



Tri-C Karters Club Rules and Supplemental Technical Regulations

rev. 10.07.2026

THE TRI-C KARTERS MISSION:

The promotion of kart racing as a safe, fun, and competitive motorsport in Southern California. We strive to promote, organize and host top quality events that are professionally run using a uniform set of rules. Fair, impartial and safe competition for all is the ultimate goal of Tri-C Karters.

We pledge to adhere to the highest standards in our efforts to provide the most competitive racing program possible for our members. We believe in a family oriented and friendly environment to make our events enjoyable for everyone.

It starts with respect...

Tri-C Karters hopes that everyone will have a safe and enjoyable race day!

Please remember:

- We ask that everyone do their part to be sure all trash has been put in containers prior to leaving the facility. Boxes should be collapsed and stacked by a trash container. Empty fuel cans, batteries and tires CANNOT be left anywhere at the facility; there will be a \$50 fine to the competitor for any of these items left behind.
- Respect and adhere to any and all rules / policies that are posted at track facility.
- Theft or vandalism of any kind will not be tolerated.

§10 - §19: CLUB RULES

§10 - GENERAL

10.1: Tri-C events are run according to Sprint rules in the most current WKA Tech Manual. Engines are regulated by their manufacturer's technical specification document. These Tri-C Karters Club Rules and included Supplemental Technical Regulations clarify and (where applicable) take precedence over WKA regulations, as well as over engine manufacturer technical specifications. Unless otherwise noted, only WKA sections 100, 200, 500, 707, 750 & 902.3 – 902.8 are applicable to Tri-C events.

10.2: It is the responsibility of competitors, team members and parents to stay current with and abide by all rules and technical regulations, and to ensure their guests

are informed. The competitor is ultimately responsible for the behavior and actions of their crew members and guests. Competitors may be penalized for the conduct of their crew members and guests, including deduction of finishing positions, disqualification or expulsion from the event without warnings being issued.

10.3: New items & changes from the previous revision will be highlighted.

10.4: Engine manufacturers' technical specification sheets are available for download on the Tri-C Karters website (www.tri-ckarters.org). Technical sheets posted on the Tri-C website represent the requirements for the current race event, except in circumstances as listed below in this section.

10.5: Tri-C will make every effort to maximize advance notice of rule changes or clarifications. Changes that are in effect will be posted to this document, and time-sensitive changes / clarifications will also be posted directly on the Tri-C website.

10.6: If a formal announcement of rule or technical changes cannot be made in advance of a race event, the changes will be announced at the official driver's meeting, and become effective immediately.

§12 - MEMBERSHIP

12.1: Annual dues are \$100 per driver. The membership term is from the time of dues payment through December 31 of the same year.

12.2: Member benefits -

- Race entry discount.
- Eligible for season championship points.
- Right to retain kart number in the class raced in the preceding year, provided dues are paid during the Priority Membership period during first few weeks of the new year.
- Free club t-shirt (must sign up during the Priority Membership period).
- Eligible for cash prizes, special prizes and giveaways during the season.

12.3 The deadline for membership dues to be paid will be announced as part of the online membership registration. Entry fees paid prior to membership purchase will not be refunded to the discounted member rate.

12.4: WKA membership is not required to participate in Tri-C events.

§14 - COMPETITION AGE

14.1: Unless an exception is provided or indicated otherwise, a driver's attained age as of December 31st of the current year shall establish their Competition Age for that year.

§16 - REGISTRATION

16.1: Entries, pit passes and memberships can be completed and paid for via the *Register* link on the Tri-C website.

16.2: An additional fee will apply to walk-up entries on the day of the event.

16.3: Eligible competitors may enter more than one class for a single event.

16.3: INSURANCE WAIVER OF LIABILITY: All persons entering the facility must sign the Tri-C Karters insurance waiver of liability, and the provided insurance wrist band must be worn at all times. This includes the entirety of the paddock area, defined spectator areas, grid, scales and tech areas. NO EXCEPTIONS. Any person observed in the facility without an insurance wrist band will be directed immediately to event registration to sign the waiver and purchase a wrist band.

16.4: Lost or damaged Tri-C Karters rental transponders will incur a replacement charge of \$450.

§18 - REFUNDS

18.1: Class Entry and Transponder Fees – Can be refunded only if the driver has not taken to the track during a hot lap session (warm-up, qualifying or racing heat).

18.2: Pit Pass Fees – Once a pit pass has been claimed and signed for on the insurance forms, it cannot be refunded.

18.3: If a competitor is a no show for a race event, all applicable entry and transponder fees will be refunded in full. Tri-C will not carry over entry fees or pit passes to future races.

18.4: Refunds will be issued within 5 business days.

§20 - §49: EVENT REGULATIONS

§20 - RACE EVENTS

2026 Tri-C Trifecta:

- **High Desert Championship** at Willow Springs Raceway (best 3 of 3 races)
- **California Nights Crown** at Apex Racing Center (best 3 of 3 races)
- **Sagebrush Classic** at Spring Mountain Karting (best 3 of 3 races)
- **The Trifecta Championship:** Combined points of the 3 independent race championships (best 8 of 9 races)

§22 - PIT & PADDOCK RULES

22.1: All persons within the race facility are required to purchase and sign for an appropriate insurance pit pass, and the band must be worn on the wrist and displayed

so that it is visible at all times. Pit passes are non-transferable and valid only on the date of purchase.

22.2: Pets must be leashed at all times. Pets are not allowed in the Grid area, along the track fence line, or in any area beyond the first row of the paddock. Owners are fully responsible for the actions of their animals. Tri-C officials reserve the right to request that a pet be removed from any specific area, or from the facility

22.3: With the exception of handicapped persons with authorization by an event official, Tri-C's insurance prohibits the operation of bicycles, scooters, skateboards, skates, go-peds, mini bikes, motorcycles, ATVs or other wheeled vehicles within the facility.

22.4: The use of artificial noise makers is prohibited.

22.5: The display of any item that could be mistaken for an official flag near the racing surface is prohibited.

§24 - RACING FORMAT

24.1: Single Day race - The race day will consist of one warmup session, a Qualifying session, one Pre-Main race and one Main event.

24.2: Two day race - The Official Practice day prior to the race day will be organized and officiated by Tri-C Karters. All Tri-C Karters rules of conduct and insurance requirements will apply. Race day will consist of one warmup session, a Qualifying session, one pre-main and one Main Event. Please refer to the event schedule for information specific to the Kid Kart class.

