

NORTH FLORIDA KART CLUB RULE BOOK – V01-26

The North Florida Kart Club was established to promote and support grassroots kart racing in the Jacksonville area. To uphold this mission, all participants are expected to adhere strictly to the rules outlined in this document. It is the responsibility of each competitor—and their family—to understand these rules and ensure their equipment complies with them. Ignorance of the rules is not a valid excuse for non-compliance. If a rule does not explicitly permit an action, it should be assumed that the action is not allowed.

Kart racing is inherently risky. Even with full compliance with these rules and the guidance of race officials, unforeseen incidents may occur. This rule book is designed to provide technical standards and procedural guidelines for competition, but it does not—and cannot—guarantee safety.

By entering any NFKC-sanctioned event or any event governed by this rule set, you accept full responsibility for your actions, as well as those of your driver, crew, and family. You agree to allow race officials to inspect your equipment at any time, confiscate any components deemed illegal, and abide by their decisions. Furthermore, you agree to indemnify and hold harmless the North Florida Kart Club, its personnel, agents, employees, sponsors, host tracks, affiliated series, and clubs from any losses, injuries, liabilities, costs, or damages incurred by you or your associates in connection with participation in events governed by these rules—regardless of cause.

Rule Enforcement and Amendments

All rules outlined in this document apply to every NFKC-sanctioned event and cannot be overridden verbally during a driver's meeting by the Race Director. Any new or temporary rules must be communicated through official NFKC channels—such as the club's website or Facebook page—at least 24 hours before the driver's meeting. Exceptions to this timeline will only be made under extraordinary circumstances, such as severe weather or unexpected track conditions.

NFKC reserves the right to amend these rules between events as necessary. Should changes occur, reasonable notice will be provided to all participants via the club's official communication platforms.

Any actions taken by competitors, teams, or families that are deemed by race officials to be attempts to circumvent these rules, any supplemental regulations, or the spirit and intent of the club will result in penalties. These may include, but are not limited to, disqualification or suspension from competition.

Any situations not covered in this rulebook will default to the [current version of the Cup Karts North America Rulebook](#).

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Section 1: Conduct Guidelines

Drivers are expected to race responsibly and prioritize safety at all times. Any driving behavior deemed careless and likely to cause an incident will be addressed by race officials. Depending on the severity, consequences may range from a verbal warning to formal penalties.

Reckless actions — those showing blatant disregard for safety—will result in immediate penalties without prior warning. If such a penalty includes disqualification, it will be marked as non-droppable. In cases where a driver's actions are determined to be intentional and place another competitor or track staff at risk of physical harm beyond normal racing conditions, the driver will be ejected from the series for the remainder of the day.

At the Track

NFKC is committed to hosting family-friendly events. All attendees—drivers, crew, families, and guests—must treat each other and race officials with respect. Confrontations, especially in sensitive areas such as the scale and tech areas, will not be tolerated.

NFKC maintains a barrier separating spectators from the racing surface; **this barrier shall not be crossed by any unauthorized person while the track is 'hot' as defined by any kart moving at any speed under its own power, regardless of location in relation to the person.** Any person crossing the barrier prior to the Race Director/Track Official calling all clear shall immediately be removed from the property. Refer to Section 9 Penalty Guidelines for more information.

Disagreements are a natural part of competition, but they must be handled respectfully. Yelling, profanity, or aggressive behavior will result in a warning, followed by penalties or expulsion from the event if the behavior continues. Threatening language directed at any individual will result in immediate expulsion. If necessary, NFKC reserves the right to involve local law enforcement to ensure the safety and integrity of the event.

Online & Social Media Conduct

With the widespread use of social media, NFKC wishes all competitors, families, and crew members to maintain respectful behavior online with regard to actions directly toward the club or karting. Disputes related to current or past events should not be aired publicly, as this can negatively impact not only karting and the club but also reflect on you.

Concerns should be addressed privately through direct communication to find a common resolution.

Vendors, Sponsors, and Visitors

All vendors, sponsors, and guests at NFKC events are held to the same conduct standards as participants. Any behavior deemed disruptive to the family-friendly and fun atmosphere NFKC strives to maintain will result in removal from the facility and may lead to expulsion from future events.

