

2019 ICP CUP Updates



2019 In City Prints Cup Competition Rules & Regulations
Updates to Rules

4/13/2019

- **Sprint Regulations 4.5.3 Final Lineup:** Final line up will be based on the results of the Pre-Final finish order; row placement will be determined by the fastest qualifier.

Example: First place finisher of group A and B will be row one. The faster qualifying time of the two, determines pole or off pole. The same process will continue for all rows through row 11. Position 23 through 28 will be based off the finish order of the LCQ. If the fastest qualifier of the day finishes outside of the top 11 position of their Pre-Final, they will start the final in the 22nd position.

- **Sprint Regulation 10.3.1.1** At the Race Directors discretion Shifter and Shifter Masters class may be combined for heads up racing. Classes will be scored separately.

5/1/2013

- **Road Race Regulations 13.1 Registration Fees:** Remove "Yellow Card"
- **Road Race Regulations 13.1 Registration Fees:** Racers may pre-register using www.motorsportsreg.com. Or mail registration form. Mail instructions on the form.
- **Road Race Regulations 14. Race Groups:** Change Group 2 times to be 30 minutes for all classes.
- **Road Race Regulations 14. Race Groups:** Change Group 4 Time for Honda CR80 to be 45 minutes.
- **Road Race Regulations 15 Championship Classes:** 80-100cc Open Weights:
 - 100cc Clutch Enduro Open- 410
 - 80/85cc Honda Open- 400
 - 100cc Clutch Enduro- 390
 - 100cc Clutch Sprint- 360
- **Road Race Regulations 15.3.1 Flywheel and Stator:** Flywheel and stator must be Stock 1999 Honda CR125 parts, marked KZ4R. No material may be removed from Flywheel. Flywheel key may not be machined to offset timing. Stator may be mechanically advanced or restarted but must remain in a fixed position while running. Factory stator plate only, no modifications allowed. Factory slots must not be altered in anyway. Blue stator timing plate is optional. Flywheel and base plate will have part # KZ4R imprinted on it. Timing slot size .392"- .394" end to end no modifications. Only unaltered Honda factory plate screws part # 96001-06032-00 allowed.
- **Road Race Regulations 15.3.2 Transmissions:** Only 6 Speed Transmissions will be allowed.
- **Road Race Regulations 15.3.3 Carburetor Boot:** The Stock 1999 CR125 30° Boot required. Honda Part# 16221-KZ-A10, marked KZM4 on boot.

Points 1.7:

Finish	Points	Finish	Points	Finish	Points	Finish	Points
1	200 + # of Entries	9	150 + # of Entries	17	124 + # of Entries	25	105 + # of Entries
2	190 + # of Entries	10	145 + # of Entries	18	121 + # of Entries	26	103 + # of Entries
3	180 + # of Entries	11	142 + # of Entries	19	118 + # of Entries	27	101 + # of Entries
4	175 + # of Entries	12	139 + # of Entries	20	115 + # of Entries	28	99 + # of Entries
5	170 + # of Entries	13	136 + # of Entries	21	113 + # of Entries	29	97 + # of Entries
6	165 + # of Entries	14	133 + # of Entries	22	111 + # of Entries	30	95 + # of Entries
7	160 + # of Entries	15	130 + # of Entries	23	109 + # of Entries	All remaining finishers will receive 1 point less + # entries.	
8	155 + # of Entries	16	127 + # of Entries	24	107 + # of Entries		

6/7/2019

- **Sprint Regulations – General Race Procedures**
- 6.3 – Helmets must be worn at all time when operating Bicycles, scooters, skate boards, etc. These will not be allowed in pit area during practice/race times. Race Director may make exception during Road Race events.
- **7.3** - All procedures, rules and regulations that apply to competition shall also apply to practices.
- **7.4 - Jr. Drivers:** Jr. Classes should be should be separated at all times. Nevertheless;
 - **7.4.1 - Kid Karts:** Will not be allowed on the track at any time with any other classes. Kid karts will have the track to themselves at all times.
 - **7.4.2 - Jr. I or Cadet Classes:** Jr. I Classes will not be permitted to practice, qualify or race with any Sr. Classes. At the discretion of the Race Director, Jr. I and Jr. II classes may practice, qualify, and race together as long as they do not compete and are scored separately.
 - **7.4.3 - Jr. II Classes:** Jr. II Classes will be allowed to practice, qualify, and race with Sr. Classes as long as they do not compete and are scored separately.
- **7.5 – Competition:** All drivers are reminded to remain alert and respect fellow drivers at all time.
 - **7.5.1 - Starts:** Caution will be taken during all started due to the close proximity of karts to one another. Drivers should avoid sudden changes, and if evasive action is necessary, care is need to ensure the intended course is clear.
 - **7.5.1.1** - Once karts have left the grid and the 90 second clock has expired, karts that leave the track and enter the pits may not return to the track unless directed by the Race Director.
 - **7.5.1.2** - If an entry is scratched before the karts leave the grid, the karts will be crossed over to make the grid correct. If a kart is scratched after leaving the grid, the karts will fill the empty position by moving forward.
 - **7.5.2 - Established Course:** Drivers are to follow the established course, with all four wheels remaining on the track. Any driver that leaves the course or attempts to cut the apex of a corner while attempting to make a pass may be assessed a penalty or disqualification. Deviation is only acceptable when avoiding an accident.