24.3: Official practice or race day warmup requirements -

- Depending upon the event format, the official practice session or the race day warmup session will be used to set the grid for qualifying.
- Class minimum weight must be met.
- The spec race tire brand & compound must be used.
- TaG Micro and Jr. classes must use the required restrictor.
- Failure to scale, failure to meet the weight minimum, not using the spec tire type or not participating in the official practice or race day warmup will result in disqualification for the session, and order on the Qualifying grid will be at the Race Director's discretion. Multiple drivers in the same class missing the official qualifying session will be gridded for qualifying in ascending order of kart numbers.

24.4: Qualifying -

- Format is Green / White / Checkered
- At the Race Director's discretion, any competitor determined to have impeded another competitor during qualifying may be subject to a grid position penalty.
- In the event of a mechanical issue while on the grid or on track prior to taking the green flag, the driver will be granted a one lap qualifying session immediately after the last scheduled qualifying group.

- Drivers failing to start or complete a qualifying session will be scored last in their qualifying group. Multiple drivers scored last in a class for qualifying will be gridded in ascending order of kart numbers.

24.5: Pre-Main - Starting grid positions will be determined by the official Qualifying session results.

24.6: Main Event - Starting grid positions will be determined by the official Pre-Main results. The official Main Event results will determine the race day's winner and podium finishers.

§26 - SCORING

26.1: To be eligible for a points championship the driver must be a club member and must compete in a designated season points championship class.

26.2: A class must have an average of five entries per race over the course of the season to qualify as a championship class. Classes failing to meet this requirement will not have a designated champion and no overall season awards will be given.

26.3: 2026 Tri-C Trifecta Championships -

- Each of the individual race series in the Tri-C Trifecta (the High Desert Championship, the California Nights Crown and the Sagebrush Classic): Best 3 of 3 races for each series. No drop races will be allowed.
- **The Tri-C Trifecta Grand Championship** (all three individual championship series points combined): One (1) drop out of the 9 total races. The competitor's lowest-scoring race will be removed from the final championship points.

26.4: Competitors will earn points toward the Championship according to their official pre-main and main event finishing positions, as well as any bonus points (see scoring table).

26.5: Finishing order -

- DNF (Did Not Finish) competitors are ranked behind all competitors running at the finish, with the last kart out finishing highest.
- Level 1 DQ (Disqualified) competitors are ranked behind all running and DNF competitors. All Level 1 DQ competitors receive equal last place points.
- Level 2 DQ competitors are ranked behind all DNF and Level 1 DQ competitors, and receive zero (0) points.

26.6: To earn race day championship points, the competitor -

- Must complete a lap during the Qualifying session; OR must take to the track for a Pre-Main or Main Event. It is not required to take the Green flag.
- Competitors meeting either requirement who are unable to compete in a subsequent Pre-Main or Main Event will be indicated as DNS (Did Not Start) and receive last place points for all of the day's remaining missed sessions.

26.7: Unless designated, points are not awarded for special event races hosted by Tri-C.

26.8: Scoring table

	Main Race	Pre-Main Race
1.	1st - 200	1st - 100
2.	2nd - 190	2nd - 95
3.	3rd - 180	3rd - 90
4.	4th - 176	4th - 88
5.	5th - 172	5th - 86
6.	6th - 168	6th - 84
7.	7th - 164	7th - 82
8.	8th - 160	8th - 80
9.	9th - 156	9th - 78
10.	10th - 152	10th - 76
11.	11th - 150	11th - 75
12.	12th - 148	12th - 74
13.	13th - 146	13th - 73
14.	14th - 144	14th - 72
15.	15th - 142	15th - 71
16.	16th - 140	16th - 70
17.	17th - 138	17th - 69
18.	18th - 136	18th - 68
19.	19th - 134	19th - 67
20.	20th - 132...*	20th - 66...*

**Reduced increment sequence continued through last position*

Five (5) bonus points will be awarded for each:

- Competitor who sets the fastest Qualifying lap time in their session
- Competitor who sets the fastest Main Event lap time in their session

§28 - RACE OFFICIALS

28.1: Race Day Committee - The Race Day Committee is in charge of all operations on race day. Members of the race committee include the Race Director, Assistant Race Director, Chief Timing Officer, the Chief Technical Inspector, Race Steward and Tri-C Karters Board of Directors.

28.2: Race Director - The Race Director has the power to resolve all race reviews and will consult with appropriate race officials in making his decision. The Race Director or his designee will advise the driver requesting a review and any other drivers affected of his decision as soon as is practical.

28.3: Race Steward - The Race Steward is the direct liaison to the Race Director and will handle all penalty reviews and answer any questions regarding on track activity -

- On track infractions will be resolved on race day with the appropriate race officials, and will not be re-considered by the Board of Directors. Members may bring issues of concern related to race day incidents to the President or other Board member via email. It is encouraged that any safety concerns be brought to the attention of the President or a Board member via email.

- All race results are official and final at the completion of the race day when the final protest time window has closed. The club reserves the right to correct any race results due to a scoring or clerical error on behalf of Tri-C officials.

§30 - DRIVERS' MEETING

30.1: A mandatory drivers' meeting will be held at the beginning of the official practice or first race day, prior to any on-track sessions.

30.2: All drivers must attend the drivers' meeting. Random roll calls may be made at the drivers' meeting; any driver not present when called will lose their fastest lap from Qualifying, and any Qualifying bonus points earned will be forfeited.

30.4: Kid Kart, Micro, Mini, Cadet and Junior class drivers must have a parent, guardian, mechanic or coach in attendance with them.

30.5: Competition or technical rules announcements at the drivers' meeting will take precedence over any published rules.

§32 - PRE-TECH

32.1: Tri-C Karters uses a Self Check Pre-Tech form. The form is available for download on the *Race Day Forms* section of the Tri-C website, and at the Tri-C tent on the day of the race.

32.2: The competitor's kart must meet all of the safety and technical requirements of the class it has been entered in prior to being operated on the track. The competitor is ultimately responsible for the mechanical state of their kart. Tech officials may review a competitor's Pre-Tech form at any time during the event to verify compliance. Violations may result in penalties, including Disqualification.

32.3: The Pre-Tech form must be fully completed and signed prior to submission. Tri-C officials cannot fill out Pre-Tech forms. A guardian / mechanic must complete a minor's Pre-Tech form; minors cannot initial or sign the form.

32.4: The completed Pre-Tech form must be given to the designated race official prior to the driver's first on-track session. This includes Official Practice days and/or warm-up sessions. No kart may be operated on the track until the driver has been registered as an entry, is wearing the appropriate insurance wristband and has submitted the completed Pre-Tech form.