Section 2: Driver Safety Gear Requirements

To ensure the safety of all participants, the following safety gear requirements must be met at all NFKC events. Race officials reserve the right to inspect gear at any time and may prohibit participation if the equipment does not meet these standards.

Helmets

All drivers must wear a full-face helmet with a functional face shield that seals the eye port. Helmets must be in good condition, free of cracks, damage, or excessive wear. The helmet must meet one of the following minimum certification standards and not be expired:

Snell Rated Helmets	Expiration Date	SFI Rated Helmets	Expiration Date
SA/M 2015	12/2025	ANY/2015	12/2025
CMR/S 2016 (Youth)	12/2026	ANY/2020	12/2030
SA/M 2020	12/2030	ANY/2025	12/2035
SA/M 2025	12/2035		

- If your helmet rating isn't listed above, please bring your helmet for inspection to the tech area prior to on-track activities.

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Neck Collars

All drivers are required to wear a commercially available neck support. Advanced Head and Neck Restraints (HNR) specifically designed for karting are also permitted.

Chest Protectors

Drivers under the age of 13 must wear a chest protector at all times while on track.

Driver Apparel

Drivers must wear the following gear during all on-track activities:

- Abrasion-resistant racing suit or jacket and full-length pants
- Gloves
- Socks
- Closed-toe shoes

All clothing must be in good condition and properly fit. Loose or damaged clothing that could become entangled in the kart or engine is strictly prohibited.

Section 3: Driver Requirements

Minors

All minor participants must submit a completed **Minor Release Form** at each event. This is mandatory for entry and participation.

Competition Age

A driver's competition age is determined by their age as of the 1st RACE in January of the current racing season. This age will apply to all races held between the first and last scheduled events of that season

Guardians may request a one-year (365-day) age waiver to either:

- Remain in a class for an additional year, or
- Move up to the next class early.

Important Notes:

- Waivers are not available for drivers attempting to meet the minimum age requirement for Kid Karts.
- Requests must be submitted prior to the event and include:
 - Driver's legal age
 - Current height and weight
 - Valid reasoning supported by evidence

Requests based primarily on driver size or weight will be given greater consideration. Once a driver moves up to a higher class, they can only run in 3 more races in the younger category. This is intended to allow drivers to remain eligible for the NFKC Championships while getting laps in for the following season but can be used anytime at NFKC Club discretion.

Age Verification

NFKC officials reserve the right to request legal documentation to verify a driver's age. If verification is required, the driver or guardian must provide a birth certificate or government-issued ID before being allowed to compete.

Relief Drivers

Relief drivers are permitted at NFKC events with the following outline:

- Must declare with the Race Director
- Must start at the tail of the field for the first on-track activity (qual/pre-final/final)
- If the original driver is competing for the championship, and paid the entry and completed qualifying, he could still be granted championship points if he cannot continue the event for medical reasons, however a 3-position penalty will be incurred from the relief drivers official finishing position for the purpose of official championship points.

Refused Entry

NFKC reserves the right to refuse entry to any driver. If entry is refused, any fees paid for that event will be refunded via the original payment method.

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Section 4: Pre-Race Technical Inspection

Prior to participating in qualifying, all competitors must present their kart, safety gear, and a completed **Pre-Tech Inspection Form** to the designated tech officials. This inspection is mandatory and must be completed before any on-track competition begins.

Kart Number Compliance

Kart numbers are a required item during pre-tech. Any kart displaying incorrect, incomplete, or illegible numbers will not pass inspection.

Inspection Disclaimer

Passing pre-race inspection does not imply or guarantee the safety of the equipment or the kart. It also does not exempt the competitor from potential post-race technical inspections or disqualifications. Compliance during pre-tech is only a preliminary check and does not override the responsibility of the competitor to ensure full legality and safety of their equipment throughout the event.

Section 5: Pre-Race Procedures

Quiet Grid Policy

Engines should remain off while traveling to and from the grid area, and while on the grid itself except for 2-cycles that may need a longer warm up period. This operation should be the back of the grid to minimize noise near the Grid Attendant. The Grid Attendant will signal when it is appropriate to start engines prior to entering the track.

90-Second Rule

If a competitor arrives on time and is ready to enter the track but experiences a last-minute issue, the Grid Attendant will initiate a 90-second countdown. Once this time expires:

- Drivers who are ready will advance forward to fill any vacant grid positions.
- Once the final kart enters the racing surface, the grid is officially closed to additional competitors.

