



2026 Event Rules

Rev. 1/12/26

The Tillotson Euro Spec header, flex and pipe will be mandatory for the endurance race. The Euro header and pipe will also be mandatory for the Tri-C Karters regular 2026 season. The RLV header pipe and silencer will no longer be allowed.

The Boost Foundation will be selling the upgraded Euro pipe kits at a discounted price of \$240 (regular price will be \$345).

Quantities limited to one per race team entry.

Please contact KC Cook at KC@BoostCF.org for details.

Classes

- Tillotson T-225RS Gen-2
 - 350 lbs.
 - Tillotson Euro style exhaust header, flex and pipe required.
 - Competition age: 15+ years (Senior driver), 12+ years (Junior driver)
 - Two (2) Junior aged drivers allowed per team (not required)
 - If there are 2 Junior drivers on a team, an additional 10 lb of weight ballast will need to be added to the minimum driving weight of the kart chassis.
 - A team must have a minimum of two Senior drivers, if a Junior driver is on the team
- Briggs LO-206
 - 370 lbs.
 - Competition age: 15+ years (Senior driver), 12+ years (Junior driver)
 - Two (2) Junior aged drivers allowed per team (not required)

- If there are 2 Junior drivers on a team, an additional 10 lb of weight ballast will need to be added to the minimum driving weight of the kart chassis.
- A team must have a minimum of two Senior drivers, if a Junior driver is on the team

Format

- Team driver's meeting 8:30 am
- Practice session 9 - 10 am (hot pit, driver changes allowed on grid)
- 5 hour timed race - 10:30 to 3:30 pm
- Team size: Minimum one / maximum six drivers
- Grid order is based upon registration order
- Standing start
- (9) Driver stints required
- (1) Required oil change between 1 and 4 hour mark of race. Additional oil changes are allowed.
- The WINNER is...The team that has completed the most timed laps at the 5 hour mark will be considered the winner.
 - Tie breaker: If multiple teams have completed the same number of laps at the 5 hour mark, then the team with superior track position based on the last timed lap will be considered the winner.
 - Kart must pass the checkered flag powered by the engine and driver fully in kart seat. Kart cannot be pushed or rolled across the finish line.

Spec Requirements

- Spec Fuel: 91 octane pump gas, must be purchased the morning of the event from:

ARCO
2101 West Rosamond Blvd
Rosamond, CA 93560

It is advised to purchase pump fuel the day of the race. A test sample will be taken that day and used by Post Tech for comparison.

- **Spec tires:**
 - Vega VAH RED 4.60/10.0-5 front, 6.00/11.0-5 Rear
 - All qualified tires must be stamped by Tri-C prior to the race.
 - A single damaged tire may be replaced during competition with permission from a race official. Replacement tire must be at least moderately used. Tire must be approved by an official.

- **Fuel tank:**
 - Fuel tank must be stock and mounted in the standard position.
 - Fuel tank cannot be changed during the race. A damaged or leaking tank can be replaced with permission of the Pit Marshal.
 - All refueling must take place with fuel tank mounted in chassis.
 - Fuel tank caps cannot be removed until kart has come to a complete stop.

Chassis

- Adult sprint-type chassis w/ full CIK-type bodywork & rear brake only
- Fuel tank vent tube maximum length = 12". Must vent to atmosphere. A recovery tank may be used provided its opening faces downward.
- Maximum rear width: 55-1/8"
- Wheel width is non-tech.
- Full width rear bumpers are mandatory for all karts in all classes. The bumper may either be a CIK approved plastic bumper or may be constructed of round metal tubing with a minimum diameter of 5/8" mild steel. The minimum width must be to the center of each rear tire. The bumper must be of a double bar design with loops at each end. See the WKA rule #209.3 for further specifications.
 - Maximum width: The ends of a double bar rear bumper or CIK style rear wheel protection shall not exceed beyond the outside of the rear tires.
 - **(EXCEPTION** - Bumper may extend beyond rear tires in rain conditions)
 - Minimum width: The ends shall extend to at least the center of the rear tires as raced for both CIK style and double bar rear bumpers. (This supersedes the WKA rule 209.3.4)

- Cameras may be mounted on the driver fairing (front number panel) and the left side seat stay. Helmet mounted cameras are NOT allowed. (115.1).
- Both ends of all seat struts must be bolted to the kart. It is not permissible to operate the kart with either end of a seat strut not bolted to the kart.
- A secondary brake safety cable must be attached from the brake pedal to the master cylinder control lever.