§34 - PENALTIES

34.1: Driving and technical penalties will be posted to the scoring app in use. Race officials will make every effort to notify affected competitors of penalties as soon as possible. In some instances it can take time to properly determine and assign penalties. Please be sure to keep updated on the results of your race session on the scoring app. Please bring any questions or concerns to the main Tri-C tent for clarification.

34.2: The list below is a guideline of penalties that will be used at all Tri-C Karters events. The Race Director may adjust penalties depending upon circumstances and severity of the infraction -

- Level 1 Disqualification (DQ) - Can be issued by the Race Director or Chief Technical Inspector for an on-track incident, mechanical / post-tech infraction, or a driver / crew member's actions or behavior. May incur a finishing position penalty and / or last place points for that round only.
- Level 2 Disqualification (DQ) - Can be issued at the sole discretion of the Race Director for flagrant disregard of the rules, dangerous on / off track behavior, or unsportsmanlike conduct anywhere within the facility. At the Race Director's discretion a Level 2 DQ may result in the competitor being excluded from competition for the remainder of the event, requiring the competitor and all crew / guests to leave the facility in a timely manner.

34.3: A race with a Level 1 DQ can be used as a drop for calculating year end championship points. A race with a Level 2 DQ can not.

34.4: Penalty Chart

INFRACTION	SESSION	PENALTY
Failure to attend drivers' meeting	--	Possible loss of fastest Qualifying lap
Under weight at scales	Warmup	Start at back of Qualifying group
Under weight at scales	Heat / Main	DQ1 for session
Lost / broken bodywork (except lower fairing bracket)	Any	DQ1 / Removed from session
Lost chain guard	Any	DQ1 / Removed from session
Exhaust not secured	Any	DQ1 / Removed from session
Lost ballast weight or battery	Any	DQ1 / Removed from session
Passing under yellow flag condition	Any	Loss of gained positions
Unsafe track re-entry	Any	+5 seconds
Avoidable contact (incidental)	Qualifying	Loss of fastest lap
Avoidable contact (incidental)	Heat / Main	+2 positions minimum
Avoidable contact (reckless)	Heat / Main	+5 positions minimum
Blocking	Heat / Main	+1 position minimum
Unsportsmanlike conduct	Any	DQ1 / Removed from session
Cut track	Heat / Main	+5 seconds minimum
Verbal aggression toward competitor or official	Any	DQ2 / Loss of points for session
Physical aggression toward competitor or official	Any	DQ2 / Loss of points for event
More than 2 warnings per day (verbal or flag)	All Combined	+3 positions

34.5: Request for Technical Review - Request for review of technical legality of another competitor's kart must be submitted in writing by a driver registered in same class (18+) or the guardian / mechanic of minor driver (minor driver must be present). A competitor requesting technical review is subject to full inspection and must keep their

own kart in the post-tech impound area. Once a competitor's kart has been removed from the impound area, their right to request a Technical Review is permanently waived, regardless of the amount of time elapsed.

34.6: Request for Penalty Review -

- If a competitor believes that a penalty was levied against them in error, a Request for Penalty Review may be filed
- The request must be submitted in writing by the driver only (18+) or the guardian / mechanic of a minor driver (minor driver must be present) to the designated Tri-C Karters official within 30 minutes after the official results have been posted to the scoring app.
- Competitors are entitled to one (1) penalty review per race day. The Race Director may defer this limit at their discretion.
- Video submissions:
 - Competitors are permitted to submit any compelling video of the incident under review.
 - All video(s) must be submitted at the time of the review.
 - Video footage must be provided on a laptop or large tablet ready and must be cued, ready to view. No laptops or tablets will be provided by race officials.
- The Race Steward will handle all reviews. The Race Steward can uphold or deny the review if video or other evidence allows an informed decision. The Race Steward may consult with the Race Director, track officials and involved competitors to gather more information and come to a final decision. Once the review has been decided it is considered final and cannot be protested.

34.7: Request for Non-Call Review -

- If a competitor believes that an on-track infraction against them occurred and was not called, a Request for Non-Call Review may be submitted. Competitors not directly involved in the incident may not submit a request.
- The request must be submitted in writing by the driver only (18+) or the guardian / mechanic of a minor driver (minor driver must be present) to the designated Tri-C Karters official within 15 minutes after the official results have been posted to the scoring app.
- Video submission rules outlined in Section 34.5 are applicable.
- Once the initial review has been completed, the Race Steward will inform the opposing competitor that they are under review for a possible on track infraction. They will then have 15 minutes to present themselves, along with any applicable supporting video, at the Race Steward's tent.
- The Race Steward will take statements from both drivers and review submitted videos.
- The Race Director will render a decision on the merits of the review. The Race Director's decision is final and cannot be protested.

34.8.: Penalties for procedural (non-performance- / non-competition-related) items are the discretion of the Race Director or Chief Technical Inspector.

§36 - RACE GROUPS

36.1: Classes may be added and / or combined into race groups at the discretion of the Race Director as necessary to meet time constraints or accommodate entries. Combined classes will be scored separately unless otherwise stated.

§38 - THE GRID

38.1: Karts must arrive on Grid A with all fuel and other fluids required for the session, including adequate fuel to provide an 8 oz sample for technical inspection before or after the session. No fluids can be added on the grid. Karts can not be removed from the grid after collection of fuel samples.

38.2: Karts must be present and ready to move into place when Grid A is cleared for their round. The driver or a representative must inform the Grid Steward if their kart is going to be delayed getting to Grid A, and must stand in position on the grid in lieu of the kart. The Grid Steward has the discretion to hold the release of the group for a reasonable amount of time until the delayed kart has arrived. If the Grid Steward is not advised of a delay and a driver representative is not present on the Grid, then the session will start without delay.

38.3: Karts not in place on Grid A at the time the group is released must start at the back of the field, in the order of late arrival to the grid.

38.4: Karts that become disabled after fully exiting Grid A may be pushed back on to the grid by the driver ONLY, and then may receive assistance.

38.5: Karts remaining on Grid A in excess of 90 seconds after the group has been released are no longer eligible to take part in the session.

§40 - START PROCEDURE

40.1: The Pole Sitter will set a reasonable and consistent pace leading up to the start box, and cannot continually or suddenly vary their pace to manipulate the start to their advantage. At the discretion of the Race Director a Pole Sitter may be given a Jump Start penalty.

40.2: Drivers must remain in their designated lane behind the Pole and Off Pole karts. Drivers moving out of their lane prior to the green flag waving may receive a jump start penalty.

