2026 Track Rules

(DRAFT VERSION)

(Last Updated: April 4th, 2026)

2025 Class Champions

KID KART



Kevin Roberts

206 CADET



Dean Yates

206 ROOKIE



Arun Knauf

206 JUNIOR



Chris Moore Jr.

206 NOVICE



Paxton Kerber

206 SENIOR



Clay Robbins

206 MASTERS / HEAVY



DJ Morgeson

IGNITE SENIOR



Brody Strong

IGNITE HEAVY



Josh Cox

MINI SWIFT



Arun Knauf

2026 Club Officers

President	Jon Clem
V.P. of Operations	Chris Shearburn
V.P. of Competition	Brandon White
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1 - General Rules

Acronyms

Acronyms that may be referenced in this document:

MSKC (Mid State Kart Club)
NKA (National Karting Alliance)
CKNA (Cup Karts North America)
WKA (World Karting Association)

General

MSKC reserves the right to change the rules at any time during the season for the best interest of competition, the club, or its participants. Any rule changes will generally follow the guidelines set forth in the by-laws.

1.1 - Know the Rules

All MSKC participants should know and follow the rules that have been specified in this document as well as any other referenced documents.

1.2 - Participant Responsibilities

The driver or guardian of each kart is responsible for the safe operation and condition of their equipment, and are also responsible for their actions as well as any crew member's actions *(this includes family, friends, additional mechanics and/or kart handlers)* while participating in a MSKC event.

1.3 - Supplemental Rules

MSKC can implement supplemental rules during any event. Supplemental rules will take precedence over any written rule and can be delivered to the competitors in either written or verbal form. This can include e-mails, social media posts, driver's meeting, or an announcement over the P/A system.

1.4 - Drivers Meeting

All drivers entered are required to attend the driver's meeting. All minors must have a parent or adult representative in attendance as well.

1.5 - Pit Pass

During any race event at MSKC, everyone in the pit area are required to purchase a pit pass.

1.6 - No Smoking / Alcohol on Grid

Absolutely no smoking or any alcohol on the grid at any time. Alcohol is not allowed by anyone at any time during the day's racing event. See *Rule 3.7* for further rules on drinking and/or illegal substances.

1.7 - Driver Penalties

MSKC officials have the right to penalize a driver to meet the severity of the driver's actions. Some examples of the penalties could include: loss of position, start at the rear of the field, disqualification, probation, or suspension.

1.8 - Age Definitions

1.8.1 - Competition Age:

A driver's competition age is determined by the age that they will be on December 31 of that year. For example: A driver is 9, but will turn 10 in November. As their age on December 31 will be 10, that driver is considered to be 10 for that year *(competition age)*, but can take advantage of the Option Year *(see Rule 1.8.2)*.

Exception: The absolute minimum age to race at MSKC is 5. The driver must have had their 5th birthday before being able to compete at MSKC. Also, to move out of the kid kart category, the driver must have had their 7th birthday. A participant must be able to verify their age via a physical government issued document.

1.8.2 - Option year

The Option Year is designed to give drivers flexibility during transition years by allowing drivers to choose either age *(actual or competition)* they are in a calendar year as their competition age for the entire year.

1.8.3 - Advancing an Age Group

When eligible by age, drivers may move up to the next class. However, once they have completed one full event at the next level, they must decide whether to remain at that level or revert back to the previous level. Once the second event at the higher level has been completed, they must remain at that level at any MSKC event. MSKC will not take into consideration what classes drivers compete in outside of the MSKC events.

1.8.4 - Age Waiver

The sole purpose of an age waiver is to allow a driver to compete in a class, or classes, where they are not currently eligible by age. Applying for an age waiver requires an element of an extraordinary nature. Kid kart age competitors (5-7) are not eligible for an age waiver.

1.9 - Medical Conditions

1.9.1: It is not the duty of MSKC to determine the health status of each participant. Each participant must exclude themselves from participating if they have any condition known to them that a reasonable person would consider unsafe. MSKC will not be liable in the event there is additional injury or death from any medical condition.

1.9.2: These conditions, physical and mental, include but are not limited to: Pregnant women, diseased persons, persons with known or unknown medical issues, persons on medications known to cause impairment, anyone under doctor's care without express consent by doctor to compete, any person with a disability that would not allow them to manage the basic operation of a competitive kart.

1.10 - Drivers with Disabilities

1.10.1: If a driver has a known disability, and wishes to compete, they must contact MSKC to obtain the basic criteria to compete and to apply for a waiver. This is done to ensure the safety of the driver in question, as well as the safety of all participants at an event.

2 - Race Officials

2.1 - Race Director

2.1.1 - Race Director Duties: The Race Director will have complete charge of the race day event. All other officials are to report directly to the race day's designated Race Director. The Race Director shall enforce the rules of MSKC to the best of their abilities. The Race Director has the right to appoint anyone else they feel is necessary to help in the running of any MSKC event. The Race Director will have the final say in any dispute or ruling during a MSKC event.

2.2 - Tech Inspector

2.2.1 - Tech Inspector Duties: The Tech Inspector is responsible for the interpretation and enforcement of all technical rules. The Tech Inspector will supervise all tear downs, fuel checks, and other questions of equipment legality. The Tech Inspector has complete authority to tech any competitor or any equipment at any time.

2.3 - Flag Person

2.3.1 - Flag Person Duties: The Flag Person will have complete charge of the racetrack during the running of an event. Their flag signals are to be obeyed without exception. They are the ultimate authority in control of the race next to the Race Director.

2.4 - Grid Steward

The Grid Steward will be the official(s) in charge of the grid. The Grid Steward's duties will include: gridding the next class and follow instruction from the Flag Person or Race Director on releasing the next kart or class. Drivers must not exit the grid onto the track until instructed by the Grid Steward.

2.5 - Corner Worker

Minimum age for Corner Workers is 18, no exceptions. Corner Workers will have the authority to use a yellow flag to alert drivers of possible dangers ahead and will also have the duty to inform the Flag Person or Race Director of any unsafe track conditions or observed driving infractions. Corner Workers may also suggest over the radio to the Flag Person or Race Director the need for the Red Flag, but should only waive the Red Flag if instructed to by the Flag Person or Race Director.

2.5.1: Corner Worker Guidelines

2.5.1.1: Priorities:

- The first priority of the corner worker is their safety and that of other corner workers.
- The second priority is the safety of the racers still running on the track, and notifying them of potential dangers ahead.
- The third priority is the safety of the racers involved in the incident.
- The fourth priority is removal of any stalled karts or other debris on the racing surface that may pose a hazard.

2.5.1.2: Area of Responsibility:

The Corner Worker's *"Area of Responsibility"* is from their flagging position to the next flagging station down the track (race direction). Should an incident occur in front of your position, it is not appropriate for you to flag the incident. The proper response would be to first make sure the appropriate flag is displayed up the track at the previous flagging station, and then once racers have passed your station you can assist the racers in the incident as needed. Do not abandon your flagging station while there are oncoming karts on the course.

2.5.1.3: Flagging the Corner

Firstly, your own safety should be your primary concern. Position yourself so that you will not be in harm's way, never turn your back to oncoming traffic when close to the track, and do not cross or approach the track until all traffic has passed.

Also try to position yourself so that you can clearly see through your corner and to the next corner worker station.

Try to reserve using the yellow flag until there is a legitimate potential hazard down the track from your station for the oncoming karts (debris on the track or karts stopped on the track). Generally, once the track surface is cleared of any hazards there should be no need for a yellow flag.

3 - Personal Conduct

3.1 - Immediate disqualification and/or suspension, as determined by the Race Officials, may be enacted for any infraction of a personal conduct or driving rule.

3.2 - Conduct Responsibility

The driver is always considered the Legal Entrant. At all times the driver (Legal Entrant) will be responsible for their own conduct as well as that of their crew and guests which will include any team members, family, or friends.

3.3 - Unsportsmanlike Conduct

MSKC is meant to be a fun and family friendly atmosphere both at and away from the track. Unsportsmanlike conduct including, but not limited to: abusive and/or foul language towards other competitors or officials, fighting, or refusal to cooperate with the direction of the race officials will not be tolerated. Anyone who exhibits such conduct can be disqualified from the event, required to leave the facility, and be subject to further disciplinary action if necessary.

3.4 - Threatening Actions

Threatening actions such as intimidation, verbal abuse, or physical violence towards any MSKC official, participant, or spectator may result in disqualification or ejection from the event, and possibly from MSKC.

3.5 - Social Media

Posts on online forums, blogs, or social media sites (for example: Facebook, KartPulse, X (Twitter), etc.) that reflect poorly on MSKC, fellow competitors, and/or the sport of karting are unacceptable and may result in disciplinary action at the discretion of the club officials. Differences of opinion regarding MSKC rules and regulations, decisions by MSKC officials, club policies, or between competitors are best handled privately and directly between the parties involved. Penalties for violations may include suspension from MSKC competition or possibly permanent expulsion from MSKC.

