



BOON & Sons Central Division

East Lansing Kart Track - Bath, MI
June 29th - July 1st



Parking is tight at East Lansing!

We'll be selling the closest pit spots for \$30 each on Friday and Saturday morning. If you have special needs prior to the event, please contact greg@cupkarts.com

Weekend Schedule

All times are subject to change, please refer to PA announcements throughout the weekend

Friday

Practice: 11:00am to 6:00pm
Pre-tech: 12:00pm to 6:00pm

Saturday

Pre-tech: 8:30am to 10:00am
Registration: 8:30am to 11:00am
Practice Round 1: 10:00am
Practice Round 2: 10:50am
Practice Round 3: 11:40am
(Lunch Break)

Drivers Meeting / Door Prizes: 1:00pm
RLV Fastest Lap Qualifying: 1:30pm

Heats Round 1: 2:15pm
Heats Round 2: 3:15pm
Features: 4:30pm

NORAM Awards Podium: 6:00pm

Sunday

Practice Round 1: 9:00am
RLV Fastest Lap Qualifying: 10:00am

Heats Round 1: 10:45am
(Lunch Break)
Heats Round 2: 12:15pm
Features: 1:30pm

NORAM Awards Podium: 3:00pm

Running order for all rounds:

CRP Sportsman (8-12, 265lbs)
Coyote Motorsports Senior Heavy (15+, 390lbs)
Kid Karts (5-8, 170lbs)
CKT Senior CIK (15+, 360lbs)
Viking Kart Products Junior (12-15, 320lbs)
ZAMP Helmets Masters (35+, 390lbs)
Faster Motors Senior Medium (15+, 360bs)

Spec fuel is 87 Octane gas from any pump at the Speedway gas station, **111 W Lake Lansing Rd, 48823** (517) 332-6760, Open 24 hour a day!

It is HIGHLY advised to follow these steps to ensure you pass fuel tech:

- When getting gas from the pump, put the first gallon of fuel into your truck or another container, incase the previous customer purchased a different octane fuel that still remains in the hose.
- Remove and completely empty your karts fuel tank before refilling. Siphoning or disconnecting a fuel line may leave fuel in the tank, and has caused fuel DQ's in the past.
- Tech will provide complementary fuel tests at any time.

Commonly asked questions and reminders:

- Tech inspections may take place at any time after qualifying.
- You must race all races on the same tires used in qualifying each day.
- New tires are allowed Saturday and/or Sunday at racers discretion.
- In the event of rain, Series officials may delay a reasonable amount of time in an effort to complete as many races as possible on dry tires
- Tires are available for sale at the track by Michigan Kart Supply
- Rear Bumpers should not extend past rear tires unless rain tires are being used
- Metal bumpers must have an upper and lower bar present
- Double check for all your required safety wiring and break tethers
- No more than 7lbs of ballast per 5/16th bolt
- Although pre-tech is mandatory, passing pre-tech inspection is not a guarantee of a karts level of safety or it's legality

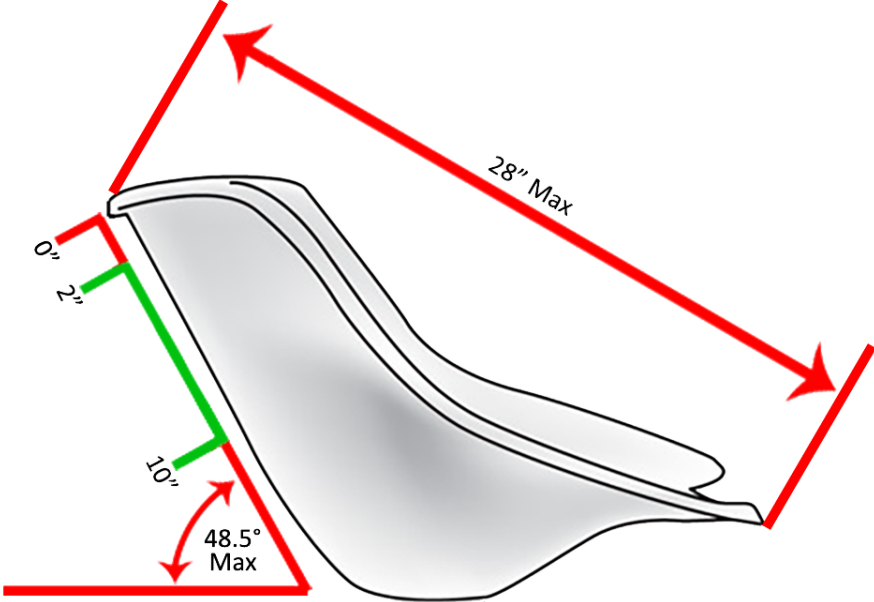
Effective immediately, we will be implementing the no pushing rule while approaching the green flag that was enforced at round 1:

There is to be no pushing or bumper-to-bumper contact on the start. Drivers caught making contact prior to the green flag being displayed will receive a 2 position post-race penalty. In most cases, the attempt at a start will not be waived off for drivers pushing.

Reminder: Sportsman karts running "Full Bodied" noses are not permitted to have a steering fairing installed on their karts.

With the addition of the Senior CIK Class, some rules clarifications and specific dimensional requirements have been added. Please see page 2 of this document to make sure you understand the class requirements.

CIK CLASS SPECIFIC

Wheels	Any commercially available 5" diameter wheels. CIK Class max widths 5.625 Front, 8.50 Rear
Bodywork General	<p>Bodywork is defined as nose cones, side panels/pods and steering fairings attached to the kart.</p> <p>All bodywork components must have been publicly available for at least 30 days prior to their use in competition.</p> <p>Other than data acquisition equipment, motorsports camera or graphics; no items may be attached to any bodywork components.</p> <p>No part of the bodywork may be used to hold fuel or ballast. Bodywork must be in good condition and properly mounted. Loose bodywork may result in a black flag. Karts must have all bodywork elements installed. No modifications are allowed to bodywork components other than modifications to allow engine starter access or to achieve reasonable clearance to wheels/tires and steering components.</p> <p>Plastic, fiberglass or similar materials only. No metallic or carbon fiber bodywork permitted.</p> <p>Classes specifically designated as CIK classes must follow the CIK bodywork specifications.</p>
CIK Seat	<p>Seats must have rolled edges at top and bottom edges. Other than repair or reinforcement, no additions will be permitted to the seat from it's original design. Speedway or "laydown" seats (seats with a raised back) are not CIK seats. Seats design must closely resemble the diagram below.</p> <p>Seat may be no longer than 28" as measured from the center of the seat back to either forward portion of the seat including the rounded edges. This will be measured with a 28" no-go gauge.</p> <p>The Maximum seat angle will be measured at any point between 2" and 10" from the top edge of the seat. No measurements will taken within 2" of the seats spine depression. At a minimum, seats angle will be checked in two places, one on each side of the spine depression.</p>  <p>All measurements will be "as raced", on level ground with the driver out of the kart. In the event a tire has lost air before inspectors have checked a seats legality, all tires will be reset to 10psi.</p> <p>Although the seats manufactured by NEK/JECKO do not meet the 28" length measurement, they are considered CIK seats and therefore legal for use.</p>