40.3: At the Race Director's discretion, a start box consisting of two (2) sets of cones may be placed before the start line. If tram (lane) lines are present, drivers must remain in their designated lane until the green flag is waved.

40.4: Pushing is not allowed when approaching the start box, and may result in the start being waved off. Drivers pushing the kart in front of them when approaching the start box may receive a five (5) second penalty.

40.5: The Pole Sitter can decide to accelerate at any time once they've entered the start box. The starter can wave the green flag at any time once the Pole Sitter has entered the start box. Drivers may begin to advance positions only after the green flag has been waved.

§42 - LAPPED COMPETITORS

42.1: If the Race Director believes an unsafe condition exists or could exist, at their discretion, lapped competitors or competitors at imminent risk of being lapped may be removed from the session via black flag.

§44 - POST-TECH

44.1: All drivers and karts must enter Post-Tech directly from the track at the end of any official session. Failure to enter Post-Tech will result in disqualification for the session.

44.2: In Post-Tech the competitor is responsible for -

- Ensuring their engine is shut off and their kart is pushed (not driven) onto the scale for weigh-in.
- Ensuring their kart, engine and tires are properly marked by tech officials prior to leaving the Post-Tech area after Qualifying.
- Ensuring their kart has been inspected and / or cleared to leave by a tech official prior to leaving the Post-Tech area.

44.3: All Pre-Tech items are subject to Post-Tech inspection. Any required component that is missing, fully detached or subject to mechanical black flag (including bodywork, chain guard, rear bumper and driver safety equipment) will result in disqualification for the session.

44.4: Refusal to weigh, refusal to submit to inspection, or removal of the kart from the Post-Tech area prior to release by a tech official will result in automatic disqualification.

44.5: Race officials may require any driver (regardless of finishing position) and kart to present for technical inspection after Qualifying, Pre-Main or Main Event races.

44.6: Spec fuel -

- All 2-Cycle classes are required to run Sunoco Supreme 112 fuel.
- All 4-Cycle classes are required to run the 91 octane pump fuel that is designated in the event information flyer.
- Unless a fuel sample was collected on the grid, karts must arrive in post-tech with a minimum of 8 oz of fuel inside of the tank, for the purposes of in-tank metering and / or sample collection. Karts arriving in post-tech with less than 8 oz of fuel in the tank may be disqualified.
- Competitors are solely responsible for the legality of their fuel. Use of fuel additives, mixing of fuel brands or types, or fuel that is out of spec due to extended open storage will result in disqualification.
- Each competitor may request one (1) non-binding courtesy fuel test per event.

44.7: All competitors must report for Post-Tech marking & sealing at the end of their Qualifying session -

- One (1) set of spec dry-weather tires used for Qualifying will be marked or scanned and must be used on the same kart for the remainder of the non-Rain Condition event, **except as covered in Section 44.8**. Marked or scanned tires can not be swapped between karts. Marking paint and / or official seals on engine fasteners and components used in Qualifying must remain present and intact for the remainder of the event.
- **The quantity of rain tires allowed per day of competition will equal the quantity of dry tires allowed. If rain tires are used during a competition session, they will be marked/scanned by the technical officials at the end of the session and will be the only set of rain tires the competitor can use.**
- Competitors who miss their Qualifying session must bring their kart to Tech for tire and engine marking before participating in any further on-track sessions.

44.8: Any adjustment or swap involving a marked, sealed **or scanned** component must receive prior approval from a tech official and must be performed in the Post-Tech area. Failure to receive prior approval will result in a finishing position penalty or disqualification for the affected session, **and may require reinspection prior to any further competition -**

- A tire with verifiable damage may be replaced with a like tire showing similar or greater wear. Removed tires must remain in the Post-Tech area for the remainder of the event. Replacement tires must be marked by a tech official once mounted.
- Engine adjustments requiring a painted or installed seal to be broken must be performed under the supervision of a tech official.
- **Replacement or repair of any engine-related or internal 2-cycle clutch component, other than spark plugs or exhaust springs, must be performed under the supervision of a tech official. Engine, carburetor, exhaust header or undamaged exhaust pipe replacements will require the competitor to start at the back of the next session.** An engine package can only be replaced with a package of the same model and configuration. Engines or components removed during competition must remain in the Post-Tech area for the remainder of the event.

§46 - RAIN RACE AND WET CONDITIONS

46.1: Rain-specific regulations are in effect only during a Rain Condition as declared by the Race Director, including during practice sessions. In this context, "Rain" and "Wet" have the same meaning.

46.2: During a declared Rain Condition ("Rain Race") -

- **Spec dry tires or rain tires can be used at the discretion of the competitor. Rain tire brand is non-tech.**
- The rear bumper & side pods can extend past the outsides of the rear tires.
- Any Rain Condition modification specified in an engine's technical documents can be applied.

§50 - §59: DRIVER & CHASSIS SUPPLEMENTAL REGULATIONS

§50 - DRIVER SAFETY ATTIRE AND EQUIPMENT

50.1: An S.F.I. approved chest protector is mandatory for Kid Kart, **Micro, Mini** and Cadet class drivers. Drivers may be checked ANY TIME while on the grid or preparing to enter the track, and will be denied access to the track or suspended from the event if not wearing the required chest protector.

50.2: A neck collar is mandatory for all Kid Kart, **Micro, Mini**, Cadet and Junior class drivers. A driver may be denied entry to the track and / or be flagged off track if the neck collar is missing.

50.3: Gloves that fully cover the hand are required in all classes. Fingerless or backless gloves are prohibited. A driver may be denied entry to the track and / or be flagged off track if gloves are missing.

50.4: Helmet rating - Adult-sized helmets must have a Snell SA2015 / M2015 or newer rating with decal present. Junior-sized helmets must have an S.F.I. 24.1/2015, 24.1/2020, Snell CMR2016, Snell CMS2016 or newer rating with decal present.

50.5: Cameras can NOT be mounted on the inside or outside of the helmet.

50.6: Radios or other electronic communications of any kind (one way or two way) are prohibited during any race day session.

50.7: Long Hair – No hair may be exposed outside of the helmet. The use of a head sock or other methods must be used to contain the hair. A driver may be denied entry to the track and / or be flagged off track if their hair becomes exposed.