3.6 - Criminal Activity

Federal and State laws and statutes are always in effect. The rules and standards in this document cannot supersede the laws of the land, and do not remove the expectation that everyone on the premises is expected to abide by those laws. MSKC is not responsible for any injuries or actions that result from criminal activity on the MSKC facility.

3.7 - Prohibited Substances

Consumption of alcoholic beverages by any participant (including drivers, crew, officials) during race day competition is forbidden. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol will apply. The use of narcotics and all illegal substances is forbidden. Any event participant who shows evidence of being under the influence of any of the aforementioned will be disqualified, subject to suspension, and ejected from the premises.

4 - Competition

4.1 - Racing Surface

4.1.1 - Definition: The racing surface (track) is defined as the entire paved area of the course which includes the curbs and paved areas past the curbs. A competitor will be judged to have left the track if no part of the kart remains in contact with the racing surface.

4.1.2 - Leave the Track and Gaining an Advantage: When a competitor leaves the track for any reason, they must re-enter the racing surface at a point as far from the racing line as possible, and may not enter at another point on the course that would provide a time or distance advantage.

4.2 - Re-Entering the Racing Surface

4.2.1 - Unsafe Re-Entry: A competitor who re-enters the course either from a pit lane or from any position off the course may not re-enter in a manner that would potentially cause a collision with karts on the course.

4.2.2 - Entering after the Start: Except for Kid Kart, Cadet, and Novice classes, no kart will be permitted to enter a race once the race is underway.

4.2.3 - Pit Stops: Pit stops are not allowed during a race, unless the race is a specific endurance race with designated pit stop area. Otherwise, once you exit the track back to the pits you are done for that race.

4.3 - Driving Standards

4.3.1: Driving standards are the benchmark for assessing on track infractions for potential penalties. The Race Director and event marshals have sole decision making for assessing infractions related to driving standards.

4.3.2 - Tire Scrubbing: On-track “tire scrubbing,” maneuvers or direction changes to increase heat and/or grip in tires is permitted, but must be done in a safe manner. Excessive weaving/scrubbing back and forth that results in a spin or contact with other kart may result in penalties.

4.3.3 - Obeying Flags/Officials: Competitors must abide by the directions of the corner workers and race officials in charge at all times.

4.3.4 - Yellow Flags: A yellow flag signifies a potential hazard further down the track. Competitors entering a “yellow flag zone” should maintain, or gently reduce their speed if necessary to pass by the hazard safely. Competitors must also maintain their position and not pass another kart until they have safely passed the hazard.

4.3.5 - Red Flags: When the red flag is being displayed, all competitors must gently, and safely, come to a complete stop as soon as possible. Do not slam on the brakes or abruptly stop without warning which could potentially cause additional incidents.

> **4.3.5.1:** If a kart goes upside-down for any reason, a red flag should automatically be displayed regardless if the driver(s) involved seem ok. Once the red flag is displayed, all drivers should follow the procedures of Rule 4.3.5.

4.3.6 - Blocking: A competitor may not alter their racing line in response to pursuing drivers. More than one change of direction to defend a position is prohibited.

4.3.7 - Defending: *“You can zig, but you can’t zag”*. Drivers are allowed to make a move in a single direction away from the normal racing line to defend coming to a corner. A defending driver may continue to move further in that same direction, but may not reverse direction or weave. The driver is only allowed to return back one half kart width to set for the corner, provided the return back does not create contact with another kart. Lines may not be adjusted while in a braking zone.

Contact made while defending may result in an avoidable contact penalty. Once the overtaking kart has broken the rear plane of the defending kart, the parameters of defending end and the defending kart may move freely on the track surface as long as it does not result in contact with the overtaking kart. Movements made by an attacking driver, while attempting to position for a pass provided they are within reasonable distance to attack, are not considered blocking to drivers behind.

4.3.8 - Avoidable Contact: While it is expected and common for contact to occur during an official session, it should be avoided whenever possible. Avoidable contact that results in directly affecting the other driver(s) to their detriment, regardless of intent, is prohibited and subject to possible penalties.

4.3.9 - (Intentionally blank for now)

4.3.10 - (Intentionally blank for now)

4.3.11 - (Intentionally blank for now)

4.3.12 - (Intentionally blank for now)

4.4 - Lapped Drivers

Lapped drivers are expected to not impede the lead drivers. When receiving a Blue Flag, they are to maintain a consistent and predictable line and make it easy for the lead drivers to go by *(usually giving up the inside line whenever possible)*. Whether on the inside or outside when being overtaken by the lead drivers, lapped drivers should hold their line to the best of their abilities.

4.5 - Starting/Restarting Karts

Starting of karts must be completed with the driver fully seated in the vehicle at all times, either on the grid for an initial start or on course for an attempted restarting of the kart. Restarting of a kart during green conditions is allowed by instruction from officials only. Karts involved in a yellow flag incident may restart unless they were previously stopped on course or their engine not running was the cause of the caution.

4.6 - Rejoining the Race

If a kart is involved in an incident, that driver maybe allowed to rejoin the race even if the engine has died provided the kart is still is drivable condition. Adult drivers may climb out of their kart once all oncoming karts have passed to assist in getting their kart untangled and back to the racing surface, and then get back in their kart to rejoin the race. **Kid Kart, Cadet, Rookie, and Junior drivers should not get out of their kart until instructed to by a corner worker or race official.**

4.7 - Race Procedures

4.7.1 - Official Event: An event is considered "Official" for purposes of awarding race day awards and season championship points when <u>all classes</u> have completed at minimum a qualifying session or a round of heat races. If all classes have met this requirement to consider it an "Official Event", final race day results for each class will be based on whatever that class has completed for the day *(Example: All classes have qualified, but Kid Kart and Cadet have run their Pre-Final before the races were halted. Kid Kart and Cadet will be awarded based on the Pre-Final while the rest of the classes will be based on Qualifying)*.

4.7.2 - Rain Outs: The Race Director may consider an event a "Rain Out" if they feel inclement conditions would preclude a proper day's racing activities. If an event has been started before inclement conditions have been called, and the criteria for an "Official Event" based on Rule 4.7.1 has not been met, the procedures for "Rain Make-up" in Rule 4.7.2.1 will be followed.

4.7.2.1 - Rain Make-Up: If an event has been deemed a "Rain Out", or cannot be completed to the satisfaction of Rule 4.7.1 for whatever reason, then that event will be made up as a second feature of a *"Double Feature"* during the next scheduled MSKC event.

4.7.2.1 - Rain Make-Up Scoring: The grid for the *"make up feature" (second feature)* will be determined based on the fastest lap from the first feature. Each feature will be considered separate events and award separate season championship points.

4.7.3 - Legal Entrant: To be considered a legal entrant, a competitor (and legal guardian where appropriate) must pay all necessary fees, sign all waivers of liability and affix their assigned race numbers to their karts. A Legal Entrant may only enter once per class in any MSKC event.

All Legal Entrants (and legal guardian where appropriate) should meet all requirements set forth in the MSKC Rule Book and any other referenced Rule Book.

4.7.4 - Pre-Tech Safety Inspection: All competitors are required to have their racing equipment, including mandatory safety driving gear (helmet, gloves, jacket, neck collar, etc.) pass a pre-race tech safety inspection. (See Rules 5.1 and 5.2).

NOTE: Passing pre-tech is in no way a guarantee of class legality or technical compliance. Furthermore, this inspection in no way guarantees any rule legality and is intended solely as a safety inspection for both kart and driving gear.

4.7.5 - Organized Practice: Generally, each MSKC will schedule as many as two official organized practice sessions per class for entered drivers whose karts pass all safety regulations and standards. The number of organized sessions may vary depending on available time.

4.7.6 - Race Formats: MSKC will use one of two standard race formats for an event: **Qualifying** format, and a **Heat Race** format. The format used for a particular event will usually be listed on the schedule, unless any changes have been announced beforehand.

4.7.6.1 - Qualifying Format:

4.7.6.1.1 - Qualifying: The qualifying session will be a grouped session depending on number of entrants, and typically be a 3 lap session. Karts will be released at intervals determined by the grid steward.

The qualifying order should be determined by the fastest lap in the last practice session prior to qualifying.

During qualifying, passing is allowed. However, bump-drafting or pushing is not allowed.

4.7.6.1.2 - Pre-Final: The Pre-Final grid will be determined by the fastest laps in Qualifying, and will be 8 laps in length *(with the exception of Kid Kart being 6 laps in length)*.

4.7.6.1.3 - Final (Feature): The grid for the feature will be determined by the finishing position in the Pre-Final, and will be 12 laps in length *(with the exception of Kid Kart which will be 8 laps in length).*

Race day awards and championship points will be awarded based on finishing position in the Final (not including shortened events due to rain or other unforeseen circumstances.