At the discretion of the Race Director and/or Grid Attendant, a late-arriving competitor may be permitted to join the field only if officials determine they can safely catch up before the final corner leading to the starting line. If allowed, the driver must start in formation at the end of the longest line.

Scratched Driver Protocol

If a driver does not show or cannot join on track, remaining competitors will advance grid positions straight forward to fill the vacant spot (no crisscrossing).

Timeliness

Competitors are expected to be on time for all scheduled sessions. The Grid Attendant may delay the field briefly to accommodate a late competitor if the schedule permits, but this is not guaranteed.

Warm-Up Lap

Once on track, competitors will complete a warm-up lap as outlined during the driver's meeting. The pole sitter is responsible for reducing speed well before approaching the starting area to allow the field adequate time to form up properly.

Prohibited Behavior:

- Excessive swerving, sliding, or tire scrubbing during the warm-up lap is not allowed.
- Any contact resulting from tire scrubbing will be treated as a racing incident and penalized accordingly.

Warm-Up Lap Dropout

If a driver drops out of formation during the warm-up lap and cannot return to their assigned position before the field is set for the initial start attempt:

- Their original grid spot will remain vacant.
- If the driver resumes motion before the green flag but after the field has formed, they must start at the rear of the longest line.

In cases where a delay is caused by circumstances beyond the driver's control, and if time permits, race officials may add an additional formation lap to allow the driver to reclaim their earned starting position.

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Kid Kart Starting Procedure

To ensure a fair and organized start for Kid Kart competitors:

- Karts will be gridded on track on the start/finish straightaway.
- Once ready, the field will be green flagged from a standing start
- In the event of a restart, drivers will be stopped on track and re-gridded for a second attempt.

Tram Line Violations: In the Kid Kart class, a violation will only be called if the entire kart is outside the tram lines.

Section 6: Racing Procedures

Qualifying Procedures

On days when qualifying is scheduled, the process shall be as follows:

- Classes with more than 6 karts, warm up times will set the grid, fastest to slowest
- 4 laps of qualifying. Green, Green, White, Checker.
- The Grid Attendant will space out karts to help karts get clean air
- If a kart catches another kart, they shall not bump/hit to gain an advantage.
 - If Race Officials deem a violation has occurred, both karts will have their fastest lap deleted.

Approaching the Green Flag

Drivers must approach the green flag at a steady pace, set by the pole sitter. Once inside the tram lines, this speed must be maintained until the green flag is displayed. There are no acceleration cones or designated points—the race begins for the entire field only when the starter waves the green flag.

Important Notes:

- The starter starts the race, not the pole sitter.
- The green flag will not be waived if the starter determines the field is moving too quickly.
- Pushing or bumper-to-bumper contact that results in an advantage to the driver or disadvantages another driver before the green flag will result in a 2-position post-race penalty.
- Starts will not typically be waived off due to pushing unless egregious.

Start Attempts and Penalties

- A maximum of two attempts will be made to start the race cleanly before penalties/laps begin.
- If specific drivers are identified as violating start procedures on both attempts, they will be moved behind the next row before a third attempt.
- If no individual can be singled out, both front-row drivers will swap positions with the second row.

Jump Starts

The outside pole sitter must not cross the start/finish line before the pole sitter.

Exceptions:

- If officials clearly observe the pole sitter slowing intentionally to provoke a penalty, the jump start may be excused.
- Jump starts are not eligible for review—whether to challenge a penalty or request one.
- Transponder data will override visual observations unless an official start/finish camera is used.

Multiple Failed Starts

Beginning with the second failed start, the race director can begin deducting laps from the scheduled race length.

Tram Line Compliance

Drivers must remain in formation within the tram lines until crossing the start/finish line. A kart is considered compliant if any part of the tire is touching the line.

- If tram lines are not present, drivers must maintain their formation until they cross the line.
- Violations may be called only if a kart is more than halfway outside its row alignment.
- Officials will use video review whenever possible to enforce tram line rules.

Unsportsmanlike Driving

Any action deemed unsportsmanlike, whether intentional or not, will result in strict penalties. This includes:

- Bumping
- Pushing
- Steering into another driver

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Passing Etiquette: Room to Race

Drivers must allow competitors room to race during overtaking maneuvers. A pass must be completed without hitting another driver off track or into evasive action.