- **7.5.3 - Re-entering the course:** When a driver leaves the racing surface they may re-enter if only under their own power, no outside assistance will be allowed. A driver may only enter the racing surface at a point that will allow them no advantage of time and or position. When re-entering drivers are to take care to avoid other karts and away from the established line while allowing competing karts sufficient room to pass.
- **7.5.4 - Overtaking:** When two or more karts enter a corner the lead inside kart will have the right away. All karts will maintain a constant line through corners and avoid sudden changes.
 - **7.5.4.1** - For an overtaking kart to establish position, they must have the centerline of their front axle midway between the lead kart's front and rear axle as they enter the corner.
 - **7.5.4.2** - Once an overtaking kart has established position, the lead driver must maintain position. Both karts have equal right to the corner and will give the other racing room. This does not obligate either driver to concede the corner.
- **7.5.5 - Defending:** Drivers are allowed to make one (1) lane adjustment coming to a corner. If an overtaking driver has broken the rear plane of the lead kart with the nose of their kart, the lead kart may not make a lane adjustment.
- **7.5.6 - Lapped Drivers:** Drivers that are being lapped will not impede overtaking karts. When receiving the blue flag, they will maintain their position and allow the overtaking driver to pass. It is recommended that when being overtaken lapped driver should signal to the faster kart what side is the safest to make the pass.
- **7.5.7 - Signaling:** Drivers are required to signal other drivers by rising one arm when the following occur; entering/exiting racing surface, slowing, obstruction or incident on track.
- **7.5.8 - Disabled Karts:**
 - **7.5.8.1** - No drivers will be allowed to continue if they must get out of their kart for any reason, except in the case of a Red Flag or in a Hot Pit area.
 - **7.5.8.2** - Any drivers unable to continue due to a dead engine (karts with onboard starters excluded), mechanical failure, or lack of fuel will move their kart well off the racing surface to a safe position or assist the corner marshal in doing so. The driver then moves behind the nearest protective barrier. Do not attempt to move the kart back to the pit area until the conclusion of the race.
 - **7.5.8.3** - Kart Retrieval Vehicles will remain behind protective barriers until directed to proceed by the Race Director. They must wait until the conclusion of practice, qualifying, and racing. All karts must be off the track or stopped prior to entering the racing surface.
- **7.5.9 - Post-race Inspection:** After the conclusion of qualifying, pre-final, or final, drivers will immediately proceed to the scale to be weighed. Failure to make scale, make minimum weight, carrying weight on the driver, or failure of driver to identify themselves to officials will be grounds for disqualification from that portion of the event. After the final karts and drivers will proceed to the designated impound area.
 - **7.5.9.1** - The Race Director and Head Technical Inspector must review all Tech Disqualifications. At the Race Director's discretion, they may advise with other resources for clarification in order to make a final decision.
 - **7.5.9.2** - The addition or removal of weight other than fuel during the race is prohibited.
- **7.5.10 – Drinking Water Before scales:** If authorized by the Race Director, competitors may drink water from a clear plastic bottle. No more than 16.9 oz. may be consumed. Any competitor that pours the water on themselves or equipment may be penalized.
- **7.6 - Radios:** Radios or other electronic communication devices are prohibited in Sprint events. The use of radios will be allowed in senior Road Racing classes only.
- **7.7 - Videos:** Video or recording equipment are not allowed to be worn on the driver, including helmets. In City Prints Cup Officials will not review any video taken by any driver, crew or interested bystander as part of a protest or grievance.