§55 - CHASSIS SUPPLEMENTAL REGULATIONS

55.1: Ballast weights -

- Must be white in color, with the driver's last name written clearly on a visible surface.
- Mounting bolts must be a minimum of 5/16" (8mm) diameter and must be secured with double nuts, or a single nut with a safety clip / wire passing through a hole in the bolt end. Weights over 7 lbs. must be mounted with a minimum of two compliant bolts.
- **Conical washers used to mount ballast weights to the seat must be of metal construction and have a minimum O.D. of 30mm.**
- **Determination of a ballast weight mount's legality is at the sole discretion of tech officials.**

55.2: Batteries -

- **Must be of sealed or dry-cell design.**

- Must be mounted to the chassis using the OEM IAME battery box and strap plus a minimum of one 175 lb.-rated cable tie; or an aftermarket battery box and minimum of two 175 lb.-rated cable ties.
- Must be clearly marked with the driver's kart number.

55.3: Clutch, chain & sprocket guards -

- All karts must have a metal engine-mounted clutch guard.
- All karts must have an engine and / or chassis-mounted chain guard at least 1.5" wide and covering at least 75% of the chain's normal span between the two sprockets when viewed from above. Flexible chain guards must be firmly mounted at both ends.
- Karts with outboard-drive engines must have a chassis-mounted rear sprocket guard at least 1.5" wide and surrounding at least 25% of the sprocket's edge. A one-piece combination chain and sprocket guard is permissible.

55.4: Timing transponder - The timing transponder must be mounted on the back of the seat using a bolt through the transponder, or a purpose-made transponder mount.

55.5: Cameras -

- If used, must be affixed to the kart frame or driver fairing only, using a purpose-made mount with the camera tethered to the mount. Seat struts or other non-collapsible mounts are not allowed.
- Cameras can not be mounted forward of the driver's feet.
- The driver's last name must be clearly written on camera.
- Determination of a camera or mount's legality is at the sole discretion of tech officials.

55.6: Brake safety cable - A secondary safety cable must be securely attached from the brake pedal to the master cylinder control lever or balance bar assembly.

55.7: Seat struts and stays - It is not permissible to operate the kart with either end of a seat stay or strut disconnected from the chassis or the seat.

55.8: Kid Kart Class -

- Required sprocket ratio - #219 chain with 18T front / 66T rear.
- Tire pressure = 20 PSI maximum hot with kart on the ground
- Wheel + tire width (outside-to-outside) = 130mm minimum / 140mm maximum
- Front track width (outside-to-outside of wheels + tires) = 42" maximum
- Rear track width (outside-to-outside of wheels + tires) = 39" minimum / 42" maximum
- Side pods: Must not extend past the outsides of the rear wheels + tires.

55.9: Club option for WKA Tech Manual items -

- 201.1: Minimum frame tube dimensions are 25.0mm O.D. & 1.98mm wall thickness as manufactured
- 204.2.1 / 204.2.2: Steering wheel hub may be multi-component design
- 204.3: Steering wheel shape is non-tech
- 205.2: Dual (four wheel) braking systems are required with 125cc & larger gearbox engines, and are not allowed with any other engine type.

- 207.1: Kid Kart fuel tank may be mounted in an alternate location. Legality of Kid Kart fuel tank location is at the sole discretion of the Tech Director.
- 208.25: Push back nose cone (“bumper” / “fairing”) regulations are not in effect. Push back mounts are permissible but not required.
- 208.5: Number panel may be at any location on the side pod.
- 209.3.3: Full-width rear bumpers conforming to WKA Section 209.3 are required for all classes. Regardless of material or construction, **bumper ends shall not extend past the outsides of the rear tires**, except during a declared Rain Condition as defined in the regulations.
- 210.4: Seat dimension is non-tech.

§60: RACE CLASSES (Not all classes will be available at all events)

KID KART

- Engine: Tillotson TP105R
- Age: 5 yrs. (attained) - 7 yrs.
- Weight: 160 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & rear
- Fuel: Spec pump fuel
- Required sprocket ratio: #219 chain with 18T front / 66T rear

TAG MICRO

- Engine: IAME Swift (restricted)
- Age: 7 yrs. - 10 yrs.
- Weight: 225 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & rear
- Fuel: Sunoco Supreme 112
- Oil: Elf HTX909 SAE 50 *or* Motul Kart Grand Prix

TAG MINI

- Engine: IAME Swift
- Age: 8 yrs. - 13 yrs.
- Weight: 245 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & rear
- Fuel: Sunoco Supreme 112
- Oil: Elf HTX909 SAE 50 *or* Motul Kart Grand Prix

100CC TAG JR. 2

- Engine: IAME KA100 (restricted)
- Age: 12 yrs. - 16 yrs.
- Weight: 320 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & 7.1/11.0-5 rear
- Fuel: Sunoco Supreme 112
- Oil: Elf HTX909 SAE 50 *or* Motul Kart Grand Prix

100CC TAG SR.

- Engine: IAME KA100 *or* Vortex ROK VLR 100
- Age: 15+ yrs.
- Weight: 360 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & 7.1/11.0-5 rear
- Fuel: Sunoco Supreme 112
- Oil: Elf HTX909 SAE 50 *or* Motul Kart Grand Prix

100CC TAG MASTER

- Engine: IAME KA100 *or* Vortex ROK VLR 100
- Age: 30+ yrs.
- Weight: 380 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & 7.1/11.0-5 rear
- Fuel: Sunoco Supreme 112
- Oil: Elf HTX909 SAE 50 *or* Motul Kart Grand Prix

BRIGGS LO206 JR. 1 CADET

- Engine: Briggs & Stratton LO-206 (restricted)
- Age: 7 yrs. - 12 yrs.
- Weight: 245 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & rear
- Fuel: Spec pump fuel

BRIGGS LO206 SR. LITE

- Engine: Briggs & Stratton LO206
- Age: 15+ yrs.
- Weight: 350 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear
- Fuel: Spec pump fuel

BRIGGS LO206 SR. HEAVY

- Engine: Briggs & Stratton LO206
- Age: 15+ yrs.
- Weight: 370 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear
- Fuel: Spec pump fuel

BRIGGS WORLD FORMULA SR.

- Engine: Briggs & Stratton World Formula
- Age: 15+ yrs.
- Weight: 360 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear
- Fuel: Spec pump fuel

TILLOTSON T225 JR. 2

- Engine: Tillotson TPP-225RS
- Age: 11 yrs. - 15 yrs.
- Weight: 320 lbs.

- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear
- Fuel: Spec pump fuel

TILLOTSON T225 SR.