4.7.6.2 - Heat Race Format:

4.7.6.2.1 - First Heat: The grid for the first heat will be determined by random draw during registration. The first heat will be 8 laps in length *(with the exception of Kid Kart which will be 6 laps in length)*

4.7.6.2.2 - Second Heat: The grid for the second heat will be inverted of the draw for the first heat *(If you started first in Heat 1, you will start last in Heat 2)*. The second heat will be 8 laps in length *(with the exception of Kid Kart which will be 6 laps in length)*

4.7.6.2.3 - Final (Feature): The grid for the feature will be determined by the combined points earned from both heat races. A tie is broken by the driver with the better random draw for heat 1. The Final will be 12 laps in length *(with the exception of Kid Kart which will be 8 laps in length).*

Race day awards and championship points will be awarded based on finishing position in the Final *(not including shortened events due to rain or other unforeseen circumstances)*.

4.7.6.3 - Format Adjustments: Changes to the format such as adjustments to lap counts, or an elimination of a Heat Race or Pre-Final, can be made at the discretion of the Race Director.

4.7.6.4 - Heat Race Scoring:

Place	Points
1st	30
2nd	29
3rd	28
4th	27
5th	26
And so on	

4.7.7 - Official Race: If a race is stopped before the checkered flag; it will be considered official if at least 50% of the scheduled laps have been completed. The final results will be based off the last completed lap.

4.7.8 - 90 Second Rule: A 90 second time limit will apply for all starts where a kart (or karts) is unable to join the class for a race. The 90 second clock will start when the first kart leaves the grid. No more karts will be allowed to leave the starting grid after the 90 seconds have passed. The Grid Steward shall keep track of the time.

Exception: Kid Kart, Cadet, Rookie, and Novice drivers may enter the race after the entire field has taken a green flag at the discretion of the Grid Steward.

4.7.9 - Post-Tech / Weight-In: Immediately after each qualifying, heat, pre-final, and feature race, each kart and driver must proceed directly to the scale to be checked for minimum class weight and legality. No additional parts, pieces, or weight of any kind is to be added to a kart or driver between the finish of competition and weigh-in.

Any kart and/or driver leaving without such checks is subject to disqualification for that session. No kart may leave the tech area without clearance from the Head of Tech, regardless of finishing position.

4.7.9.1 - Drivers and karts will be weighed together and must achieve the minimum weight for the class as they came off of the track. If any parts or pieces have come off of the kart, they are not allowed to be included in post-session scale procedures. Drivers must not add any weight to themselves or their karts between the finish of the competition and weigh-in of driver and kart.

4.7.9.2 - Making weight is considered holding at, or above, the class minimum weight. Fluctuating between at and under the minimum weight is not considered making the minimum weight. Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, they can remove the kart from the scales, “zero” the scales, and immediately make a second attempt.

4.7.9.3 - Should a driver have an incident or mechanical failure on track that does not allow them to continue, but is not a result of an infraction, they must complete the Post-Tech / Weigh-In Procedures.

4.7.9.4 - After weigh-in, all required karts and drivers will proceed directly to the designated impound area to be checked for kart and engine legality. **DO NOT LEAVE THE POST-RACE TECH AREA UNTIL DISMISSED BY THE TECH DIRECTOR.**

4.7.9.5 - Only one driver and one designated crew member per kart is allowed in the post-race technical inspection area.

4.7.10 - Race Starts: When karts leave the grid, they should form up at the designated formation point *(usually the dogleg section of the tri-oval unless otherwise stated)*, and be prepared for the start on the first approach to the flag person.

The pole-sitter must set a slow, steady, but reasonable pace with the outside pole matching along side. The karts behind should form directly behind the pole and outside pole karts in their respective lines, and not deviate until after the green flag is waived.

No kart is allowed to start accelerating until the green flag is waived.

Instead of forming up immediately after leaving the grid, an additional warm-up lap may be allowed at the Race Director's discretion. Warm-up/Formation laps will use the tri-oval section unless otherwise stated to use the full track.

4.7.11 - Scratched Entry: In the event of a scratched entry after karts have already left the grid, that space will be filled on track by karts in that line moving directly forward. If in the pits, and if time and conditions allow, the open space can be filled by crossing over. At the discretion of the Race Director *(or Grid Steward if the Race Director is not available),* if time and/or conditions don't allow, the Grid Steward will simply have the row with the empty space move directly forward to fill the space.

4.7.12 - Race Completion: A race will be considered complete at the moment the checkered flag is displayed on course and each kart that is capable of operating on its own power has had reasonable time and opportunity to cross the finish line as determined by the Race Director and/or Head Flagman.

4.7.12.1 - Every effort will be made to complete an event under green flag conditions, with scoring based on the order that the vehicles pass the start finish line from the lead kart and down the order with any lapped karts accounted for.

4.7.12.2 - For a race to be considered complete, see Rule 4.7.7.

4.7.13 - *(Intentionally blank for now)*

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5 - Safety

5.1 - Driving Equipment

5.1.1 - Helmets

5.1.1.1: All helmets must be full coverage (full face), with the face-shield installed, and designed for competitive motorsports use with the following certifications:

FIA Helmets	Expiration Date
FIA 8860-2018	Expires 10 years from date of manufacture.
FIA 8860-2018 ABP	
FIA 8859-2024	

Snell Foundation Specifications	Expiration Date
CMR or CMS 2016 (Youth)	12/31/2026
K, M, or SA 2020	12/31/2030
K, M, or SA 2025	12/31/2035

SFI Specifications	Expiration Date
24.1/2015 (Youth)	12/31/2027
31.1/2015	12/31/2027
41.1/2015	12/31/2027
24.1/2020 (Youth)	12/31/2032
31.1/2020	12/31/2032
41.1/2020	12/31/2032
24.1/2025 (youth)	12/31/2037
31.1/2025	12/31/2037
41.1/2025	12/31/2037

5.1.1.2: Helmets must be in “factory condition”, with no visible shell damage. If any shell damage is visible, the helmet will not be allowed to be used on track. Additionally, all certification stickers must be present and easily visible upon inspection if required.

5.1.1.3: Cameras must not be affixed to the helmet in any way. Officials are to immediately black flag and remove from the track any driver that enters a session, official or otherwise, with a camera to the helmet in any way. This includes “in-helmet” cameras that are affixed to the interior of the helmet near or around the viewport of the helmet.

5.1.1.4: If a helmet is found to be removable by a tech official without adjusting the straps, or if a helmet comes off of a driver’s head during any on track session, that driver will be disqualified and excluded from the remainder of the event.

5.1.2 - Gloves

2.1.2.1: Gloves must be used during any on track session. This includes any race as well as any official or non-official practice session. Drivers who enter the track without gloves will be black flagged and disqualified from that session.

5.1.3 - Suits/Jackets

5.1.3.1: Driving suits of one piece design made of abrasion resistant material are required. A jacket, if used, must be made for racing competition and abrasion resistant with typical construction of nylon or leather. If wearing a jacket, long pants must be worn and must be free of defects such as rips, holes, etc.

5.1.4 - Neck Collar

5.1.4.1: Use of a neck collar/support is mandatory in all classes. If the neck collar/support falls off during a race, that driver will be black flagged and removed from the track.

5.1.5 - Chest Protector / Rib Protector

5.1.5.1: All kid kart, cadet, rookie, and junior drivers up to 13 years old are required to wear a chest protection device with the following SFI specification:

- Up to 8 years old (actual age): SFI 20.1/1
- 9 - 13 years old (actual age): SFI 20.1/2

5.1.5.2: Rib protectors are recommended for all ages, but not mandatory.

5.1.6 - Footwear

5.1.6.1: High top shoes or boots designed for motorsports use are recommended. Closed toe shoes of most types are allowed. All shoes, regardless of type, must be properly laced and/or buckled at all times in any on-track session and must be free of holes or signs of extensive wear.

5.1.7 - Long Hair

5.1.7.1: If hair extends appreciably from beneath the helmet, the competitor must wear a balaclava to retain hair from extending outside the helmet. No hair is allowed to be visible when driver is “race ready”. If hair is visible during competition the driver will be removed from the circuit with immediate effect.

5.1.7.2: Mid-State Kart Club, its officers, nor any of its officials are responsible or liable for injuries related to long hair while on-track, regardless of the situation. The driver is exclusively responsible for ensuring that their long hair is properly secured.

5.2 - Kart Safety

5.2.1 - Cameras *(see also Rule 5.1.1.3)*

5.2.1.1: Drivers are allowed to run cameras anywhere on the kart so long as it does not interfere with the ability to read kart numbers. It must be mounted in such way it cannot become dislodged due to contact during a race. No portion of the camera can be outside the perimeter of the kart or mounted to the helmet.

