



San Diego Karting Association

Are you looking for a uniquely fun and affordable adventure in motor sports? Kart racing with the San Diego Karting Association is just the answer! Racing karts, specially designed for competition are about as similar to the typical yard cart as your family sedan is to a NASCAR racing car.

Racing karts offer extremely responsive handling and quick acceleration, comparable to much more expensive racing vehicles. Sitting less than 2 inches off the ground, kart racing is not your average adventure. Karting is a mentally and physically challenging sport offering all the thrills of full scale motor racing. Best of all, karting is structured for the entire family.

The explosive growth of race karts since the late fifties can be attributed to a variety of factors---amazing handling characteristics, exciting competition, mechanical tuning skills, sportsmanship, family fun and racer camaraderie.

Many drivers in NASCAR, CART, IRL and Formula One, such as Jeff Gordon, Michael Schumacher, Al Unser Jr., Michael Andretti, Scott Pruett, Sam Hornish, Helio Castroneves, Richie Hearn, Memo Gidley, and Alex Barron started in karting and often practice in karts. Whether you aspire to a professional racing career or are looking for a fun family sport right here in San Diego, karting is a front-row seat!

The San Diego Karting Association is a community organization formed decades ago to promote and conduct kart racing in the San Diego County area. SDKA is affiliated with the International Kart Federation (IKF) and adheres to all policies, rules and technical requirements of that organization. IKF is the oldest organization in karting, with more than 40 years of experience. Devoted to providing a safe and competitive racing atmosphere, SDKA is a non-profit organization relying on volunteers and membership input.

SDKA sponsors a full season of kart racing at two tracks: Cajon Speedway and Moran Raceway. The season usually includes two races per month. Our racing season runs from February through October.

The club encourages fellowship and good sportsmanship among its members, and family participation is encouraged at all our events. General membership meetings are the second Thursday of each month. Check out the club web page for the current location. Newcomers to the sport are always welcome to attend.

SPRINT RACING

Sprint is the original form of karting, and is extremely strong throughout the country. Drivers compete on short paved and twisty courses call sprint tracks. This is how the term sprint kart came about. These tracks are typically 1/2 to 3/4 mile in length. Both Cajon Speedway and Amago Raceway are sprint tracks.

Racing action on sprint tracks demands extremely quick reactions and reflexes from the driver. Requiring full concentration and focus, drivers often challenge each other wheel to wheel and nose to tail. The sprint racing format makes for a busy day to prepare for qualifying and the following rounds of race events.

Sprint Class Structure

Class structure with SDKA sprint track racing is designed for all ages, weights and competition levels ranging from 20 to 80 miles per hour. The 100cc single cylinder two-cycle air cooled engines are specifically manufactured for kart racing. This small 25 pound motor screams up to 19,000 r.p.m.'s, and rarely runs below 10,000. Some junior classes run restricted 100cc models. These two-cycle engines with centrifugal clutches require the use of an external battery-operated starter. Racing



Photo by Darrel Klassen – Pro Motion Event Photography



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octane gasoline with an oil mixture is used for fuel. Speed reductions are often mandated through carburetor restrictions, exhaust and weight variances.

Sprint Race Format

After a morning of two or three practice sessions there will be one or two pre-final "heat" races and one final (main) to determine the overall winner for each racing class. Individual time trials are used to qualify drivers for their race starting positions. In SDKA we also use the pea-pick format where drivers randomly draw a number for race starting positions. A rolling start is used. Members accumulate championship points that are rewarded at the season ending Championship Banquet.

SHIFTER RACING

Shifter or gearbox chassis are similar to sprint karts, but they have several key enhancements. Two-stroke, single cylinder water-cooled motocross engines are used ranging from 60cc to 125cc displacement capacity. The six speed sequential gearboxes often utilize paddle-type shifters on the steering wheel, just like Formula One cars. Shifter racing is one of the fastest growing divisions of karting, gaining national media exposure in television and print.