- Engine: Tillotson TPP-225RS
- Age: 15+ yrs.
- Weight: 360 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear
- Fuel: Spec pump fuel

OPEN SHIFTER

- Engines & weights:
 - ICC / KZ: 390 lbs.
 - IAME SSE 175cc: 395 lbs.
 - Vortex ROK Shifter: 380 lbs.
 - Stock Honda & Yamaha FZ Moto: 370 lbs.
- Age: 15+ yrs.
- Tires: Vega XM4 White 4.6/10.0-5 front & 7.1/11.0-5 rear, Evinco Red
- Fuel: Sunoco Supreme 112
- Oil: Elf HTX909 SAE 50 or Motul Kart Grand Prix

§61 - 99: ENGINE SUPPLEMENTAL REGULATIONS

§61 - TILLOTSON TP105R ENGINE SUPPLEMENTAL REGULATIONS

Tillotson TP105R engine package w/ factory-installed seal

- Runs under the current *Tillotson TP105R Engine Only Fiche Global Regulations* document.
- *Tri-C Kid Kart Class Chassis Supplemental Regulations* (§55.7) are required:
 - Required sprocket ratio: #219 chain with 18T front / 66T rear
 - Tire pressure = 20 PSI maximum hot with kart on the ground
- Any missing component, damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Clutch:

- OEM Noram Stinger with no modifications is required.
- Maximum engagement speed = 3600 RPM, for a minimum of 2 seconds under full brake application.

Clutch guard:

- RLV #ETT0491 is required.

Fuel filter:

- A maximum of one inline fuel filter may be used, but is not mandatory. If used, the filter must be located between the fuel tank and the fuel pump inlet.

Idle speed:

- Maximum = 2000 RPM, with kart on the ground.

Kill switch:

- The OEM kill switch must be in place and functional. Aftermarket kill switches and / or relocation of the OEM kill switch are not allowed.

Oil: Non-tech.

§65 - BRIGGS LO206 ENGINE SUPPLEMENTAL REGULATIONS

Briggs & Stratton LO206 engine package w/ factory-installed seals

- Runs under the current *Briggs & Stratton Racing Engines 206 Factory Rules Set* document.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Jr. 1 Cadet LO206 class:

- Required carburetor slide is "Blue" (part #555743). Maximum slide opening is 0.520"
- Required ignition coil is "Green" (6150 RPM, part #555718 or #84011138)
- Carburetor cap ring must be fully tightened. Installing the cap assembly loose or finger-tight is not allowed regardless of the cap lock being in place.

§67 - BRIGGS WORLD FORMULA ENGINE SUPPLEMENTAL REGULATIONS

Briggs & Stratton World Formula engine package

- Runs under the current *WKA Tech Manual Section 707* rules.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Exhaust:

- Header braces may be bent for clearance and may be weld-repaired. All other parts of the header must remain as-manufactured, with no modifications or repairs.
- Silencer internal pipe (RLV #EXF5950) minimum overall length = 10-7/8". Pipe can not be modified and must not have cracking or flaring at the junction with the header.

Carburetor:

- Main & slow jets must be either OEM or any jet from Briggs & Stratton kit #557012. Jets can not be modified and no other jets are allowed. Main jet minimum size = 0.035" Go; Slow jet maximum size = 0.016" No-Go.

Intake manifold:

- Fuel pump pulse fitting must be torqued firmly into the intake manifold.

§68 - TILLOTSON TPP-225RS ENGINE SUPPLEMENTAL REGULATIONS

Tillotson TPP-225RS engine package w/ factory -installed seal

- Runs under the current *Tillotson T4 Series Regulations 2026 T4 Senior - Senior 168* document (**Engine & Engine Fiche** sections only).
- Any missing component, damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Carburetor:

- Main jet maximum I.D. = 0.0484" no-go.

Clutch:

- A clutch from the following list is required:
 - **Max Torque:** S-S, Draggin Skin
 - **Hilliard Inferno:** Fire, Flame, Blaze, Fury
 - **Noram / Premier:** GE Light or Heavy, Ultimate Heavy, 4000 Series, Magnum Light or Heavy, Stinger

Crankshaft:

- No modifications are allowed to be made to the crankshaft or the crankshaft cam gear.

Cool Duct Assembly (air scoop):

- Use of the Cool Duct Assembly (part # T-COOLDUCT-ASY-01) is optional. Modification of any portion of the duct assembly and / or mounting brackets is not allowed.

Engine covers:

- Aftermarket stickers / decals are permitted but must not cover any portion of the cooling vents.

Exhaust:

- Pipe (silencer) - Tillotson "Euro Version" (part #T-EXH-SIL-01) is required.
- Header - Tillotson "Euro Version" (part #T-EXH-MAN-01) is required.
- Flex connector - OEM flex is not required. Minimum length = 65mm.
- Connector springs - A minimum of one spring must be used to secure the pipe to the header (use of at least 3 springs is recommended). Additional safety wire or other cabling may be used and is non-tech.

Fuel filter:

- A maximum of one inline fuel filter may be used, but is not mandatory. If used, the filter must be located between the fuel tank and the fuel pump inlet.

Head gasket:

- Either the early-type (silver-colored) or the new-type (copper) head gasket is allowed.

Kill switch:

- The OEM kill switch must be in place and functional. Aftermarket kill switches and / or relocation of the OEM kill switch are not allowed.

Oil: Non-tech.

§70 - IAME SWIFT ENGINE SUPPLEMENTAL REGULATIONS

IAME Swift engine package

- Runs under the current *IAME 60cc Mini Swift USA – TaG* document.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Air box:

- Must be clamped firmly to the carburetor adapter, with no possible air leakage.
- OEM foam air filter is required.
- Inlet tubes: OEM screens may be removed. Tubes may be secured with silicone sealant or a single piece of tape.
- Carb adapter boot may be secured to the air box using a single piece of tape only.
- One water drain hole with maximum diameter 0.200" is allowed.
- Decals, coverings or coatings must be limited to less than 50% of the external surface area, except tape in use to secure an inlet tube cover.

Bearings, gaskets & seals:

- May be replaced with equivalent aftermarket parts of the same material and construction.

Carburetor:

- Bore, venturi, throttle shaft, throttle valve (butterfly) & screw, and all other main components must be as-supplied by the manufacturer with no machining.
- Diaphragms, gaskets, filter cap screw and the six pump top screws must be OEM dimensions but are otherwise non-tech.
- The carburetor spacer must be installed as shown in the IAME technical document.

- May be mounted in either up or down orientation.
- Tie wraps may be used to secure the tuning needles.

Clutch:

- Maximum engagement speed, for a minimum of 2 seconds under full brake application = 5000 RPM
- All components, including the drive sprocket, must be OEM
- Components should be kept clean and must not show significant amounts of oil or grease. Friction surfaces must be free of any oil, grease, fluids, coatings or other substances.
- Drum sprocket roller bearing: Both long bearing (#77598) and short bearing (#55598) are allowed. O-ring (#60565) must be used with the short bearing.