5.2.1.2: Cameras must be mounted securely to the kart. If a camera falls off of a kart, that competitor will be

5.2.2 - Safety Tech Standards

5.2.2.1: The following connections must use a nylock nut (or mechanical where specified), and/or safety wired/ pinned/clipped during all official sessions:

- Pedals *(brake and throttle)*
- All brake rods and safety tether
- Master cylinder to frame
- Calipers to frame/spindle
- Rotor to hub bolts
- Kingpins
- Steering shaft to frame
- Tie rods *(all mounting points)*
- Steering hub to steering shaft
- Steering wheel to steering hub *(all - minimum 3)*
- (Engine) Third bearing support bolts to support mount, or to each other *(minimum 2)*

5.2.3 - Tech Inspection Form

5.2.3.1: At any Mid-State Kart Club event, it is the responsibility of the entrant/driver to maintain all facets of safety for their kart. To ensure each entrant/driver is aware of this responsibility, a Safety Inspection Form will be handed out to each entrant, and must be filled out and handed in before entering the track prior to their first race. Club officials may elect to perform spot checks during an event to insure karts are in compliance with all safety regulations.

5.2.4 - Weights/Ballast

5.2.4.1: All bolt on weight must be painted white with the kart number clearly marked on the weight.

5.2.4.2: All weights/ballast on the kart must be bolted to the kart with a minimum 5/16” or 8MM through bolt. Weight over 7 pounds will require a minimum of a single 3/8” bolt, or two 5/16” bolts. All bolts used to mount the weights/ballast are to use double nuts with at least 1/4” of threads still visible, or a single lock nut with the bolt drilled and using a cotter pin, clip, or safety wire.

5.2.4.3: Weight mounted to the seat requires a large metal washer for each bolt with a minimum diameter of 35MM/1.378” to be used to prevent the head of the bolt from pulling through the seat.

5.2.4.4: Carrying of ballast on the driver’s person is prohibited, which includes any materials not normally considered necessary for the driver to compete and is at the discretion of club officials.

5.2.4.5: No weight/ballast may be added to the underside of the chassis.

5.2.4.6: All weights/ballast must be a solid single piece with no slotted holes where mounted.

5.2.4.7: If at any point during an event an official has determined a weight to be improperly secured, this may result in a disqualification from the session or even exclusion from the event at the official’s discretion. Any weights/ballast that falls off of a kart will result in a disqualification from that session.

5.3 - General Safety

5.3.1 - Driving in Pits

Driving in the pit area is expressly prohibited during a Mid-State Kart Club event. The only areas drivers can operate their karts is exiting the grid, on track, and driving up to (but not on to) the scales. Doing so will be grounds for immediate disqualification from the event and potential additional sanctions at the race official’s discretion.

5.3.2 - Bicycles/Motorized Vehicles

No bicycles or motorized vehicles (electric bikes, scooters, golf carts, etc.) allowed on the grid without prior permission from track officials.

5.3.3 - Fire Extinguishers

It is highly recommended that each entrant have at least one 1-1/2 pound dry powder fire extinguisher (rated for use on A, B, & C type fires) in their pit area. Carbon Dioxide type extinguishers are not acceptable Substitutes for the dry powder type.

6 - Kart & Bodywork Regulations

NOTE: For ***Margay Ignite*** and ***VKA (Vintage)*** classes, please refer to their respective Rule Documents for Frame/Chassis and Bodywork regulations.

6.1 - Frame/Chassis Regulations

6.1.1 - Frame Construction

6.1.1.1: Frame must be constructed of ferrous round tube material min 1.0", max 1.4" diameter. Tubing of 1.0" - 1.124" diameter must have a wall thickness of .068" minimum. Tubing of 1.125" - 1.4" diameter must have a wall thickness of .050" minimum. Material must be cold-rolled electrically welded steel or stronger.

6.1.1.2: Use of any type of suspension is not allowed.

6.1.2 - Overall Dimensions

6.1.2.1: Wheelbase

Kid Kart Chassis: 29.0" - 31.0"
Cadet Chassis: 35.0" - 41.0"
Adult Chassis: 39.75" - 43.0"

6.1.2.2: Overall Max Track Width
- Max width is measured outer most point of wheels or tires. Axle may not protrude beyond the outer edge of the tire.

Kid Kart Chassis: 40.0" front / 42" rear
Cadet Chassis: 50.0"
Adult Chassis: 55.125"

6.1.2.3: Overall max length: 84"

6.1.3 - Floor Pan

3.1.3.1: A floor pan is required. Must not extend rear of the front seat mount/crossbar. The floor pan must be inside the main frame rails and securely bolted in place. Must be made of metal, aluminum or composite, no plastic materials are allowed.

6.1.4 - Axle & Wheel Hubs

6.1.4.1: Hub design: Wheel hubs must be metal utilizing either 5/16" or 8mm wheel studs. Rear hubs must be locked in place. No slip or ratchet style hubs allowed.

6.1.4.2: Bearings: No split race bearings. Ball or needle style only.

6.1.4.3: Rear Axles: Ferrous metallic axles only. No Carbon Fiber or Composites. Solid or tubular, with a diameter of 0.98" - 1.97" (25-50mm) with .050" minimum wall thickness. Must be a "live axle" design with both wheel hubs locked to the axle shaft. Axle stiffeners are permitted, but must have secondary securement via bolt, circlip, etc. Axles may not protrude beyond the outer edge of the wheel.

6.1.5 - Driveline

6.1.5.1: Torque converters and gearboxes/transmissions are not allowed in single speed classes.

6.1.5.2: Chain/Clutch guards are required and must be attached to the engine. They must be designed in a way that prevents a broken chain from coming in contact with the driver.

6.1.5.3: On-board chain oilers are not permitted.

6.1.5.4: #35 or #219 chains are permitted unless otherwise stated for that class.

6.1.6 - Steering

6.1.6.1: Direct mechanical steering systems only.

6.1.6.2: Tie rods must be steel or aluminum only.

6.1.6.3: Steering column must be minimum .625" ferrous round shaft and minimum .070" wall thickness. No shaft extensions allowed.

6.1.6.4: Steering hub may not be welded to the steering shaft. Must use minimum 1/4" or 6mm bolt for attachment. No quick release systems allowed.

6.1.6.5: Steering wheels must be a 3+ spoke design with a minimum diameter of 10". Commercially available steering wheels with the top 1/3 open are acceptable. Butterfly wheels with a minimum of 10" diameter and 5" grips are acceptable.

6.1.6.6: All components to the steering system must be cotter keyed, safety wired, or double nutted.

6.1.7 - Brakes

6.1.7.1: All karts must have rear brakes deemed adequate enough to stop the kart in an emergency.

6.1.7.2: All single speed classes must have rear brakes only. Dual brake systems are allowed on the rear only. Any kart raced in a single speed class with front brakes must have the front brakes disabled by either removing the actuator rod or brakes lines. Gearbox/Shifter classes are the only classes allowed to have front and rear brakes.

6.1.7.3: Carbon brake rotors are prohibited.

6.1.7.4: All karts must have a secondary brake tether in case of failure to the primary brake actuator rod. Tether must be a minimum .070" steel wire.

6.1.7.5: All brake attachments and critical components must feature cotter keys, safety wire, double nut or mechanical locking nuts to prevent brake loss on track.

6.1.8 - Throttle Assembly

6.1.8.1: Karts must be equipped with foot operated throttle, incorporating a single or dual return spring system which closes the throttle when the pedal is released. Hand operated throttle systems are prohibited, except for drivers with disabilities and must be approved prior to use.

6.1.9 - Fuel System

6.1.9.1: No pressurized fuel tank(s) or electronic fuel pumps permitted. Fuel caps must be able to be affixed tightly to prevent fuel leakage.

6.1.9.2: Maximum 9 liter (2.38 gallons) fuel capacity. Fuel tank must be located between the frame rails except on engines whose sole fuel delivery is via engine mounted tank.

6.1.10 - Adjustments

3.1.10.1: The only adjustment a driver can make while on the track is the carburetor, brake bias, radiator louvers/ shroud in applicable classes. Removing tape from radiator while on track is allowed. Adjustments must be made manually; mechanical adjustments are illegal.

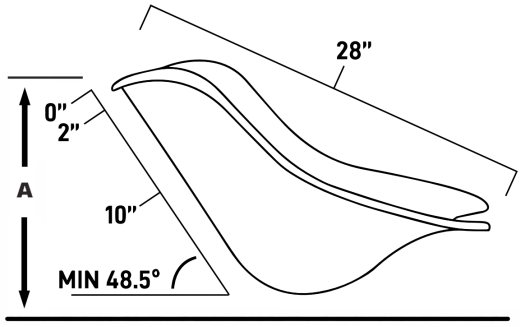
6.2 - Seats

6.2.1: Only "CIK style" seats suitable for sprint racing competition on sprint tracks will be allowed. Seats must be molded, one piece sprint bucket design and be the correct size for the driver so they cannot move or slide from side to side in a manner that could be unsafe or to gain an advantage from aerodynamics. Lay down type seats are prohibited. The seat cannot be cut in any way which affects its structural integrity and must be in a safe condition *(e.g., the bottom is not weak or broken)*. Repairing the bottom of the seat from rubbing on track is approved.

6.2.2: Seat must be mounted to the kart in a minimum of four spots with front of seat being higher than the bottom. Adjustable seats that can be moved while on track are illegal.

6.2.3: Use of spacers or washers between the frame mount and seat is approved, provided that they are fully compressed and do not act as suspension in any form other than to prevent bind or remove space between frame and seat.

