

JUNIOR KART 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.

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). 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:

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 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.

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.O 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. 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 it 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.

19.3 FORMULA JUNIOR

A. SAFETY ITEMS:

In addition to compliance with all items in Sections 19.1.A & 19.1.B, the following safety procedures are required for all Junior Class karts:

1. Emergency kill switch:

All Formula Junior karts must have a maintained (non-momentary) 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. The ignition kill switch type must be a maintained switch (retains the OFF position when released; not a momentary switch).

2. Engine starting & running:

a. Safety Procedures: 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.

b. 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.

B. CHASSIS: Must meet all requirements of Sections 19.1.A

C. TIRES:

1. Dry tire brand and compound is restricted to the MG® HZ or HZi, or SH.

2. Maximum tire dimensions (as marked):

Front: 4.6 / 10 – 5.

Rear: 6.0 / 11 – 5.

3. Rain tire brand & compound are non-tech; sizing is per 19.3.C.2. Rain tires may be used only upon declaration of a rain event by the Youth Steward.

D. JUNIOR CLASS A (JA):

1. Ages:12 years to 18 years
2. Engines:
 - a. Briggs & Stratton® World Formula®
 1. Minimum weight:310 lb.
 2. Operating requirements:

Engine & clutch must be as-shipped from the manufacturer. Cylinder bore must remain within the manufacturer's specifications.

#35 pitch clutch sprocket is allowed.

Electric starter assembly and ring gear may be removed, but must be replaced with Briggs cover #555702.

Old-type (Briggs analog) and new-type (PVL® digital) OE ignition systems are allowed.

No other modifications are allowed
 - b. Briggs & Stratton® Animal® LO206®
 1. Minimum weight:275 lb.
 2. Required components:

Air filter: Briggs & Stratton #555729.

Exhaust header: RLV #5506 or #5507.

Exhaust silencer: RLV B91 (#4104).

Clutch: Must be of drum-type centrifugal configuration and commercially available in the U.S., with a maximum of nine (9) springs and six (6) shoes. Drum must be stamped steel. Clutch mounting bolt must be minimum SAE Grade 8. Machining or alteration of any clutch part from the manufacturer's original configuration is not allowed. Clutch key, springs, and drive sprocket are non-tech.
 3. Operating requirements:

All components, including carburetor jets, must remain as provided from the manufacturer.

LO-206 engines must remain sealed as from the manufacturer.
 - c. Yamaha® KT-100®:
 1. Minimum weight: 330 lb.
 2. Allowed types: Only heads with OEM casting "Yamaha"® and cylinders with "787"® and "Y3"® or "Y4"® and "787"® are allowed.
 3. Required carburetor & exhaust: Walbro® WB3A® & RLV® SSX-V® (4-hole)
3. JB or JC karts may compete in JA. The driver must meet JA age restrictions and the kart must be compliant with JB or JC requirements.

E. JUNIOR CLASS B (JB):

1. Ages: 8 years to 12 years
2. Engines:
 - a. Briggs & Stratton® World Formula®
 1. Minimum weight: 270 lb.
 2. Throttle restrictor: The required 0.420" (10.67mm) restrictor & cap lock, with Briggs & Stratton® check tool, are available through the SCCA® Solo® Department only.
 3. Operating requirements: Same as 19.3.D.2.a.II.
 - b. Briggs & Stratton® Animal® LO206®
 1. Minimum weight: 250 lb.
 2. Throttle restrictor: The required restrictor, Briggs & Stratton® #555734 ("Blue"), is available through Briggs & Stratton® retailers.
 3. Required components: Same as 19.3.D.2.b.II.
 4. Operation requirements: Same as 19.3.D.2.b.III.
 - c. Yamaha® KT-100®:

1. Minimum weight: 265 lb.
2. Allowed types: Same as 19.3.D.2.d.II.
3. Required carburetor & exhaust:
Walbro® WA55B® carburetor & manifold with RLV® SSX-V® or HPV1® exhaust, or
Walbro® WB3A® carburetor & 0.600" restrictor plate with RLV® YBX® exhaust.

d. Clone:

1. Minimum weight: 250 lb.
2. Required engine: Predator, Powerhorse, or similar inexpensive 6.5hp, 4-stroke engine up to 212 cc displacement.
3. Permitted modifications:
Engine must remain stock with the exceptions that the governor may be removed or defeated, and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, carburetor, or intake are allowed.
Exhaust: Only the "Weiner" or "Weenie" pipe and the RLV Mini 91 screw-in muffler are allowed.

e. Comer® K-80®:

1. Minimum weight: 250 lb.
2. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.
3. JC karts may compete in JB. The driver must meet JB age restrictions and the kart must be compliant with JC requirements.

F. JUNIOR CLASS C (JC):

This is a Regional-only, restricted availability class; available by prior approval from the SCCA® National Office only.

1. Ages: 5 years to 8 years
2. Chassis size: "Baby," "Kid" or "Cadet" racing-style chassis only. Maximum wheelbase = 950mm. Larger chassis are inappropriate for this class regardless of any modification.
3. Tires: Brand & compound are open.
Front, maximum indicated dimensions: 4.60/10.0-5.
Rear, maximum indicated dimensions: 5.00/11.0-5.

4. Engine:

a. Honda® GXH50®:

1. Minimum weight: No restriction imposed at this time.
2. Operating requirements: Must comply with GXH50_Class_Rules.pdf (see SCCA® website or contact Solo® Department for details). The yellow oil alert wire must be disconnected or cut.

b. Comer® C50® & C51®:

1. Minimum weight: No restriction is imposed at this time.
2. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

G. ADDITIONAL CLASSES:

Regions may add Formula Junior classes which extend the maximum age range, but such classes may not allow additional modifications beyond those of JA/JB as documented herein.

H. ACTION OR PROTEST:

Any disciplinary action or protest needed to be taken against a Junior Driver and/or kart will be addressed to the parent/legal guardian listed on the Minor Waiver of that Junior Driver.