



This document serves as a supplement to the National Karting Alliance Sporting Regulations. Any rule found below supersedes those found in the NKA Regulations.

All competitors are urged to check for updates at nkaonline.com/rules prior to each event.

Consumable Specifications

It is the right of NKA events to declare the requirement of certain consumables such as tires, fuel, and/or oil. Fuel and competition tires are to be purchased from the Stars Championship Series. Oil is to be sourced by the competitor.

SPEC FUEL (ALL CATEGORIES) - VPMS98L

SPEC OIL - ELF HTX909 / MOTUL 2T (7OZ PER/GAL)

SPEC TIRES (IAME KA) - MG SH (RED) (4.60-5 X 7.10-5)

SPEC TIRES (MINI - MICRO) - MG SH (RED) (4.60-5)

SPEC TIRES (GEARBOX - OKN) - MG SM (YELLOW) (4.60-5 X 7.10-5)

RAIN TIRES (ALL CATEGORIES) - MG WT ONLY (NOT SUPPLIED BY STARS)

All competition tires must be issued from the Stars Championship Series. All IAME categories are required to use one set for all competition sessions (beginning with new tires for qualifying). Gearbox and OKN categories will have a second set which may be deployed at the driver's discretion (the second set must also come from series).

EVENT COMMUNICATION

Pre-Event: Prior to an event, please see www.starschampionshipseries.com for all information about our events.

During Event: While we make announcements, Stars uses Discord, a free app, for all event communications. Please reference the 'Using Discord' document on our website and in your registration packet for detailed information on how to download and use the app.

There are three channels that you'll use during your event; event-announcements, event information, and help-desk. If there is a need to make an announcement we'll do it in the eventannouncements channel. For PDF images of the Event Schedule, Schedule of Sessions, and some other documents you'll find those in the event-information channel.

Need to ask a question or get some help? Then the help-desk is your go-to. It's fast and monitored by multiple Stars staff members during an event, and your fellow racers also will help as well. A friendly reminder that this isn't the 'opinion-desk', or the 'complaint-desk', and we do reserve the right to issue a penalty based on the use of foul language, attacks, or any general douchebaggery. It's a great feature with a helpful vibe. Keep it that way.

COMMON FORMS

Facility Map: Shows all pertinent information about locations of areas, such as Registration, Tech, Tire Pick Up, Track Entry/Exit, Scales, etc. Please review prior to the event.

Light Location: Stars utilizes a track safety light and information system. You'll see a form that will show you the locations for lights, the Information Boards, and the Start Light. If we feel we need to revise those locations we'll update the image and let you know.

Event Timeline: Shows the times things are open/closed during an event. We work to strictly adhere to this schedule.

Schedule of Sessions: This is the document that shows when you'll be on track. This document is offered as a reasonable approximation of when you can expect to be on track, but Stars reserves the right to modify as necessary. Modifications are posted to the Stars Discord page.

Protest Form: The Protest Form can be found with the Penalty Steward.

LIVE TIMING

Stars uses Alpha Timing & Race Hero to broadcast live scoring, beginning with Round 4 of practice on Friday. This is not official timing information, and is for entertainment purposes only. All official results are posted on your class Discord page.

PIT CLEAN UP

Don't be that guy (or girl). Take pride in our event, your area, and our tracks over the course of the event. The facilities will all have regular trash pick up and/or dumpsters. Do your part and toss your trash during the event. When you leave? Take your tires, fuel cans, etc home with you. It's the right thing to do.

EVENT FORMAT | Stars Supplement

Our events are progressive, beginning with qualifying on Saturday morning and culminating in the Final on Sunday afternoon. Your qualifying time will line you up for all heat races. The points you earn in the heat races will determine your Pre-Final starting position. Your Pre-Final finish position will determine your starting position for the Final.

You will earn championship points for all heats, pre-final, and final.

QUIET GRID

For information about the Quiet Grid, and other helpful information about grid procedures, please see the referenced regulation.

LEAVING YOUR KART ON TRACK

If you have a mechanical or stop for whatever reason on track, it is your responsibility to get your kart moved out of the way to a safer location, and then yourself. It is not the responsibility of track staff to do this for you. Obviously younger, smaller drivers are an exception.

Series Decals

All karts shall display all event or series required decals in the correct positions if required by the event. Decals representing conflicting brands/companies are expressly prohibited.

Competition License

All competitors are required to have a current Stars Championship Series competition license to participate in any Stars event.