Crankcase:

- Main bearing pocket repair is permissible, provided the crankshaft centerline location is not changed. No other modifications or repairs are allowed.

Cylinder:

- Minimum port timings - Inlet = 0.585"; Exhaust = 1.230".
- Maximum bore size = 1.662".
- Thickness & number of base gaskets is non-tech.

Cylinder head:

- Thickness & number of shims is non-tech, provided the minimum squish value is met.
- Minimum squish = 0.025".

Exhaust:

- ~~All components must be OEM with no alterations or modifications.~~ The use of one (1) Lambda / O₂ sensor is permitted. The threaded fitting for the sensor may be welded or brazed at any location in the pipe assembly, with one (1) hole drilled through the center of the fitting only. The fitting & hole must have a secure threaded plug installed if the sensor is not in use. Any other welds, brazing, patches, damage repairs or modifications to the pipe assembly are not allowed.
- All OEM components must be present, intact and free from damage that would compromise their intended function.
- Header gasket: Minimum thickness = 1.3mm. No more than one (1) gasket can be used.
- Internal and external surfaces must be free from any type of paints, coatings or other treatments.
- Silicone may be used to seal the header-to-pipe junction. Leakage at the header flange, pipe junction or silencer end cap may result in disqualification.
- Carbon deposits may be cleaned from internal surfaces. However no polishing, sanding or etching of the metal surfaces is allowed.
- One EGT sensor is allowed, using the OEM sensor hole only. The sensor hole must be firmly plugged with a bolt if a sensor is not in use. Fittings for any other sensor type and / or use of any other sensor type is not allowed.
- Micro Swift class is required to run the OEM "Restricted" exhaust header. Header must be torqued adequately to the head, in order to prevent any leakage.

Spark plug:

- Allowed plugs: NGK B EG or BR EG. Denso W ESZU. Autolite AR50, AR51, AR52 or AR53.
- OEM sealing washer, indexing washer(s) or CHT sensor lead must be installed.

Spark plug cap:

- Must be IAME #10544 (PVL), NGK #TB05EMA, or K&S #10-3121MA .

Starter system:

- Starter system must be fully intact and installed to function normally. In case of incidental starter system failure and / or engine flooding, an outboard (auxiliary) starter may be used.

Under declared Rain Conditions only, as defined in the regulations:

- OEM foam air filter is not required.
- An inlet tube cover may be used.

§75 - IAME KA100 ENGINE SUPPLEMENTAL REGULATIONS

IAME KA100 engine package

- Runs under the current *IAME 100cc Reedjet USA – TaG* document.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Air box:

- Must be clamped firmly to the carburetor adapter, with no possible air leakage.
- OEM foam air filter is required.
- Inlet tubes: OEM screens may be removed. Inlet tubes may be secured with silicone sealant or a single piece of tape.
- Carb adapter boot may be secured to the air box using a single piece of tape only.
- One water drain hole with maximum diameter 0.200" is allowed.
- Decals, coverings or coatings must be limited to less than 50% of the external surface area, except tape in use to secure an inlet tube cover.

Bearings, gaskets & seals:

- May be replaced with equivalent aftermarket parts of the same material and construction.

Carburetor:

- Bore, venturi, throttle shaft, throttle valve (butterfly) & screw, and all other main components must be as-supplied by the manufacturer with no machining.
- Diaphragms, gaskets, filter cap screw and the six pump top screws must be OEM dimensions but are otherwise non-tech.
- May be mounted in either up or down orientation.
- Tie wraps may be used to secure the tuning needles.

Clutch:

- Maximum engagement speed, for a minimum of 2 seconds under full brake application = 6000 RPM.
- All components, including the drive sprocket, must be OEM.
- Components should be kept clean and must not show significant amounts of oil or grease. Friction surfaces must be free of any oil, grease, fluids, coatings or other substances.
- Drum sprocket roller bearing: Both long bearing (#77598) and short bearing (#55598) are allowed. O-ring (#60565) must be used with the short bearing.

Crankcase:

- Main bearing pocket repair is permissible, provided the crankshaft centerline location is not changed.

Cylinder:

- Minimum exhaust port timing = 1.420".

- Maximum bore sizes = 1.917".
- Thickness & number of base gaskets is non-tech.

Cylinder head:

- Thickness & number of shims is non-tech, provided the minimum squish value is met.
- Minimum squish = 0.041".

Exhaust:

- ~~All components must be OEM with no alterations or modifications.~~ The use of one (1) Lambda / O₂ sensor is permitted. The threaded fitting for the sensor may be welded or brazed at any location in the pipe assembly, with one (1) hole drilled through the center of the fitting only. The fitting & hole must have a secure threaded plug installed if the sensor is not in use. Any other welds, brazing, patches, damage repairs or modifications to the pipe assembly are not allowed.
- All OEM components must be present, intact and free from damage that would compromise their intended function.
- Header gasket: Minimum thickness = 1.3mm. No more than one (1) gasket can be used.
- Internal and external surfaces must be free from any type of paints, coatings or other treatments.
- Silicone may be used to seal the header-to-pipe junction. Leakage at the header flange, pipe junction or silencer end cap may result in disqualification.
- Carbon deposits may be cleaned from internal surfaces. However no polishing, sanding or etching of the metal surfaces is allowed.
- One EGT sensor is allowed, using the OEM sensor hole only. The sensor hole must be firmly plugged with a bolt if a sensor is not in use. Fittings for any other sensor type and / or use of any other sensor type is not allowed.
- KA100 Jr. class is required to run the OEM "Restricted" exhaust headers. Headers must be torqued adequately to the head, in order to prevent any leakage.

Ignition timing:

- Minimum = 0.080" BTDC; Maximum = 0.120" BTDC.

Reed valve & intake manifold:

- Any alteration to the OEM's intended operation of the reed valve system may be deemed non-compliant.
- Reed cage: Gasket and petal rubber sealing faces may be resurfaced. Light grinding at the petal mounting holes is allowed.
- Reed petals: Fiberglass petals with OEM IAME marking are required. Petals may be sanded only on the face opposite the IAME marking. Minimum thickness at any point on the petal = 0.012". Petal thickness will be measured with a caliper zeroed using a 0.012" feeler gauge.
- Reed petal hold down plates: Plates, including holes, must remain as-manufactured. Maximum plate thickness = 0.070", maximum hole size = 0.129".
- Reed petal hardware: Screws must be OEM dimension and design; head type is non-tech. Screws must be installed tight. Use of thread lock or sealant is not allowed.