6.2.4: Seat may not be mounted where any portion extends past the rear plane of the axle. Must be mounted in the kart in such a way that the drivers body is within the main frame rails of the chassis.



6.2.5 - Minimum Seat Height: As measured from a vertical plane from ground to top center of seat (*Measurement A*):

Cadet/Rookie: 10.0"
Junior: 12.0"
Senior: 13.0"

6.2.6: Angle of seat back to ground must be greater than 48.5°. Seat can not exceed 28" when measured from the top center of the seat back to the most forward bottom lip.

CIK approved hybrid seats (NEK/Jecko) do not meet the 28" measurement, **but are approved.**

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.

6.3 - Bumpers & Nerf Bars

6.3.1: - Front Bumper: Two steel tubes are required for the front bumper. Top tube must be a minimum diameter of 0.625" and attached to the frame at each end. Bottom tube must be a minimum diameter of 0.750" and attached to the frame at each end. These tubes may be no more than 1/2" from vertical per 3" of height. The leading edge of the front bumper bars must be a minimum of 13.75" from the centerline of the front wheels. The top edge of the upper bar must be at least 7.75" from the ground with the driver seated in the kart. All CIK homologated bars are legal.

6.3.1b: In addition to the above, if the front bumper incorporates pedal mounting points, it must be welded to the frame or through bolted with safety wire / cotter pins.

6.3.2: - Nerf Bars: Must be made of steel or other material of equal or greater strength, consisting of a straight lower bar *(min. length of 15.50")* as well as a straight upper bar. Tubing must be between .630" and .787" diameter.

The nerf bar must be attached to main chassis at two points that are at least 18.875" apart. Lower bars must have a minimum length of 11.8125" as measured between the front and rear tires.

Bars must either use hardware of 1/4" or 6mm in diameter or springs to attach to the chassis. With the driver seated in the kart, the upper bar must be at least 6.3125" from the ground. All CIK homologated bars are legal.

6.3.3: - Rear Bumper: All karts must have a CIK plastic rear bumper, or a "full width" steel bar style bumper consisting of at least 2 horizontal bars between the frame rails *(additionally, see "Metal Double Bar Bumper" below)*.

Single bar bumpers are not allowed. The Rear Bumper must be at least 1" rearward of the rear tires. All rear bumpers must be wide enough to cover at least half the width of each rear tire, and may not extend past them unless a rain race has been declared. If the bumper "floats", officials will move your bumper to the most extreme positions in both directions to check these measurements.

6.3.4: - Metal Double Rear Bar Bumpers: Tubing must be a minimum of .630" diameter. Bumper must be attached to each of the main frame rails. Top bar must be 6.5" to 12" from the ground with the driver seated in the kart. Bottom bar may not be any lower than the frame rails of the chassis, or higher than the top plane of the rear axle.

An interrupted bar design is acceptable between the frame rails so long as there is a rear cross bar present. Slip joints between the frame rails are also acceptable. The top and rear bars may be connected, but no 90° joints may be at the outer edges of the upper bar. Additional reinforcement bars are optional. Bumper may be mounted at an angle of 0 - 45 degrees tilted rearward.

6.4 - Bodywork

6.4.1: Bodywork is defined as nose cones, side panels/pods and steering fairings attached to the kart. All bodywork components must be publicly available for at least 30 days prior to use in competition. Other than a transponder, data acquisition equipment, motorsports camera or graphics; no items may be attached to any bodywork components unless specified below.

6.4.2: 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. Reasonable repairs may be made, but any attempt to strengthen or reinforce any bodywork component is not permitted.

6.4.3: Aerodynamic Devices: Any additional form of aerodynamic device(s) is prohibited and subject to approval prior to use based on the Spirit and Intent of these standards.

6.4.4: Nose cone / Front spoiler: Top of nose cone may not be any higher than the top of the front tires, and must have at least 1/2" ground clearance. Nose cone must attach to both tubes making up the front bumper of the kart. CIK Homologation logo must be present. If a CIK approved attachment is available for the nose in use, it may be utilized. It too must have a CIK Homologation logo and attach to the nose in method designed by the manufacture.

6.4.5: Steering / Driver Fairing: The Fairing may not extend more than 1" above the highest point of the steering wheel while centered. Bottom of fairing may be trimmed to achieve this measurement. Minimum clearance between fairing and the steering wheel is 2". Must be mounted with easily bendable materials, and no sharp edges may be exposed to the driver. CIK Homologation logo must be present.

6.4.6: Side Panels / Pods: Side pods may not cover the driver, or overlap the main chassis rails. Pods may not be higher than a plane established from the top of the front to rear tires. Ground clearance must be between 1/2" and 2.625". CIK Homologation logo must be present.

6.4.6b: Rear Track Width Measurements: Tires must be no more than 1.5" beyond the outermost point of the side pod/panel, and can be no more than 1.3125" inside the outermost point of the pod/panel. Competitors may not hold bodywork during measurement. You will be allowed to push in loosely mounted bodywork one time prior to measurement. However it hangs from that point on is how the measurement will be taken.

6.4.7: Kart Numbers: Easily legible numbers at least 4.5" tall must be affixed to the front, rear and both sides of the kart. All numbers must be legible and visible while the kart is in motion. If race officials determine that numbers cannot be easily read, you will be required to purchase replacement numbers.

No two competitors in the same class will be permitted to use the same number. Letters are not recognized as a number and should not be present on the kart. Numbers should be from 0 - 999 (one to three digits). Competitors failing to display the correct number may be penalized or disqualified.

6.5 - Transponders

6.5.1: Karts must have a working AMB 160 / Mylaps compatible transponder. It may not be mounted further forward than 9" behind the center line of the king pin, measured from the top of the bolt. The transponder should be mounted so as to not have any interference from the bottom of the transponder to the ground.

6.6 - Driver Communication

6.6.1: No radios, cell phones, or any other types of devices may be used to communicate with a driver at any time.

The use of hand signals by the kart mechanic or driver handler is permitted as long as the mechanic or handler

7 - Tires & Wheels

7.1 - Tires

7.1.1 - Allotment: The tires a competitor uses in their first competitive session for the day *(for example: qualifying or the first heat)* are "locked in" as the tires that must be used the remainder of the event.

After a tire is "locked in" as their competition tire for the day; if a competitor must change tires for any reason, they must notify the tech person for permission, and if permission is granted must start the next session in the rear of the grid.

7.1.2 - Compound: For all classes *(with the exception of Ignite and Vintage classes),* the only legal tire compound is the Hoosier R60B.

For Margay Ignite classes the only legal compound is the Hoosier R80.

7.1.3 - Prepping/Altering: Any altering of the tire through chemical treating or cutting is prohibited. This includes any grooving/siping or "cleaning" the tire with chemicals other than water. Violators are subject to suspension or possible banning from MSKC events.

Scraping rubber build-up off the tire with a heat gun and putty knife or blade is allowed.

7.1.4 - Sizes: Tire sizes allowed for each class are as follows:

Kid Kart / Cadet / Rookie / Mini Swift
4.5 Front and Rear
Junior
4.5 Front / 6.0 Rear
Novice / Senior / Masters
206: 4.5 Front / 6.0 or 7.1 Rear
2-cycle: 4.5 Front / 7.1 Rear
Ignite: 4.5 Front / 7.1 Rear

7.2 - Wheels

7.2.1: Any commercially available 5" diameter wheels are allowed.

All **Ignite classes** will use the spec wheel as designated in the Ignite Rulebook.

7.2.2 - Sizes: Max wheel sizes allowed are as follows:

General Classes
Kid Kart / Cadet / Rookie / Mini Swift
5.625" Front and Rear
Junior / Novice / Senior / Masters
5.625" Front / 8.50" Rear

Max width will be measured from outer lip to outer lip as raced.

8 - Class Structure

Three or more karts make a class. If your class is not listed, find two or more friends and we will run you.

8.1 - Kid Kart

All Engine and Clutch rules pertaining to each specific engine choice in Section 9 are in effect. *(Comer, Honda, or Briggs)*

Ages:	5 - 9	
Weight:	Comer	150 lbs.
	Honda	160 lbs.
	Briggs 206 (Kid Kart Chassis)	200 lbs.
	Briggs 206 (Cadet Chassis)	215 lbs.
Gearing:	Briggs 206	17 / 57
	Honda GXH50	15 / 89
	Comer	10 / 89
Tires:	Hoosier R60B 4.5 / 4.5	
	33.25" max rear tire size	

8.2 - Cadet 206

Ages:	7 - 10
Weight:	235 lbs.
Engine:	Briggs 206
Slide:	Red
Tires:	Hoosier R60B 4.5 / 4.5

8.3 - Rookie 206

Ages:	8 - 12
Weight:	265 lbs.
Engine:	Briggs 206
Slide:	Green
Tires:	Hoosier R60B 4.5 / 4.5

8.4 - Junior 206

Ages:	12 - 15
Weight:	320 lbs.
Engine:	Briggs 206
Slide:	Yellow
Tires:	Hoosier R60B 4.5 / 6.0

8.5 - Novice 206

Ages:	15+
Weight:	365 lbs.
Engine:	Briggs 206
Slide:	Black (Adult)
Tires:	Hoosier R60B 4.5 / 6.0 or 7.1
Intended for new/inexperienced drivers. Minimum lap times should be no less than 107% of the average lap time of the Briggs 206 Senior class.	