Key Guidelines:

- The overtaking driver must be far enough ahead at the corner exit that the passed driver has no realistic chance to retake the position.
- A driver must yield the position if the kart overtaking has achieved at least half-kart overlap by the apex.
- A kart with its front bumper at or beyond the rear seat area of the leading kart is considered to have established position
- The passing driver must also leave space if unsure they are fully clear.

Blocking

Blocking is defined as intentionally or repeatedly driving your kart erratically to physically slow down or impede another kart's progress.

- **Defending Position:** You are allowed **one move** to defend your position when entering a corner. This move must not cause contact with the attacking kart or force that driver to change their racing line to avoid you.
- **Corner Setup:** After a defensive move, a defending driver setting up for the corner must still leave a **full kart's width** of space on the outside at the corner entry.
- **Draft Breaking:** Moving from the outside to the inside of a straightaway and back out before a corner ("**draft breaking**") is *not* blocking, as long as it doesn't cause contact or force another driver to take evasive action. This is considered your **one defensive move**, and any additional defensive maneuvers before the corner *will* be considered blocking.
- **Penalties:** Blocking may result in a post-race penalty, such as losing positions. While running a defensive line is generally okay, officials may penalize drivers if an incident occurs due to an overly defensive line

Judgment Calls:

- Officials will assess intent and opportunity to avoid contact.
- Aggressive driving will not be tolerated.

Black Flag Procedures

- A waived black flag indicates that a driver has been disqualified and must exit the track as soon as safely possible.
- Post-race penalties may be issued regardless of whether a black flag was shown during the race. The Race Director will determine whether the penalty results in a position drop, time penalty, or disqualification.
- Drivers disqualified during a race will be required to start at the rear for their next race of the day.

Kart Damage

- Karts may be black flagged if damage poses a safety risk.
- Bodywork or bumpers dragging on the track will not automatically result in a black flag unless deemed unsafe.
- Rear bumpers must have both attachment points secured. A bumper swinging due to a failed attachment is considered unsafe.
- Officials will always err on the side of safety when making these determinations.

Race Stoppages

- In the event of a stoppage, officials will inspect the karts and safety gear of all drivers involved in the incident.
- Drivers may be removed from the race prior to restart if their equipment is deemed unsafe.
- Drivers involved in the incident causing the stoppage will restart at the rear of the field.
- No repairs or adjustments are allowed during a stoppage without explicit permission from race officials.
 - Only safety-related items may be addressed.
 - Repairs must be performed by the driver, unless a youth driver requires assistance under direct supervision of an NFKC official.

Final Lap Stoppage:

- Karts that have crossed the checkered flag will be scored based on their final lap position.
- Karts that have not crossed will be scored based on their previous lap.
- Karts involved in the red flag incident will be scored at the rear of the field, in the order they were running on the previous lap.

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Restarts

- Race order will revert to the last completed lap.
- Karts involved in the incident will be moved to the rear of the field.
- Karts that stopped but were not involved will retain their position.
- Restarts will follow the original starting procedure, but in single-file formation.

Restart Guidelines:

- Races with less than 50% completed laps or stoppages under 10 minutes should be restarted.
- The Race Director may adjust race length during the stoppage.
- No restart will occur if any kart has begun the final lap.
- If the race is not restarted, involved karts will be scored at the rear.

Shortened Races

If the event schedule is delayed, the Race Director may shorten race lengths. Competitors will be notified via PA system and grid announcements.

Rain Procedure

In the event of rain, the Race Director will determine:

- Whether racing will continue
- If rain tires are mandatory or optional

If rain tires are mandated:

- Drivers will be given a minimum of 15 minutes to install them
- Switching tires during a session is not allowed
- All competitors must run rain tires if a full rain race is declared

Transponder Rules

- Transponders must be mounted with a clear line of sight to the ground, and positioned no less than 9" behind the kingpin centerline.
- Transponder data will override visual observations unless an official start/finish camera is used or a review request is supported by competitor-supplied footage.