- **7.8** - Each host club is responsible for providing an AMB transponder timing and scoring system at their In City Prints Cup Event.
 - **7.8.1** - The host club shall place a “Mychron” beacon on the inside or outside of the track for the duration of the In City Prints Cup event.
 - **7.5.2** - The host club is responsible for providing race result to the In City Prints Cup Coordinators and In City Prints Cup Scoring Chairperson within 72 hours of the end of the event.
 - **7.8.3** - The In City Prints Cup Coordinator will supply the results to the other Northwest Karting Association member clubs on a timely basis.
- **Sprint Racing Regulations:**
- 9 – Kid Karts
 - 9.1 - The Kid Kart will be a non-competitive class for the NW Gold Cup, and no points will be awarded.
 - 9.1.1 Kid Karts will run two (2) sessions during lunches and breaks Saturday and Sunday.
 - 9.1.1 Kid Kart participation will not count toward overall kart count.
 - 9.2 - **Kart Specifications:**
 - 9.2.1 - Engines: The following engines will be the only engines allowed for the Kid Kart Class:
 - Comer 50/51
 - Honda GXH 50
 - Honda GX 35
 - **9.2.2 - Wheel Base:** 29-inch minimum, 31.5-inch maximum.
 - **9.2.3 - Width:**
 - 9.2.3.1 - Front: Maximum, 40-inch, Minimum (non-tech)
 - 9.2.3.2 - Rear: Maximum, 42-inch, Minimum, 39-inch
 - 9.2.4 - No “offset” chassis allowed.
 - **9.2.5 - Seat:** May not be offset beyond the outside of the left frame rail. Minimum height to the top of the center seat back will be 12-inch.
 - **9.2.6 - Throttle pedal:** Must have a secondary retraction spring to return the carburetor to idle when the pedal is released.
 - **9.2.7 - Bumpers:**
 - **9.2.7.1 - Rear Bumper:** A CIK style plastic bumper will be allowed. Steel tube bumpers will be of a continuous loop with vertical or angled bracing connecting the upper and lower tubes. The bumper may not extend past the outermost edge of the tires. Maximum width will be 42-inch with the upper tube higher than the rear axle.
 - **9.2.7.2 - Front bumper:** Steel tubing with a diameter of .063-incs or 16 mm.
 - **9.2.8 - Body Work:**
 - **9.2.8.1 - Front Spoiler:** CIK style and material will be required. The front Spoiler must not extend wider the front wheels.
 - **9.2.8.2 - Side Pods:** CIK style and material.
 - **9.2.8.3 - Nassau Panel:** CIK style and material will be required. Maximum width of the panel is 9-inch. The Nassau Panel may not extend any higher the highest point of the steering wheel.
 - **9.2.8.4 - Damage:** If at any time bodywork becomes dislodged while the kart is in motion, the Driver will be shown the Mechanical Black Flag
 - **9.2.9 - Steering Wheel:** Maximum height of the highest point of the steering wheel will be 20-inch.
 - **9.2.10 - Drive System:**
 - **9.2.10.1 - Chain:** #219 Chain.
 - **9.2.10.2 - Gearing:**
 - Comer 50/51:
 - Driver – 10T
 - Rear Sprocket – 89T
 - Honda GXH 50
 - Driver – 15T
 - Rear Sprocket – 89T
 - Honda GXH35

- Per Track Regulations
- **9.2.11 - Tires:** Le Cont Option (Red)
 - 9.2.11.1 - Size: Front – 4.50-/10-5, – 4.50-/10-5
 - 9.2.11.2 - Rear Tire circumference: 33.75-inch maximum.
 - 9.2.11.3 - Maximum tire pressure not to exceed 20 psi when hot.
- **9.2.12 - Weight:** 160lbs
- **9.2.13 - Data acquisition** will be allowed.
- **9.2.14 - All safety regulation** that apply to other ICP Cup classes will apply.

7/16/2019

- 10.2 2-Cycle Classes

TaG Cadet	IAME Leopard 100cc	7 - 11	235**	Tillotson HL334A/HL334AB – Min. 2.6mm Squish, 17mm Intake, 25mm Exhaust header
	IAME Mini Swift		225**	Tillotson Mod. HW-31A (Unrestricted intake & exhaust)
	Mini RoK		225**	Dell'Orto PHBG ø 18mm carburetor
	Rotax Micro		220 **	
	Rotax Mini		265**	19mm intake, 18.2mm exhaust restrictor, must run Cadet Chassis
	X125T		245**	Tillotson 23mm HL360 AB Carb / Intake 17mm/Exhaust 22mm
	X125WC		245**	Tillotson 23mm HL360 AB Carb / Intake 17mm/Exhaust 22mm

7/22/2019

Sprint Kart Rear Bumper: A CIK style plastic bumper will be allowed. Steel tube bumpers will be of a continuous loop with vertical or angled bracing connecting the upper and lower tubes. The bumper may not extend past the outermost edge of the tires. Minimum Width is 53 ½ “ Inches with the upper tube higher than the rear axle. The gap between the bumper and the rear tire is a Maximum of 2” Inches