Spark plug:

- Allowed plugs: NGK B10EG, BR10EG, R6061-10, R6252K-105 or R6254-105.
- OEM sealing washer, indexing washer(s) or CHT sensor lead must be installed.

Spark plug lead & cap:

- Cap must be IAME #10544 (PVL), NGK #TB05EMA, or K&S #10-3121MA .
- The addition of insulation to the OEM spark plug lead is allowed.
- The use of an engine run-time meter connected to the spark plug lead is allowed.

Starter system:

- Starter system must be fully intact and installed to function normally. In case of incidental starter system failure and / or engine flooding, an outboard (auxiliary) starter may be used.

Under declared Rain Conditions only, as defined in the regulations:

- OEM foam air filter is not required.
- An inlet tube cover may be used.

§77 - VORTEX VLR 100cc ROK ENGINE SUPPLEMENTAL REGULATIONS

Vortex VLR ROK engine package

- Runs under the current *VLR / VLR-Junior ROK* document.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Air box:

- Must be as-supplied, with no modifications. Water drainage hole is not allowed.
- Must be clamped firmly to the carburetor adapter, with no possible air leakage.
- OEM foam air filter is not required.
- External fins, ducts or other means of affecting airflow to the inlet tubes are not allowed.

Carburetor:

- All metal components must be as-supplied by the OEM with no machining.
- Diaphragms and gaskets must be OEM dimensions but are otherwise non-tech.
- Tie wraps may be used to secure the tuning needles.

Clutch:

- All components, including the drive sprocket, must be OEM.
- Drive sprocket must be 10T, 11T, 12T or 13T.
- Vortex Clutch Drum Housing Plate (part # W7000507300100) is required.
- Components should be kept clean and must not show significant amounts of oil or grease. Friction surfaces must be free of any oil, grease, fluids, coatings or other substances.

Cylinder / cylinder head:

- Thickness & number of cylinder base gaskets and head shims are non-tech.

Exhaust:

- ~~All components must be OEM with no alterations or modifications.~~ The use of one (1) Lambda / O₂ sensor is permitted. The threaded fitting for the sensor may be welded or brazed at any location in the pipe assembly, with one (1) hole drilled through the center of the fitting only. The fitting & hole must have a secure threaded plug installed if the sensor is not in use. Any other welds, brazing, patches, damage repairs or modifications to the pipe assembly are not allowed.
- All OEM components must be present, intact and free from damage that would compromise their intended function.
- Internal and external surfaces must be free from any type of paints, coatings or other treatments.
- Carbon deposits may be cleaned from internal surfaces. However no polishing, sanding or etching of the metal surfaces is allowed.

- One EGT sensor is allowed. Only one sensor hole can be drilled. The sensor hole must be firmly plugged with a bolt if a sensor is not in use. Fittings for any other sensor type and / or use of any other sensor type is not allowed.

Fuel system:

- A fuel filter may be used between the tank outlet and the carburetor inlet only.
- Modification, addition or removal of any other fuel system component is not allowed.

Ignition coil:

- Must be mounted to the engine.
- Coil-to-plug wire must be OEM.

Spark plug:

- Must be NGK B#EG or BR#EG series. Heat range is non-tech.
- OEM sealing washer or CHT sensor lead must be installed.

Spark plug cap:

- Must be OEM.

Wiring harness:

- Wiring connectors may be replaced with a similar part.
- Wire couplings, soldering or tape may be used for repairs.
- Additional grounds are allowed.
- All other parts of the wiring system including Start / Stop buttons must be OEM, with no addition or removal of parts.

Under declared Rain Conditions only, as defined in the regulations:

- An inlet tube cover may be used.

§90 - GEARBOX (SHIFTER) ENGINE SUPPLEMENTAL REGULATIONS

Applicable to all shifter classes:

- Class label - A clearly visible label or marking indicating the class and minimum weight is required on the outer top edge of the driver fairing.
- Gear change & clutch mechanisms must be entirely manually operated.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

ICC & KZ:

- Run under their current *CIK-FIA Fiche D'Homologation Form*
- All current or previous CIK Homologated KZ & ICC engines are allowed
- The competitor is responsible for providing a complete printed copy of their engine's corresponding Homologation Form upon request by a tech official
- Must be run as-Homologated, with the following exceptions: Any model of currently or previously CIK Homologated pipe is allowed. Exhaust silencer brand is non-tech.
- Air box must be unmodified CIK Homologated with two (2) 29mm I.D. or smaller inlet tubes. Internal filter is not required.
- Carburetor must be the original specification 30mm Dellorto with no modifications. Jet needle and all jets are non-tech.

IAME SSE 175cc:

- Runs under *USA Super Shifter 175cc, IAME SSE 175cc Shifter USA Supplementary Rules and Carburettor Tillotson HB-15A USA documents*

- 2022-Spec USA IAME X30 Super Shifter Engine (SSE) is the only legal 175cc engine configuration. Engines modified to 2023-Spec are not allowed.

Vortex ROK Shifter:

- Runs under the current Shifter *ROK Identification Sheet* (“*Technical Fiche*”) and *ROK Cup Technical Regulations* “*ROK Shifter Technical Appendix*” documents
- No modifications allowed to the Spec package. Must conform to all referenced technical rules, dimensions and jetting requirements.

Stock Honda CR125 Moto: Must use unmodified OEM components from any 1992 – 2002

Honda CR125 motocross engine, with the following exceptions and limitations -

- Carburetor: Must use a slide-type Keihin or Mikuni 38mm (nominal) with no modifications to the venturi or other internal components. May be converted to floatless / pump-around.
- Exhaust: Power valve assembly may be removed and plugged. Silencer body minimum length = 12”.
- Kick starter: Arm must be removed. Internal assembly may be removed and plugged.
- CDI: Must be OEM 1996 or newer. Original Denso label with code 071000-0850 or higher must be present.
- Stator: Any year OEM or aftermarket stator & flywheel combination are allowed. CDI connector plug is non-tech. Mounting hole slots may be elongated. No other modifications are allowed.
- Engine case may have an installed pulse fitting to drive a fuel pump.
- Aftermarket gaskets and seals may be used provided they are of the same material and configuration as the OEM parts.
- Crankshaft and main bearing journals may be modified for slip-fit.
- Non-tech items: Pipe; exhaust flange; carburetor slide / needle / jets; clutch basket, disc & plate manufacturer; spark plug cap, coil & wire; air filter, static ignition timing; hardware.

Yamaha FZ60, FZ80 & FZ125 Moto: TBA