Entry for an Event

The Legal Entrant must enter a Stars event prior to going on course for any official session of the event. Entry to a Stars event does not guarantee the Legal Entrant any additional benefits, points, or awards, and may not be used in any protest or appeal. Entering an event implies that the rules and standards have been agreed to by the Legal Entrant. Any entrant must be registered for the event prior to the start of qualifying.

Technical Inspection Form

At any Stars event, it is the responsibility of the entrant/ driver to maintain all facets of safety for their vehicle, and not the Stars, for all sessions related to the event. To ensure that the entrant/driver is aware of this responsibility Stars requires the use of the Safety Inspection Form. This form is to be filled out and signed by the entrant and handed in as they enter the grid prior to their qualifying session. The event officials may do spot checks during an event. It is acceptable for a Stars event to require a pre-tech inspection as opposed to the Technical Inspection Form, and is at the discretion of the event officials. All competition tires must be claimed on the technical inspection form and match the barcode numbers in the Stars tire scanning system.

Technical Compliance

For all Stars event sessions, drivers are required to meet all technical requirements as outline in the regulations (including safety tech standards, tire manufacturer and compound, registered kart numbers, engine compliance, etc). Note: Corresponding

Evinco tires will be permitted for use in free practice only. Transponders are required by Free Practice 4. Failure to meet these requirements may result in removal from course.

Suits

Driving suits of one piece design made of abrasion resistant material are required. Nomex and similar materials are not permitted.

Restarting of Karts

Restarting of a kart during green conditions is allowed (excludes OKN category), but is the sole responsibility of the driver. If an official is required to assist or directs you to abort your attempt at restarting, the driver will be removed from the course immediately. If the driver is unable to restart, it is the sole responsibility of the driver to remove the kart from the course to a safe location. Failure to comply shall result in a penalty. Consideration will be given to drivers unable to remove the kart under their own power.

At no time is an OKN permitted to restart on the racing surface. Any attempt to do so will result in removal from course.

Event Format

Each Stars event will have the following format; Official Practice, Qualifying, 2 Heat Rounds, Pre-final, and Final. Beginning with the 2022 season, all sessions will be determined by time and not laps. The exact duration of each session will be as follows.

Qualifying - 7min

Heat - 8min + 2 laps

Pre Final - 12min + 2 laps

Final - 15min + 2 laps

Qualifying determines the starting position for both Heats. Heat points determine the starting position for Pre Final. Pre Final finishing position determines starting positions for Final.

At the point a category exceeds 40 entries, the category is to be split into A and B groups. All practice/warmup sessions will be run in the group assigned to you at entry and designated by the group decal on your driver fairing. Qualifying groups will be determined by the final practice session on the official practice day (note* this only sets the group and not starting position for qualifying). Heat groups will then be determined by qualifying position (odd = A, even = B). A and B will compete in their corresponding group for both Heat Races. Using accrued points, the top 30 drivers from the Heat Races will advance to the A Pre-Final, with all remaining drivers advancing to the B Pre-

Final. Drivers who make the A Pre-Final are guaranteed starting positions in the Final. The top 10 finishing drivers in Pre-Final group B will directly advance to the Final, being placed in order of finishing position at the rear of Pre-Final group A (positions 31-40).

Race Drop

The Stars Championship Series will count your three best point events to determine championship results out of the four events each season. Event points are determined by all points accrued during the course of an event (heats/pre final/final). An event with a disqualification for an illegal performance modification, use of unauthorized or false parts, or for unsportsmanlike conduct may not be used as a drop. An event with any other general disqualifications may be used as a drop event.

Timing Procedures

For qualifying, the time clock will begin when the grid is released and the checkered will be thrown when the time clock reaches zero. For all other official sessions, the time clock will begin at the start of the race. When the time clock reaches zero (+- 5 seconds at the discretion of the head flagman) drivers will be shown two to go, followed by white, followed by checkered. In the event of a red flag, time will be paused until the track returns to yellow. Functions of time are not protestable.

Rolling Start Procedures

Formation Cone: Once a class has left the grid, they can proceed at a reasonable speed until they reach the Formation Cone, typically half-track distance. At the formation cone, it is the responsibility of the pole sitter to bring the field to pace speed and allow the field to properly line up.

Commitment Cone: Once the pole sitter reaches the commitment cone, the field is now set. Drivers late leaving the grid, who are attempting to regain their starting position, at this point must halt and line up where they are. This applies only to rolling starts. Once leaders have reached the commitment cone the grid will close. Commitment cone procedures reset in the instance of an aborted start.