Photo by MLP Imaging – Photographer Mark LaCour

Shifter action is fast and furious, requiring super quick reaction and reflexes. Recommended for more experienced competitors, this level is often considered more expensive than other divisions due to maintenance and competition levels.

Generating close to 3G's in the turns, top speeds on short tracks approach 95 m.p.h. Zero to 60 is less than five seconds. On longer circuits, top speeds are over 120 m.p.h. An 80cc is also an eye-opening experience for the highly skilled driver!

Shifter Class Structure

Structure for classes is segmented by age, engine displacement, weight and skill levels. In SDKA we only run 80cc and 125cc classes for senior drivers, age 16 and up.

Shifter Race Format

In SDKA we follow the same practice and qualifying / pea-pick format. Standing Formula One style starts are implemented in double column multi rows.

ROTAX MAX & 125 TAG

The Rotax Max and 125 TAG (Touch and Go) classes bring meaning to the phrase "New Age Karting". These liquid cooled 125cc engines combine high performance and power, with reliability and low maintenance in a package that is definitely modern.

From start to finish, they are designed with comfort and ease in mind. With an integral electric starter and digital ignition, it represents the pinnacle of easy operation. As the engine revs out to 14,000 r.p.m.'s, vibrations are minimized with the aid of a balance shaft. The centrifugal clutch helps to avoid stalling, while insuring a smooth takeoff.

These purpose-built engines are extremely quiet because of their radical muffler designs. Operating temperatures are below other kart motors due to the efficiency of the radiator and cooling system.

With scheduled rebuilds in the area of 50 hours, the Rotax Max and 125 TAG are extremely low cost packages to operate. Most maintenance to be performed on a between-session basis revolves around typical cleaning and lubrication. This will allow you to spend more time on the track and less time in the pits.



Photo by Joe Hollinger

2004 SDKA Championship Classes

- Kids Karts** – age 5-7 years
- Junior 1** – 8-11 years
- HPV Cadet** – 8-11 years
- Junior Sportsman** – 12-15 years
- HPV Junior** – 12-15 years
- Jr. Super Sportsman** – 12-15 years
- Sr. Super Sportsman** – 16 and up
- Formula Y/C Heavy** – 16 and up
- HPV Senior** – 16 and up
- 80cc Shifter** – 16 and up
- 125cc TAG** – 16 and up
- Rotax Max** – min. age 25 years

HOW DO I GET STARTED?

The first steps are to join SDKA and IKF so you'll be familiar with class structure, rules and regulations governing the sport. Membership applications can be downloaded directly from the web sites (www.sdka.com and www.ikfkarting.com). As with any new venture, thoroughly educate yourself in all aspects of the sport. The Internet offers a wealth of information as do general publications to help you decide what class best suits you. Deciding factors should include what class meets your budget and what classes are popular in the San Diego Karting Association.

Come to the track on race day. Watch the action. Talk to the drivers and crews. Ask lots of questions. Take good notes. Talk with the local kart shops and dealers at the tracks. Talk to more than one source and consult current and former customers.



Photo by Darrel Klassen – Pro Motion Event Photography

Buying new or used? For first-time karters used is certainly more affordable. If you opt to purchase used equipment from an individual or kart shop, ask others locally about the performance history of the kart and compare pricing of similar offerings. Resist the urge to buy the first deal that comes along. Patience and wise shopping may realize a great purchase opportunity for good equipment that may be lost if you rush a decision.

New equipment is great. Make certain the chassis and motor are supported by the local kart shops. It's a good idea to find out what the front runners are using in the class that interests you. You will not go wrong from shadowing the successful front runners.

Driver safety equipment is a very personal decision. Budget must always be considered. The value of the driver's head and body will keep your choices all in perspective. Helmets and other safety equipment must meet current and anticipated IKF safety requirements. Understand those requirements before making those

all important investments.

There are several driving schools devoted specifically to karting as a source for driving instruction, safety and track etiquette. Seat time in the kart on practice days is also one of the best ways to become familiar with your new sport.

Get ready for an exciting and rewarding learning experience and best of luck in your new adventure!

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