8.6 - Senior 206

Ages:	15+
Weight:	365 lbs.
Engine:	Briggs 206
Slide:	Black (Adult)
Tires:	Hoosier R60B 4.5 / 6.0 or 7.1

8.7 - Heavy/Masters 206

Ages:	15+ (or driver 200+ lbs)
Weight:	390 lbs.
Engine:	Briggs 206
Slide:	Black (Adult)
Tires:	Hoosier R60B 4.5 / 6.0 or 7.1
Drivers age 40+ or drivers that weigh 200 lbs or more (minus kart) are eligible for this class.	

8.8 - Ignite Junior

Ages:	12 - 15
Weight:	320 lbs.
Engine:	Briggs 206
Slide:	Yellow
Tires:	Hoosier R80 4.5 / 6.0
Margay Ignite Rules	

8.9 - Ignite Senior

Ages:	12 - 15
Weight:	360 lbs.
Engine:	Briggs 206
Slide:	Black (Adult)
Tires:	Hoosier R80 4.5 / 7.1
Margay Ignite Rules	

8.10 - Ignite Heavy

Ages:	15+ and 200+ lbs
Weight:	400 lbs.
Engine:	Briggs 206
Slide:	Black (Adult)
Tires:	Hoosier R80 4.5 / 7.1
Margay Ignite Rules. Driver must be 15+ and 200 lbs. minus the kart.	

8.11 - Mini Swift

Ages:	8 - 12
Weight:	245 lbs.
Engine:	IAME Swift 60cc
Carb:	Tillotson HW-31A
Tires:	Hoosier R60B 4.5 / 4.5
OEM IAME stock pipe and exhaust header as supplied from manufacturer	

8.12 - KA 100 Junior

Ages:	12 - 15
Weight:	320 lbs.
Engines:	IAME KA100 (27mm Header)
	ROK VLR (Junior Header)
Tires:	Hoosier R60B 4.5 / 6.0

8.13 - KA 100 Senior

Ages:	15+
Weight:	360 lbs.
Engines:	IAME KA100
	ROK VLR
Tires:	Hoosier R60B 4.5 / 7.1

8.14 - Briggs Super Stock

Ages:	15+
Weight:	380 lbs.
Engine:	Briggs Animal
Slide:	Black (Adult)
Tires:	Hoosier R60B 4.5 / 6.0 or 7.1
Faster Motors rule set with Blue coil on methanol fuel.	

8.15 - Tag Senior

Ages:	15+
Weight:	365 lbs.
Engines:	X30
	Leopard
	Rotax
	ROK
Tires:	Hoosier R60B 4.5 / 7.1

8.16 - Tag Masters/Heavy

Ages:	40+ (or 200+ lbs minus kart)
Weight:	365 lbs.
Engines:	(same as TAG Senior)
Tires:	Hoosier R60B 4.5 / 7.1

8.17 - 125 Shifter

Ages:	15+
Weight:	TBD
Engines:	TBD
Tires:	Hoosier R60B 4.5 / 7.1

8.18 - Vintage Exhibition

This class is an open race format. It is to be used to allow the VKA racers to come and run at our track during our normal event structure. All of the VKA safety/ tech/class rules apply.

You show up, we will run you.

9 - Engine Regulations

9.1 - General Engine Rules

9.1.1 - Tech Inspection : The Tech Inspector, next to the Race Director, has full authority over what items get inspected for legality on a given race day. Failure to comply with the Tech Inspector and/or Race Director's direction will result in a disqualification.

9.1.2 - Engine Allotment : The engine, or any engine components *(i.e. carburetor, head, exhaust, etc.)*, may not be changed for that day after Qualifying (or the first heat), unless approved by the Tech Official. If any components are needed to be changed, the competitor will be required to do so under the direction of a Tech Official.

Rebuilding a carburetor, or replacing cracked/broken exhaust or broken reeds is allowed with no penalty.

Changing an engine or other major component after qualifying or the first heat, for any reason, will require that competitor to start in the rear of the next session.

Any replaced Engines or parts must be available for tech inspection by the Tech Official.

9.1.3 - Engine Sealing/Painting: Tech inspectors may, at their discretion, seal any portion of the engine with marking paint or custom MSKC seals after Qualifying or the First Heat. If repairs are needed in which a sealed location to be opened, a tech inspector must be present prior to work beginning. The engine must be resealed or repainted before it returns to the track.

9.1.4 - Additional Tech Tools & Procedures: Any additional tech tools and/or procedures not in this document, or a specific referenced engine document, that is deemed necessary to verify engines and components comply with the technical regulations, will be posted in supplemental technical documents on the MSKC website.

9.2 - Briggs & Stratton 206 Regulations

9.2.1 - For the Briggs 206 classes, MSKC will use the latest Briggs 206 USA rule set published at
www.briggsracing.com/racing-engines/206

With the following addendums:

9.2.1.1 - Spark Plugs: In addition to Briggs 30.a.c, the gap of the AR3910X spark plug is a tech item. The gap as measured from each grounding point to the electrode must be a minimum of .018" at all points. This can be measured with the pin gauge from the Briggs Tech-Tool kit for emulsion tubes *(.0185" Class Z No-Go)*. A visual inspection of the spark plug will also be performed to compare the plug to a known stock part. Spark plugs will be marked, and the same plug must be used in all scored sessions. If a plug must be changed, it must be done in the presence of a tech official.

9.2.1.2 - Carburetor: Walbro carburetors are no longer legal in CKNA competition, and as such, no longer legal in MSKC competition as well. Legal carburetors will have the Briggs & Stratton logo cast into it rather than the Walbro logo.

9.2.1.3 - Header Wrap: Header wrap is considered a safety item. Although having the header wrapped per the guidelines in the Briggs & Stratton rulebook is required; improperly installed, failing, or excessive header wrap is not a protest-able item. Tech officials will direct competitors to repair header wrap if a safety concern is identified.

As per Briggs & Stratton 206 Rule 6.e, following the CKNA guidelines for these areas, the below measurements will be taken to help verify parts remain unaltered:

9.2.1.4 - Piston Pop-up: In addition to the Briggs and Stratton rule set in both Section 26.a and 26.c; the Briggs & Stratton Engine Seal Database may be referenced by Tech Officials to confirm factory pop-up dimensions for individual engines.

A tolerance of +.001 will be permitted. Tech officials will remove any carbon from the piston, to the point where the factory piston's markings are visible. An initial measurement will be taken the center of the piston. If that measurement is found to be more than .001 above the engines build sheet, inspectors will proceed to take three measurements across the center of the piston, parallel to the wristband. If that average is still more than .001 above the engines build sheet, the engine will be deemed illegal and the competitor will be disqualified.

9.2.1.5 - Camshaft check: In addition to the various cam profile checks specified in the Briggs and Stratton rule set, MSKC Tech Inspectors will also measure the intake lobe center, which must measure between 105° - 107.5°.

- Any camshaft with more than one check *(including profile checks and the aforementioned centerline)* measuring outside of this specification will result in disqualification and possible confiscation of the short block *(defined as all components in the sealed engine including cam, lifters, crank, rod, piston, etc..)* for further inspection.

  If further inspection finds evidence of tampering with sealed components in the short block and/or an obvious attempt to circumvent the rules, further penalties may also be issued post-race.

9.3 - Honda GXH50 Regulations

9.3.1: The engine must be run as produced from the factory. No deviation from the "as produced" engine is allowed. All components must remain OEM unless otherwise specified. No addition/subtraction or substitution of material or components unless otherwise specified.

9.3.2: Only engines sealed by either Honda Performance Development or JoeyKarter will be allowed. Removing or tampering with the seal is prohibited and will result in a disqualification.

9.3.3 - Gas Tank: Must remain on engine in factory location and mounting. Fuel line must run directly from tank to carburetor without interruption.

9.3.4 - Carburetor: KEIHIN BF32E

9.3.4.1: No change or modification to the carburetor is permitted.

9.3.4.2 - Venturi Size: Max 11.1mm No-go

9.3.4.3 - Throttle plate: # 140 as manufactured with sharp edges. Must retain stock screw unaltered.

9.3.4.4 - Main nozzle:

a. Minimum length: 1.140"

b. Through hole: .055" No go

c. Two holes at bottom, 180° apart .028" No go

d. Eight holes above bottom band 90° apart .020" No go

e. Four holes at top 90° apart .020" No go

9.3.4.5 - Float: F3

9.3.4.6 - Main Jet: Go/No-Go TBD

9.3.4.7 - Pilot Jet: Go/No-Go TBD

Must run stock, unaltered Honda GXH50 Main jet and Pilot jet. Jets from new style or older style engines are allowed.