Transponder Failure:

- If a transponder fails in qualifying, drivers may submit lap data from an onboard datalogger. The second-fastest valid lap will be counted.
- If a transponder fails during a race, officials will attempt to hand-score the driver. Accuracy is not guaranteed and may be supplemented by video or racer testimony.
- Drivers who do not verify transponder function during practice or warm-up (via RaceMonitor, Speedhive, or RaceHero) will not be eligible for datalogger-based scoring.

Section 7: Technical Inspection Procedures

Spirit and Intent

While no rulebook can cover every scenario, all technical decisions will be guided by the **spirit and intent** of the rules. In cases requiring interpretation, officials will prioritize fairness, safety, and integrity.

Inspection Timing

Once a kart is presented to the grid for a scored session, it becomes subject to inspection. While most inspections occur post-session, **spot checks** may be conducted at any time during the race day. Failure to present kart at the request of the Race Director may result in a disqualification.

Technical Inspector Responsibilities

Inspectors are tasked with:

1. Identifying and communicating potential safety or rule violations.
2. Ensuring fair competition across all entrants.
3. Enforcing all rules and regulations consistently.

The legality of equipment is the sole responsibility of the competitor, legal guardian, or handler.

End-of-Day Tech Inspection

The **top 3 finishers** in the feature race must report directly to the **tech area** after exiting the scales. Karts, driver and 1 mechanic will remain in tech until released by tech officials.

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Impound & Tech Area Access

Only race staff and one designated representative per kart may enter the tech area during inspection. Unauthorized access may result in penalties or disqualification.

Electronics Policy

Cell phones, tablets, and cameras are prohibited in the tech area unless operated by club officials.

Engine/Chassis Changes

If a competitor needs to change an engine or chassis:

- Notify tech officials **before replacement**.
- Both the original and replacement components are subject to inspection.
- The competitor must start at the **rear of the next race**.
- Only **one engine/chassis change** is allowed per race day

Multi-Class Equipment Use

If a kart or engine is used in multiple classes:

- Tech inspection may be **postponed** until all relevant classes are completed.
- If found illegal, penalties apply to **all classes** the equipment competed in, unless the violation is specific to tire compliance.

Inspection Tools & Methods

Race officials have full discretion over the **tools and methods** used to verify compliance.

Tech Decisions & Appeals

Tech decisions are **final** and cannot be appealed to outside entities.

Section 8: Tire Regulations

Only (1) set of tires are approved for all classes in official race sessions on race days

Approved Tires

All NFKC 4 stroke events require the use of:

- **Vega VAH (Reds)** tires for dry sessions
- **Vega W6** tires for wet sessions

All NFKC 2 stroke events require the use of:

- **Vega XH4 (Green)** tires for dry sessions
- **Vega W6** tires for wet sessions

No other tire brands or compounds are permitted.

Damaged Tire Replacement

If a tire is damaged during competition:

- **One tire** may be replaced with a **similar-condition** tire without penalty, pending official approval.
- If **two tires** are replaced with similar-condition tires, the driver must **start at the rear** of the next race.
- If only **new tires** are available:
 - Driver starts at the rear of the next heat
 - **10-position grid penalty** applied in the feature
- A maximum of **two tires** may be replaced per incident.

Tire Prep & Testing

- **Tire prep is strictly prohibited**, including the use of any chemical or liquid other than water.
- Tech officials may use **durometer testing, sniffers**, or other methods to detect prep or modifications.

Tire Warmers & Cleaning

- **Tire warmers are not allowed** anywhere on NFKC event premises.
- **Heat guns and scrapers** may be used to clean tires, but tires must be at **ambient temperature** before entering the grid.

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Section 9: Penalty Guidelines

While the following outlines standard penalties, NFKC officials are guided by the principle that “**the punishment should fit the crime.**” The Race Director has full authority to adjust penalties based on the severity and context of the infraction. No driving penalties may be issued after the checkered flag unless the infraction was observed or called during the session or race. Post-race penalties will be limited to **disqualifications** only, such as unsportsmanlike conduct, failed tech inspection, or safety violations.