Engine Technical Specifications

- Briggs LO-206 Sr - Briggs 206 US 2025 rule set
- Tillotson TPP-225RS - UPDATED TECHNICAL SPECS COMING SOON
 - Tillotson Euro Spec header, flex and pipe required (parts available from the Boost Foundation)
- Fuel recirculation (return line from carb to tank) is not allowed. 1/4" (6mm) fuel line only. Fuel line maximum length from tank to pump = 36". Fuel filter, if used, must not exceed 0.5 oz in volume.
- Carburetor must overflow to a contained tank. Karts observed leaking fuel from the overflow will be subject to mechanical black flag.
- All headers must be heat-wrapped from the head flange to the mounting brace, and properly braced to the head.
- All silencers must be safety wired to the pipe.
- Sprocket ratios & chain pitch are non-tech. Chain oilers not allowed.
- Engines must have all parts and tech items securely attached (not loose). This includes but not limited to: air filter, carb, flywheel cover, header, exhaust silencer, engine chain guard, etc...)

Kart Weight Ballast

- The required kart weight is explained in the *Team Sign-In* section (below). Karts will be weighed without driver, directly off the track following the final lap of competition. Karts underweight will be DQ'd.
- WEIGHT BALLAST
 - All weights affixed to the kart must be WHITE.
 - Weight ballast bolts may be drilled and safety wired/clipped (wrapping of safety wire around a bolt is not allowed) or each securing bolt may have two nuts securing the ballast.

- All weight ballast 7 lbs. or more must be affixed to the kart with 2 bolts of 5/16" (8mm) or larger diameter.
- Drivers cannot carry ballast on their person. All ballast must be mounted and secured to kart chassis or seat.
- Ballast may not be added or removed during competition.

Kart Identification

- Team number will be assigned based upon pre-registration order AND class. This will also be your team's **kart number**, pit spot number and starting position for the event.
- 5" or larger black numbers with white or yellow background required on all 4 sides of the kart.

Team Sign-In & driver weigh in

- Each team must designate a captain at registration. The captain must be age 18 or older, and may be a driver but is not required to be.
- The captain is solely responsible for the team's communication with race officials throughout the event.
- Each team driver must weigh individually at sign-in, without driver gear. The team's required kart weight will be calculated as follows, and recorded on the Tech sheet:
- Average Team weight: total weight of all drivers divided by the number of drivers
 - Example: 556 lbs total team weight / 3 drivers = 185 lbs. average driver weight
- Kart Weight: 350 lb. class weight minus (Team Average driver weight) = (Minimum Weight of Kart @ End Of Race)
 - For Example: 350 lbs - 185 lbs driver average weight = 165 lb kart weight minimum.

Driver Sequence & rotation

- Each team must indicate their driver sequence at sign-in. The order will be recorded on the team's Tech sheet and must be followed throughout competition. **Team driving order cannot be altered during the race.**
- There will be a minimum of 9 driver stints (8 driver changes) required during the race.

- Each driver stint must be a minimum of 20 mins. Timing & scoring will monitor that each driver is completing the minimum required driving time.
- **NO** double stinting of drivers (exception see Ironman rule).
- **NO** driver change during a Black flag penalty stop.
- **RETIRING A DRIVER:** If a driver declines/no shows (for any reason) to race during their specified ordered team rotation driving stint, they will be retired from the race team lineup and will no longer be eligible to race.
- **IRONMAN RULE:** A single driver team must still perform the actions of a driver change: come into pits, stop kart, turn off engine, driver must step out of kart fully (refuel if necessary), sit back down, restart engine and proceed back on track. This must be done 8 times during the race with a 20 minute minimum stint time between each change.