9.3.4.8: All jets must be TIGHT. Loose jets will be disqualified.

9.3.5 - Throttle Linkage: *(Intentionally left blank for now)*

9.3.6 - Air Filter: Must remain stock, with stock foam insert. No internal or external modifications of any type.

9.3.7 - Intake: Only stock Honda insulator gasket between black plastic insulator and head. Air passageway in insulator will not be altered in anyway.

9.3.7.1 - Insulator thickness: .277" +/- .001". Hole is rough edged and is "as molded".

9.3.7.2 - Insulator gasket thickness (head side): 0.019" max.

9.3.7.3 - Insulator gasket thickness (carb side): 0.022" max.

9.3.7.4 - Check for any alterations or worn parts that would allow additional air into engine: holes, slots, perforations, spacers, loose bolts, warped flanges etc. Any evidence of air leaking is grounds for disqualification.

9.3.8 - Spark Plug: *NGK CR5HSB* or *Denso U16FSR-UB* only. Washer must remain on both spark plugs. If a Cylinder Head Temp sensor is installed, spark plug washer must be removed.

9.3.9 - Kill Switch: Stock switch must remain connected. An additional switch may be installed in reach of the driver.

9.3.10 - Oil Alert Switch: Yellow wire must be disconnected or cut.

9.3.11 - Oil Additives: No performance additives allowed.

9.3.12 - Chain Cover / Clutch Guard: Mandatory.

9.3.13 - Clutch: As supplied by NORAM with Red springs only. No modifications. Oiling of the shoes or drum is not allowed.

9.3.14 - Exhaust: Repairs to header are not allowed cracked or broken exhaust header will be disqualified.

Any evidence of exhaust leaking is also grounds for disqualification.

The use of RTV between head and header is permitted and encouraged.

9.3.15 - Ignition Timing Procedure:

- Remove the starter assembly and large cover.
- Install a dial indicator in the spark plug hole, using a 10mm X 1.00 adapter.
- Make sure the indicator has a ball end to ride across the crown of the piston without damage.
- Place light grease or oil on the ball.
- "0" the indicator at top dead center, it does not have to be on the compression stroke as long as piston is at TDC. Remember, this is a 4-stroke.
- Rotate the flywheel clockwise until the two magnets on the flywheel are to the right of the coil.
- Rotate the flywheel counter clockwise until the left hand edge of the left hand coil mount leg is in line with the left hand edge of the left hand magnet.
- Dial indicator reading should be between 245" and 265".

9.3.16 - Valve Springs: Valve springs will be stock Honda springs and will not be altered in any way.

a. Wire diameter: 0.064" maximum

b. Outside diameter of spring: 0.588" maximum

c. Number of coils: 6

d. Spring pressure: 11 LBS maximum at 0.514"

e. Stacked length will be: 0.652" maximum

9.3.17 - Rocker Arms / Pushrods / Studs: Rocker arms will be stock Honda and will not be altered in any way. Rocker arm studs will be stock Honda. Their mounting position may not be altered in any manner. No heli-coiling of mounting holes. No bending of studs. Push rods will be stock Honda and will not be altered in any way.

a. Push rod length is 2.774" +/-.002"

9.3.18 - Shrouds & Sheet Metal: Blocking air flow to the engine is not allowed. Only factory heat shield is legal. No device may be used that will/or appear that it may impede airflow into the engine cooling system. This may require that the engine be run at a speed above idle by the tech personnel at the scale after the car has qualified or raced.

Taping or covering in any way of the shroud cover and/or recoil is not allowed.

9.4 - IAME Swift Regulations

9.4.1: Must be USA model engine. All measurements are in inches unless otherwise stated. The IAME homologation and Supplemental Rules documents listed on the USA East website will be used for anything not listed here. No external modifications of any type including air scoops or heat retention additions.

9.4.2 - Carburetor: Tillotson HW-31A. The surface finish of the venturi and bore must remain as manufactured. No additional machining is permitted. The throttle shaft, butterfly, and butterfly screw must remain stock. Other screws may be replaced providing they remain the same size as the OEM screws. An auxiliary return spring is required. Bypassing fuel or air to the motor in any way other than as manufactured is illegal.

a.	Maximum Venturi *(17.15mm No-Go)*	0.675”
b.	Maximum Bore *(22.10mm No-Go)*	0.870”
c.	Carb & Manifold Gaskets *(No-Go)*	0.010”
d.	Metering diaphragm Gasket	0.016” - 0.024”
e.	Metering diaphragm	0.002” - 0.008”
f.	Fuel Pump Gasket	0.028” - 0.035”
g.	Fuel Pump	0.0015” - 0.006”
h.	Minimum Shutter Thickness	0.030”

The color of the gasket or diaphragm is a non-tech item. Must be OEM and within the OEM specs.

9.4.3 - Fuel Filter: Any fuel filter is permitted. If utilized, it must be between the tank and carburetor. No additional fuel systems or external fuel pumps allowed.

9.4.4 - Air Box & Filter: Blue OEM air box must be as manufactured, one (1) 23mm tube (No Go). One (1) 0.200” drain hole is allowed. The OEM filter (IAME # 10751-1) must be used. Any external forms of air ducts forcing air inside of air box is illegal.

Rain covers are legal during rain conditions as long as it does not act as a ram air device. Air filter is not required in competitor’s choice or declared rain condition.

9.4.5 - Spark Plug: Must be as manufactured. Either the OEM spark plug washer, head temp sensor or indexing washer must be used. Maximum spark plug length of 18.5mm as ran *(with washer or temp sensor).* Any of the following plugs may be used:

- Autolite AR50, AR51, AR52 or AR53
- Denso W#ESZU
- NGK B ## EG or BR ## EG

9.4.5.1 - Spark Plug Boot: Approved: OEM PVL/Selettra (IAME part #10544), / NGK (part #TB05EMA) / K&S (part #10-3121MA)

9.4.6 - Bearings, Seals, O-Rings, Gaskets: May be replaced with aftermarket equivalent unless specified OEM. No ceramic or exotic bearings.

9.4.7 - Cylinder Head: Cylinder head must be OEM as manufactured. The head must be the same profile as the IAME gauge. Only modification allowed is spark plug thread repair.

9.4.7.1 - Cylinder Head Gasket: The head gasket is not required, but may be used to meet the minimum squish requirement of 0.025" using 0.0625" (1/16") solder.

9.4.8 - Cylinder: Ports must remain as manufactured. A known stock part may be used as a comparison. Any deviation from the factory presentation including grinding, polishing, beveling, radiusing, chamfering, or rounding is not allowed. Bore and stroke must be per manufacturer spec and will be taken as raced. Any internal modification such as adding, removing, or grinding material is prohibited.

9.4.8.1 - Cylinder Base Gasket: The base gasket is required. However, changing base gaskets is allowed to obtain the correct exhaust port height. The thickness of the base gasket is a non-tech item.

9.4.9 - Piston & Ring: Piston and ring must be OEM as supplied from the manufacturer.

9.4.10 - Exhaust Header & Pipe: Must be OEM as manufactured. Altering internal dimensions or modifications to pipe or silencer end cap is illegal. One hole for exhaust temperature sensor is allowed; if sensor is not used, hole must be completely plugged. Must be no cracks or missing components. Excessive leakage in any part of the exhaust system is illegal and competitor could be disqualified.

9.4.10.1 - Mini Swift Exhaust Header: IAME OEM as supplied. One (1) factory OEM gasket, no spacer or spacers allowed between cylinder and header.

9.4.10.2 - Micro Swift Exhaust Header: IAME OEM Part #A85365. 16mm (0.630”) maximum (No Go). Must have a hole drilled completely through both of the header mounting nuts that will allow the engine seal wire to pass through it. No spacers allowed between cylinder and header. Must be no leakage at the base of the header. Attempts to bypass the exhaust restrictor is prohibited.

9.4.11 - Clutch: As factory supplied. Maximum drum ID 3.354” (85.2mm). Must be IAME OEM drum without holes. Oiling the clutch is illegal. Must pass the clutch test.