Starting Procedure & Tram Line (if available) Violations

- **2 tires outside tram lines:** 2-position penalty
- **4 tires outside tram lines:** 4-position penalty
- **Pushing before green flag:** 2-position penalty
- **Jumping the start:** 2-position penalty

Blocking

- **Single incident:** Minimum 2-position penalty
 - May increase based on the number of karts affected
- **Multiple incidents:** Disqualification

Mechanical Infractions (Non-Contact Related)

- **Lost ballast:** 5-position penalty (DQ with underweight overrules this position penalty)
- **Lost camera:** No penalty unless it affects another racer, penalty is scored behind affected kart
- **Lost wheel:** 5-second penalty in next race

Contact & Driving Infractions

Penalties will be assessed to eliminate any advantage gained through contact. Common enforcement includes:

- Scoring the offending driver **behind the affected kart(s)**
- Additional position penalties may be applied to deter repeat behavior
- Avoidable contact: **Minimum** 2-position drop
 - Avoidable contact is any incident in which the overtaking or defending driver had the last clear opportunity to avoid the collision but failed to do so. Examples:
 - A divebomb from two kart lengths back → avoidable
 - A driver turning in without checking the inside → avoidable
 - Normal side-by-side rubbing → *not* avoidable
 - A leading driver chopping the entry → avoidable
 - Contact without position change may still result in penalties

Engine & Chassis Infractions

- **Found after Qualifying/Heats:** Disqualification from that session
 - May return to competition after correction, but must start at the rear
- **Found after Feature:** Disqualification for the entire day
- **Intentional violations:** Non-droppable disqualification + removal from remaining sessions
- **Unintentional violations:** May be used as a drop race

Tire Infractions

- **Wrong tires in Heat:** Disqualification from that race
- **Wrong tires in Feature:** Disqualification for the entire day (non-droppable)
- **Tire prep detected:** Disqualification for the entire day (non-droppable)

Conduct Violations

Penalties for conduct violations—on or off track—are **non-droppable**. Drivers are responsible for the behavior of their crew, handlers, and guests.

- **Abusive language, threats, or physical altercations** will result in:
 - Immediate disqualification
 - Suspension
 - Possible ejection from the facility or series
 -

See the **Conduct** section for more details.

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Mechanical Failure / Breakage

If a kart is found illegal due to damage or failure (e.g., missing exhaust, underweight, missing nose cone), the driver will be **disqualified from that race**.

- If this is the only disqualification of the day, it may be used as a **drop race**

Refund Policy

No refunds will be issued for disqualifications, suspensions, or other penalties.

Section 10: Request for Review Procedures

Submitting a Request

A competitor may request a review of a race official's decision or an on-track incident. All requests must be:

- Protest form and \$40 fee are to be brought to the Scale Attendant within 30 minutes of end of race
 - If the protest is upheld, the fee will be returned
 - If the protest is denied, the fee will be retained

Review Process

The Race Director will review all protests after the conclusion of protested session (Qual/PreF/Fin) has been complete by all classes and shall collect all relevant information and at their discretion, officials may:

- Interview competitors directly involved in the incident
- Consult corner workers who witnessed the event
- Only **one** designated individual (driver or team representative) may speak to the Race Director/Coordinator regarding a protest.
- If multiple individuals attempt to argue the same penalty and refuse to leave the protest area when instructed, the Race Director/Coordinator may **retain the \$40 protest fee and decline to review the protest further**.
- Testimony from uninvolved competitors or bystanders will not be considered.

On-Board Video Evidence

Competitors may submit on-board footage as part of their review request.

Video Submission Requirements:

- You must bring your own device (e.g., laptop or tablet) to display footage
- The full video must be available, not just a clip
- Up to two camera angles (or one 360° view) may be submitted

Section 11: Engine Technical Rules

Briggs & Stratton 206 Engine Compliance

All classes utilizing the **206 engine** must follow the **most current Briggs & Stratton 206 rule set**, available at:

🔗 https://www.briggsandstratton.com/na/en_us/engines/racing-engines.html

Fuel Specification

All 4 cycle classes are to use 87 octane pump gas for all events.

Spark Plug Requirements

In addition to compliance with **Briggs rule 30.a.c**, the **spark plug gap** for the **AR3910X** is a tech item.

- The gap must measure **at least 0.018"** from each grounding point to the electrode.
- This can be verified using the **.0185" Class Z No-Go pin gauge** from the Briggs Tech-Tool kit.

Engine Sealing

Tech inspectors may apply **marking paint seals** to any part of the engine after qualifying at their discretion.

