Honda GX Series**
 1. 500cc maximum total displacement with a tolerance
 - F. Single Rotor Rotary (Wankel) Engine**
 1. 295 cc maximum displacement.

- Class:
Sr. Open (age 16 & up) 380#

*Note that the track has the right to make changes to weights and class structure as needed to keep the classes competitive and kart count up. For example: Higher cc engines may have a higher combined driver and kart weight.

- Fuel: No tech on fuel. May run Methanol fuel or any octane of gasoline. There are no fuel Restrictions, except that no illegal substance or substances may be used as fuel or as a fuel additive.
- Clutch: Open to any centrifugal drum, disk, or axle clutch. Jack shafts are allowed. Bike/MX engines may retain factory clutch setup. Must run a chain guard.
- Safety: A jacket or driving suit designed for racing. No flannels, hoodies or sweatshirts. Full face solid shell helmet with a flip up type face shield. Drivers must wear gloves, neck collar/helmet support designed for racing.
- Brakes: Stock mini-Lite type brake system prohibited. Caliper may be used for single cylinder Engine instances with a suitable upgraded rotor. All rotors must be of steel or cast iron and must be thicker than 1/8" with some type of venting. Must run brake rotor guard.

Body work: Body work rules are strictly guidelines. Any body work approved by WKA, IKF, and CIK is permitted. Wedge bodies as well as conventional karting bodies allowed. Body work is to be no higher than 30" from the ground measured at the center of the rear axle. It may extend back as far as the rear bumper at that height. Extended rear bumpers are permissible. Forward of that point the side body panels are to angle downward to a point that intersects no higher than 15 inches above the ground at the centerline of the front axle spuds. If a nose is used it is to be no more than 15 inches above the ground measured at the center of the axle spuds of the front spindles. This only applies to the vertical external side body panels. External body skin or vertical side panels must be made from plastic or a composite material. Lexan may be used in a wedge body design in conjunction with a standard kart side panel or other acceptable side panel material as long as the Lexan is attached at least 4 inches above the bottom of the standard kart side panel. Sharp edges are not permitted no matter what material is used for body work. Nose pieces, front wings, fairings are to be designed in such a way that they do not block the driver's vision or trap the driver in the kart in case of a mishap, create a hazard for other drivers and must provide adequate foot protection.

Please note that these rules are general guidelines to our Open class structure and all other UAS rules will apply. If you are chosen for tech please do so without confrontation. If any confrontation is given you will forfeit your finish and points for the day. All tech sessions will be held at end of the race day. If chosen, please take kart directly to the designated tech area where there will be a track official to watch your equipment. No work may be performed on kart at this time. It is asked that you drain your engine oil at this location and remove engine from kart if it passes visual inspection of clutch/pipe firsthand. Proper tech will resume from this point. Driver/owner of kart being teched and tech official only permitted in the tech area during tech sessions. It is not the responsibility of tech inspector to reassemble engine post tech. If you are deemed illegal you will be given "one week" to correct any illegal findings. First offence you will forfeit your finish and points for the day. Second offense forfeits finish and points and will not be permitted to race next scheduled race day. Third offense to be determined by track owner. Any issues that are questionable will be discussed by the tech inspector and track owner and decision will be made in the best interest of both parties. If you have any questions or concerns about the above rules please contact Matt Field 814-490-4465 after 6:00pm or Mark Matthews 814-664-3760.