9.4.11.1 - Clutch Test Procedure:

1. Place kart on secure stand in a safe location
2. Verify the axle spins freely
3. Start the engine, apply throttle a few times to clear out engine
4. Apply full throttle and full brake at the same time without allowing any tire rotation (this may take a couple try’s)
5. Have someone check gauge for maximum RPM (cannot exceed 5,000 RPM)

9.4.12 - IAME Swift Spec:

a.	Minimum Squish *(with .0625" solder)*	0.025”
b.	Minimum Exhaust Port Height *(LAD Tool)*	1.230”
c.	Minimum Exhaust Port Height *(Light Check)*	1.095”
d.	Inlet Port Height *(LAD Tool)*	0.585”
e.	Maximum Bore *(42.10mm)*	1.658”
f.	Maximum Stroke *(43.15mm)*	1.699”
g.	Minimum Piston Weight with Ring	60g
h.	Minimum Piston Pin Weight	15.5g
i.	Piston Pin Length *(+ - 0.2mm)*	35mm
j.	Piston Pin ID *(+ - 0.25mm)*	8mm
k.	Piston Pin OD *(+ - 0.1mm)*	12mm
l.	Complete Crankshaft Minimum Weight	1190g
m.	Minimum Clutch Diameter *(83mm)*	3.267”
n.	Minimum Clutch Drum No/Driver	182g
o.	Minimum Clutch Weight Type 1	460g
p.	Minimum Clutch Weight Type 2 *(10/20)*	465g
q.	Micro Swift Header (*16mm No-Go)*	0.630”

9.5 - IAME KA 100 Regulations

9.5.1: Must be USA model engine. All measurements are in inches unless otherwise stated. The IAME technical documents listed on IAME USA East website will be used for anything not listed here. No external modifications of any type including air scoops or heat retention additions.

9.5.2 - Carburetor: Tillotson HW-33A must be OEM as manufactured. The carburetor, including the finish of the venturi & bore, the arm, throttle shaft, butterfly, butterfly screw, slide assembly for jetting and/or manifold must be OEM and not modified. OEM needle jets are required. Pumper screws/bolts may be replaced providing they remain the same size as the OEM screws. Engine and carburetor must match the specs, and carburetor must be mounted as specified by manufacturer.

a.	Venturi 24.10mm *(No-Go)*	0.948”
b.	Bore 28.10mm *(No-Go)*	1.106”
c.	Metering diaphragm Gasket	0.016” - 0.024”
d.	Metering diaphragm	0.002” - 0.008”
e.	Fuel Pump Gasket	0.028” - 0.035”
f.	Fuel Pump	0.0015” - 0.006”
g.	Minimum Shutter Thickness	0.030”

Bypassing fuel or air to the motor in any way other than as manufactured is illegal. The color of the gasket or diaphragm is a non-tech item. Must be OEM and within the OEM specs. An auxiliary return spring is required.

9.5.3 - Fuel Filter: Any fuel filter is permitted. If utilized, it must be between the tank and carburetor. No additional components are permitted. No external fuel pumps.

9.5.4 - Air Box & Filter: OEM air box must be as manufactured with two (2) 23mm tube *(No Go)*. One (1) 0.200” drain hole is allowed. The OEM filter *(IAME # 10751-1)* must be used. Any external forms of air ducts forcing air inside of air box is illegal. Rain covers are legal during rainy conditions as long as it does not act as a ram air device.

Rain covers are legal during rain conditions as long as it does not act as a ram air device. Air filter is not required in competitor’s choice or declared rain condition.

9.5.5 - Reeds & Reed Cage: Only OEM fiberglass reeds are allowed with a minimum thickness of 0.012”. Reeds must be IAME factory reeds, sanding is permitted ONLY on the side opposite the IAME identification marking. Cutting the reeds is illegal. Manifold shape and design must remain as manufactured. Grinding or polishing the reed cage or manifold is illegal. Resurfacing the flat rubber contact surface to reeds and gasket surface, de-burring, and minor grinding at the reed attachment screws is allowed. Reed cage plates must remain as manufactured and not be altered in any way. Reed screws are non-tech.

9.5.5.1 - Reed Measuring Procedure: Reed petals will be measured across the entire petal surface using a vernier caliper. The caliper will be zeroed using a .012" feeler gauge blade. The IAME factory marking must be visible. Any measurement under zero will be illegal and could lead to a disqualification.

9.5.6 - Spark Plug: Must be as manufactured. Either the OEM spark plug washer, head temp sensor or indexing washer must be used. Maximum spark plug length of 18.5mm as ran *(with washer or temp sensor).* Any of the following plugs may be used:

NGK *B10EG* / *BR10EG* / *6254-105* / *R6252K-105*

9.5.6.1 - Spark Plug Boot: OEM part PVL IAME part #10544 / NGK #8636 part #TB05EMA / K&S part # 10-3121MA / Selettra part # 10544.

9.5.7 - Cylinder Head: Cylinder head must be OEM as manufactured. The head must be the same profile as the IAME gauge. Only modification allowed is spark plug thread repair.

9.5.7.1 - Cylinder Head O-ring or Gasket: The O-Ring or Head gasket is NOT required, but may be used to meet the minimum squish requirement of 0.041” using 0.0625” or 1/16” solder. Gasket thickness is non-tech.

9.5.8 - Cylinder: Ports must remain as manufactured. A known stock part may be used as a comparison. Bore and stroke must be per manufacturer spec and will be taken as raced. Any internal modification such as adding, removing, or grinding material is prohibited.

9.5.8.1 - Cylinder Base Gasket: Gasket is required, however, changing base gaskets is allowed to obtain desired exhaust port height. Thickness of the gasket is a non-tech item.

9.5.9 - Bearings, Seals, O-Rings, Gaskets: May be replaced with aftermarket equivalent unless specified OEM. No ceramic or exotic bearings allowed.

9.5.10 - Crankcase: The Crankcase must be as Manufactured. Removing or polishing of any metal is not allowed except for de-burring and/or repair from rod failure. Main bearing pocket repair is allowed provided the pockets are not relocated during the process.

Replacement bearings must be a standard bearing with steel or plastic retainers with same width and diameter as stock. Dual-row, ceramic or angular contact bearings are illegal. Seals must be as manufactured and must not have the spring removed, trimmed or installed backwards. Any internal modification such as adding, removing, or grinding material is prohibited unless it is for minor repairs as stated above.

9.5.11 - Crankshaft & Rod: The crankshaft must be OEM as supplied from the manufacturer. Crank must be the same manufacturer as the motor. Plastic or aluminum crankshaft stuffing supplied by the manufacturer is required. Removing metal, shot peening, polishing, or counterweight plugging is illegal. Weights must match that of the supplied specifications. Rod must be OEM as manufactured. Removing metal or modifying the rod is illegal. Any rod bearing is legal.

9.5.12 - Piston & Ring: Piston and ring must be OEM as supplied from the manufacturer.

9.5.13 - Exhaust Header & Pipe: Must be OEM as manufactured. Intentional header and pipe modifications are illegal. Interchanging, plating, or ceramic-coating is illegal. The system must be intact at the start and finish of the race as the manufacturer intended. One hole for an EGT probe is allowed in the header. If the probe is not in place, the hole must be completely plugged. Must use OEM gasket and only one is permitted *(1.3mm minimum thickness)*. No spacer or spacers allowed between the cylinder and header. Excessive leakage in any part of the exhaust system is illegal and the competitor could be disqualified.

9.5.13.1 - Junior Exhaust Header: The Junior header must be 22mm (No-Go). If an engine seal is used, it must go through both of the header nuts.

9.5.14 - Starter and Battery: Removing the starter and battery is allowed. However, the starter ring gear must remain in place.

9.5.15 - Clutch: The clutch must be OEM as manufactured and within factory spec. Oiling the clutch is illegal. The clutch cannot be adjustable and must pass the clutch test.

9.5.15.1 - Clutch Test Procedure:

1. Place kart on secure stand in a safe location
2. Verify the axle spins freely
3. Start the engine, apply throttle a few times to clear out engine
4. Apply full throttle and full brake at the same time without allowing any tire rotation (this may take a couple try's)
5. Have someone check gauge for maximum RPM (cannot exceed 6,000 RPM)

9.5.16 - Ignition: The Ignition must be OEM as manufactured. Flywheel key must be in place and not modified.

9.5.16.1 - Ignition Ground Strap: A secondary ground strap is allowed from one of the ignition bolts to the case.

9.5.17 - Timing Procedure:

1) Insert dial indicator in spark plug hole
2) Zero at TDC
3) Roll piston back 0.200" before TDC
4) Roll piston forward to align timing marks
5) Dial indicator must read between 0.080" – 0.120" before TDC

9.5.18 - IAME KA 100 Spec:

a.	Minimum Squish *(w/ .0625" solder)*	0.041"
b.	Minimum OEM Reed Thickness	0.012"
c.	Minimum Port Height *(LAD Tool)*	1.420"
d.	Minimum Port Height *(Light Check)*	1.295"
e.	Rod Length	102mm
f.	Maximum Stroke	54.05mm
g.	Maximum Bore	48.55mm
h.	Timing *(Minimum – Maximum)*	0.080" – 0.120"
i.	Minimum Piston Weight Ring	95g
j.	Minimum Piston Pin Weight	19g
k.	Piston Pin Length *(+ - 0.2mm)*	39mm
l.	Piston Pin ID *(+ - 0.30mm)*	10mm
m.	Piston Pin OD *(+ - 0.1mm)*	14mm
n.	Minimum Complete Crank Weight	1820g
o.	Minimum Clutch Diameter *(83 mm)*	3.267"
p.	Minimum Clutch Weight	375g
q.	Minimum Clutch Drum	225g
r.	Minimum Clutch Drum with Gear	300g
s.	KA100 Junior Header *(No-Go)*	22mm