- If a sealed component needs to be opened for repairs, a **tech inspector must be present** before work begins.
- The engine must be **resealed** before returning to the track

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Section 12: Classes

NFKC will accommodate any class with 3 or more karts that sign in during the preregistration period only. It is not guaranteed that a class will be added on race day but will try to tack it on a similar class if possible. Not all classes will be on every schedule at the direction of the Club, depending on pre-entries.

4-Cycle Class Structure (Planned and Scheduled)

CIK-LO206 KID KART

DRIVER AGE REQ:	Attained age 5 through 8
ENGINE:	Briggs & Stratton LO 206 Kid Kart engine with stock black junior slide (Part # 555732) .310 slide 4100 RPM (Black Coil Required Part # 555725)
CHASSIS:	Cadet or Standard
FUEL:	Gasoline (87 octane).
MINIMUM WEIGHT:	200 lbs.
TIRES:	VEGA VAH Front and Rear 4:60 x 5". Maximum rear circumference 33" $\frac{3}{4}$
GEAR RATIO:	17/57
CLUTCH:	Briggs & Stratton part number 555727 only.

CIK-LO206 CADET/SPORTSMAN (Green)

DRIVER AGE REQ:	Attained age 7 thru 12.
ENGINE:	Briggs & Stratton LO206 engine with green slide (#555740--0.490") and lock cap.
CHASSIS:	Cadet or Standard
FUEL:	Gasoline (87 octane).
MINIMUM WEIGHT:	250 lbs.
TIRES:	VEGA VAH Front 4.60 x 5", Rear 4.60 x 5".
RIMS:	Max. front: 5.625"; Max. rear: 5.625" CIK-LO206

CIK-LO206 JUNIOR (Yellow)

DRIVER AGE REQ:	Attained age 12 thru 15.
ENGINE:	Briggs & Stratton LO206 engine with gold slide (#555741--0.570") and lock cap.
CHASSIS:	Cadet or Standard
FUEL:	Gasoline (87 octane).
MINIMUM WEIGHT:	320 lbs.
TIRES:	VEGA VAH Front: 4.60 x 5", Rear 6.00 x 5".
RIMS:	Max. front: 5.625"; Max. rear: 8.50"

CIK-LO206 SENIOR

DRIVER AGE REQ:	Attained age 15 and older.
ENGINE:	Briggs & Stratton LO206.
FUEL:	Gasoline (87 octane).
MINIMUM WEIGHT:	360 lbs.
TIRES:	VEGA VAH Front: 4.60 x 5", Rear 6.00 x 5".
RIMS:	Max. front: 5.625"; Max. rear: 8.50"

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CIK-LO206 SENIOR HEAVY

DRIVER AGE REQ:	Attained age 15 and older.
ENGINE:	Briggs & Stratton LO206.
FUEL:	Gasoline (87 octane).
MINIMUM WEIGHT:	390 lbs.
TIRES:	VEGA VAH Front: 4.60 x 5", Rear 6.00 x 5".
RIMS:	Max. front: 5.625"; Max. rear: 8.50

CIK-LO206 MASTERS

DRIVER AGE REQ:	Attained age 33 or older <u>OR</u> Drivers weighing in at 200lbs or more without drivers gear on our scale
ENGINE:	Briggs & Stratton LO206.
FUEL:	Gasoline (87 octane).
MINIMUM WEIGHT:	390 lbs.
TIRES:	VEGA VAH Front 4.60 x 5", Rear 6.00 x 5".
RIMS:	Max. front: 5.625"; Max. rear: 8.50".

CIK-LO206 LEGENDS

DRIVER AGE REQ:	Attained age 50 and older.
ENGINE:	Briggs & Stratton LO206.
FUEL:	Gasoline (87 octane).
MINIMUM WEIGHT:	375 lbs.
TIRES:	VEGA VAH Front: 4.60 x 5", Rear 6.00 x 5".
RIMS:	Max. front: 5.625"; Max. rear: 8.5

2-Cycle Class Structure (Planned and Scheduled)

TAG MINI

DRIVER AGE REQ:	8-12 Years Old
CHASSIS:	Cadet
ENGINES / WEIGHTS:	245 – IAME Mini Swift
	245 – Vortex Mini Rok
	255 – ROTAX Mini Max
	*Engines according to respective rules books (SKUSA for IAME)(Rok Cup USA for Rok or ROTAX)
TIRE:	VEGA VAH 4.60 front and rear