Pit Rules

- Pit spots are pre-assigned according to team number. Spots are a minimum of 10' x 10' (larger when space permits).
- **This is a hot-pit event.** Please use caution when walking anywhere in the pit area. No children allowed in hot pit area. Canopies must be secured at all 4 corners.
- The following are **not allowed** in the hot pits at any time: Smoking, pets, unsupervised minors, unmounted ballast, engine parts or mounted spare tires (without prior approval).
- The Pit Marshals are in charge of safety, rules enforcement and penalties. Their decisions are final.
- **The kart must be fully unoccupied at all times during refueling.**
 - **Fuel tank caps cannot be removed until kart has come to a complete stop.**
- The engine must be shut off any time the driver is not fully seated.
- Pit lane speed must be limited to a normal walking pace (1 - 2 MPH) and will be strictly enforced.
- The ground where the kart will be serviced must be adequately covered to prevent spills from reaching the pavement. An absorbent material such as a carpet or cardboard remnant is recommended.
- Refueling container must be gravity delivery only (no electronic or pressurized systems), may not exceed 72" from the ground.
- Only the refueling container can be in hot pit at any time.

- All additional race fuel storage containers should be clearly marked with the team number and must remain in the designated fuel paddock for the entirety of the event.
- Filling of the refueling container must be done in the designated fuel paddock.
- Karts must move under their own power only -- No push offs.
- Waste oil disposal is the responsibility of the team.
- Radio or electronic communication between driver and pit crew are not allowed.
- Night race only: Lights on kart are okay but must be well secured and cannot be an obvious distraction (as an example: abnormally bright or flashing/strobe-like).

Racing Rules

- Kart Retrieval: If a kart becomes disabled, the driver must move the kart safely off the track out of harm's way. Failure to move the kart into a safe position, as determined by race officials, will result in a timed stop penalty.
- The starting driver and no more than one mechanic must be in the team's assigned starting position on the front straight within 5 minutes of start time. Teams not in place forfeit their position and start from the pit lane.
- The Race Director will indicate: 1 minute (start engines), 30 seconds (raised green flag) and Start (dropped green flag).
- The overtaking flag is not in use. It is the responsibility of the overtaking driver to complete the pass safely. It is the responsibility of the driver being overtaken to maintain their line. Ramming or blocking may result in a timed stop penalty.
- One oil change is required during the course of the event.
 - Oil change time frame: between 1 hour 30 minutes and 2 hour 30 minutes 4 hour mark of race.
 - If a team does not perform the required oil change within the allotted time frame, they will be penalized 3 minutes to be served in their allocated pit spot.
 - If a team does not perform the required oil change at all during the race, they will be DQ'd from the race entirely.

- Tires must be marked by an Endurance race official prior to the start of the race. Any team that uses an unstamped tire(s) will be disqualified.
- If the primary engine becomes inoperable or fails during the race, a backup engine may be used with permission from the Race Director. The team is required to demonstrate the engine failure. Having a “slow” or underperforming engine is not grounds for replacement.
 - The one oil change rule still applies. If a team has not done an oil change prior to the engine swap, the oil change requirement must still be fulfilled.

Penalties

- Penalties will be served in the Penalty Box located at pit exit. If the box is occupied the driver must wait in queue to enter and begin the penalty.
- Driver changes, oil changes, refueling or kart repair are not allowed during penalty (black flag) stops.
- Refueling or oil change spill: 30 sec.
- Kart breakdown retrieval violation: 3 minutes (=180 sec). Black flag to return to the pits to serve the penalty.
- Engine running with no driver in kart: 30 sec.
- Pit speed exceeding normal walking pace (1 - 2 MPH) 30 sec.
 - Excessive speed after the stop is complete may result in black flag to return to the pits to serve the penalty.
- Any driving deemed unsafe by the Pit Marshals in the Hot Pit area: 30 sec.
- Failure to heed caution flag: 30 sec. Black flag to return to the pits to serve the penalty.
- Avoidable contact / rough driving: 60 sec. Black flag to return to the pits for the penalty. Repeated violations will result in a driver or team's removal from the event.
- Failure to adhere to driver sequence: Post-race scoring adjustment -- Loss of all laps scored while drivers were out of sequence.
- Hostile or unsportsmanlike behavior toward officials, other competitors, team mates or spectators may result in a driver or team's removal from the event.