Tram Lanes: At all starts (with the exception of a standing start), all drivers are to stay fully within their tram lanes. Once the race has started, racing has begun and drivers can then move out of the tram lanes. If Tram Lines do not exist, then each lane is expected to be formed directly behind the pole and off pole karts, who will place their karts at 1/4 distance from the inside or outside of the edge of the course.

Rolling Start - Start Zone

Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 20mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced 40-60 feet apart. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or green flag to signify that the race has started once the leader has started the race. There is no waived start, except with unsafe conditions as determined by the Race Director and/or Head Flagman.

If the leader goes before the first set it shall be considered a jump start and is subject to infraction. If the pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. No driver may lead the pole sitter out of the start zone. If it is deemed that a driver has led the pole sitter out of the start zone and the race has started it shall be considered a jump start and shall be subject to infraction.

Light Procedure (primary): The red lights will be fully illuminated as the field approaches the Start Zone. When the pole sitter starts the race, the red lights will go out signifying to the field the race has started. If the start is aborted, the red lights will remain on and two orange lights will illuminate.

Flag Procedures (secondary): When the pole sitter starts the race, the head flagman will waive the green signifying to the field the race has started.

Standing Start

Drivers will leave the grid, arrive at the start area, and pull into their grid position. The driver is to stay on or behind the grid line for the entirety of the start procedure. When the field is set, the official 'holding' the field will move off course, which indicates the start sequence is beginning. Any movement once the start sequence begins will be a jump start.

Light Procedure (primary): As the field approaches the starting grid, the lights will be off. When the field is properly set and the official 'holding' the field moves off course, four lights will illuminate in a sequential sequence. The race will start when the four lights go off. If the start is fully aborted, the red lights will remain on and two orange lights will illuminate. If the start is partially avoided (to remove a stalled kart once the start sequence has commenced), an official will return to the front of the grid and the start sequence will run again when that official indicates and leaves the front of the field.

Flag Procedure (secondary): When the field is set, the official 'holding' the field will move off course, which indicates the start is imminent. The flagman will raise their hand

indicating roughly 5 seconds to green. At roughly 5 seconds, the starter will waive the flag and the race has begun.

Single File Restart The start zone is to be used as the standard for single file restarts with the field lined up in order, nose to tail. The lead kart will choose the inside or outside tram lane and will use the basic start zone procedure. If a start is aborted, all starting procedures (including formation and commitment cones) will be reset.

Aborting a Rolling Start: Per Stars regulations, rolling starts will only be aborted if the attempted start will create an unsafe situation on the circuit. If the start is aborted the orange abort light will illuminate on the right side of the CIK light board and be accompanied by yellow flags. All other starts will be executed with penalties issued as needed. Any driver found to carry the sole responsibility for an aborted start may be issued an incident responsibility penalty.

Aborting a Standing Start: If a driver(s) stalls their kart, or has any mechanical issue, prior to the start they are to immediately put both arms up in the air. If it is prior to the start sequence the field will be sent for one lap. The driver(s) who stalled will be started once the field has moved and will be restarted in order of position. The stalled driver(s) will take their place at the back of the grid for the start, and their initial grid position will be left open.

If the driver stalls during the start sequence they are to raise both arms signifying the stall to other drivers behind them, with those drivers. This will be a partially aborted start and they will be moved to the side of the course, with the start sequence commencing once they are moved. They may restart following the completion of the start sequence.

Post Race Scale Procedures

All drivers shall be weighed with their karts immediately after every official session. The post-race scale area is restricted to drivers only. Restricted area infractions may result in penalties for associated driver(s).

Drivers and karts shall be weighed together and must maintain or exceed their minimum weight for more than three seconds. If parts or pieces have come off the kart, they are not to be included in post-session scale procedures. Drivers shall not add any weight to themselves or their karts between the finish of the session and weigh-in.

Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, "zero" the scales, and immediately make a second attempt.

Only a credentialed Stars official may issue a DQ for weight infractions.

Push Back Bumpers (PBB)

The Stars Championship Series requires use of push back bumpers for all single speed categories. PBB regulations can be found in detail in section **20.2.23** in the NKA Regulations.

Rain Regulations

20.1.24.3: Rain tires shall be MG tires manufactured specifically for use in wet weather conditions. The number of sets of rain tires is not regulated, and they are not required to be new. It is not the responsibility of the series to have a ready supply of rain tires. Rain tire inventory is at the sole responsibility of the entrant.

It is at the discretion of the competitor to determine the use of dry or wet tires depending on conditions. Once the grid has been released a driver shall not re enter the pits to make any changes to the kart. The Race Director retains the right to remove a driver whose tire choice may result in a dangerous situation.

The decision to halt an official session due to a change in course conditions (typically dry to wet or vice versa) is solely based on the performance of the preferred tire choice for those conditions.

When a driver chooses to utilize approved MG rain tires, they are permitted to change the airbox and spark plug to wet weather specifications.

The following minimum widths apply to all conditions, wet weather included;

20.2.3: Overall Kart Width

20.2.3.1: All standard full-size karts: 55 1/8" in. maximum,
53" minimum

20.2.3.2: Cadet/Sportsman Chassis: 50 in. maximum, 41" Minimum.

PENALTIES

The primary list of penalties can be found in section 10.10.3 in the NKA Sporting Regulations. In addition, we would like to clarify the following penalties utilized during Stars competition.

Unsportsmanlike Conduct – Exclusion from Session

Severe Unsportsmanlike Conduct – Exclusion from Event

Loss of Weight – Exclusion from Event

Loss of Battery (excludes mechanical failure) – Exclusion from Event

PROTESTS

If you feel that you have incurred an incorrect penalty, your sole solution is a protest, and you get one for the event so use it wisely. Penalties can and do get overturned for any number of reasons. And remember, getting a penalty isn't the end of the world. It happens.

The Penalty Steward is your resource for navigating your protest for you. They will have the forms, will accept payment (\$250 cash only), and will manage your protest through its conclusion. Incidents for which a penalty was not already assessed cannot be protested. The Protest Steward does not call penalties, and is not on the track. They are your representative so please treat them with courtesy and respect as they are working to help you.

In order for onboard camera (GoPro) footage to be admissible in a protest, the date and time must be accurately set in the camera's settings.

The Penalty Steward does not rule on a protest.

Note: It is your responsibility to define your case clearly, and with evidence. Camera footage may be allowed if it clearly shows the incident (not the result of the incident).

Do;

- Identify to the Penalty Steward you feel you had an incorrect penalty called and ask for a protest form.
- Fill out the form clearly, and be ready to provide evidence to support your position ●
Have your payment and form ready
- Come back to the Penalty Steward when he/she reaches out to you regarding your protest.
- Most of the time the Race Director will speak with you, but it is not always an option.

Don't;

- Run to the Penalty Steward asking about all of the details of your penalty, or demanding to know why you received a penalty. He/she does not have that information.
- Ask to talk to the Race Director. The Race Director is actively engaged in directing the race and will only be involved once a protest has been filed.

- Show the Penalty Steward your video, as they are not the one that is making a decision.
- Argue about the penalty with the Penalty Steward.

PUSH BACK BUMPER PENALTY RESOLUTION

If you receive a PBB penalty, and feel that it is not correct, these are the reasons Stars will accept to consider a reversal. You get one opportunity per weekend;

1. You hit an object other than another kart that deployed the PBB.
2. You hit some element of the track (not as part of an incident such as spinning and hitting a barrier) that deployed the PBB.

If you have contact for any reason with another kart and the PBB deploys, it will result in a penalty.

Articles 30 and 40: Engine Standards

OKN US Supplement: See below for any US supplemental regulations for OKN category. Anything not specified here will revert to the CIK documents pertaining to OKN.

Carburetors: Carburetor type must be a 24mm butterfly carb which has been homologated for OKN as prescribed by the CIK regulations.

Airbox: All engines must be fitted with a CIK homologated intake silencer which features 2 ducts with a maximum diameter of 23mm per duct.

Exhaust: All engines must be fitted with a mono-type exhaust as prescribed by the CIK regulations.

Ignition: All engines must be equipped with a CIK homologated digital-type, nonprogrammable ignition with an integrated rev limiter with a 15,000 rpm maximum.

Stars observes all IAME USA East engine regulations found at <https://iameusaeast.com/pages/technical>

IAME SSE: All IAME SSE engines will be teched to the 2021 engine standards per the 2021 IAME USA engine regulations.

Stars observes all ROK CUP USA engine regulations found at <https://rokcupusa.com/rules/rok-cup-usa-series/>

Stars observes all CIK engine regulations for KZ and OKN found at <https://www.fiakarting.com/page/homologated-equipment>
https://www.fiakarting.com/sites/default/files/2023-03/6.0_RT2023.pdf

KZ and OKN entrants shall be required to present homologation sheet at the request of tech.

KZ entrants may declare 2 engines on technical sheet for use during a single event. If at any point the competitor changes to an engine which has not been declared on the technical sheet and turned in at qualifying, that competitor will start the next competition session at the rear of the grid.