SR 100cc

DRIVER AGE REQ:	15+ Years Old (Waiver for 13+ with racing experience)
ENGINES / WEIGHTS:	370 - IAME KA100
	365 - ROK VLR
TIRE:	VEGA XH3 4.60 front/ 7.10 rear

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TAG SENIOR

DRIVER AGE REQ:	AGE 15+ Years Old (Waiver for 13+ with racing experience)
ENGINES / WEIGHTS	380 – IAME X30
	380 – Vortex ROK
	380 – ROTAX Max
TIRES:	VEGA XH3 4.60 front 7.10 rear
	*Engines according to respective rules books (SKUSA for IAME)(Rok Cup USA for Rok or ROTAX)
	Karts with front brakes add 10lbs

SHIFTER

DRIVER AGE REQ:	16+ Years Old
ENGINES / WEIGHTS:	395 – Stock Honda CR125
	410 – Vortex ROK Shifter
	410 – KZ (Max Displacement 175cc)
TIRE:	VEGA XH3 4.60 front and 7.10 rear
AIRBOX:	Open airbox but required
	*Engines according to respective rulebooks (WKA Man. Cup for KZ, SKUSA for IAME SSE and CR125; Rok Cup USA for Rok)

2-Cycle Class Structure (Unscheduled but with 3 preregistered drivers, can be added. Classes may not be added on race day)

KID KART

DRIVER AGE REQ:	5-8 Years Old
ENGINE:	Comer C51 or IAME M1 MINIMUM WEIGHT: 150 lbs.
TIRES:	VEGA VAH 10 x 4.60 - 5 -- 33" max circumference.
GEAR RATIO:	10/89

JR 100cc

DRIVER AGE REQ:	11-15 Years Old
CHASSIS:	Standard
ENGINES / WEIGHTS:	320- IAME KA100 (EXHAUST: 22mm, IAME part # IAH-02020)
	310 - ROK VLR
TIRE:	VEGA XH3 4.60 front/ 7.10 rear
	*Engines according to respective rules books (SKUSA for IAME)(ROK Cup USA for ROK or ROTAX)

TAG MASTERS

DRIVER AGE REQ:	AGE 32+ Years Old
ENGINES / WEIGHTS	375 - PRD/Easy Kart/ Leopard/Rotax
	390 - X30
	390 - Vortex ROK
TIRES:	VEGA XH3 4.60 front 7.10 rear.
	*Engines according to respective rules books (SKUSA for IAME)(ROK Cup USA for ROK or ROTAX)
	Karts with front brakes add 10lbs

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FRAME / CHASSIS

Frame Construction	Commercially manufactured chassis, featuring 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" min. Tubing of 1.125" - 1.4" diameter must have a wall thickness of .050" min. Material must be cold-rolled electrically welded steel or stronger.		
Suspension	Use of any type of suspension is illegal		
	Kid Kart Chassis	Cadet Chassis	All Other Chassis
Classes Permitted:	Kid Kart	Kid Kart, Cadet, Sportsman	Sportsman, Junior, Senior, Masters, Legends
Wheelbase	29"-31"	35" - 41"	39.75" - 43"
Overall Max Track Width	40" front, 42" rear, <i>please see axle width and bodywork rules</i>	50", <i>please see axle width and bodywork rules</i>	55.125", <i>please see axle width and bodywork rules</i>
Overall Max Length	71"	Cadet Chassis: 71"	All Other Chassis: 82"
Height	20" maximum at any point	26" maximum at any point	26" maximum at any point

AXLES AND WHEEL HUBS

Hub design	Wheel hubs must be metal, utilizing either 5/16 or 8mm wheel studs
Bearings	No split race bearings. Ball or needle style only.
Axle Material	Ferrous metallic axles only. No Carbon Fiber or Composites. .050" minimum wall thickness.
Axle Characteristics	Solid or tubular, with a diameter of 25-50mm (0.98" - 1.97"). 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.
Track Width	Max width is measured at the outermost point of wheels/tires. Axles may not protrude beyond the outer edge of the wheel.

DRIVELINE

Clutches	See Briggs© engine Rules. Clutch Claim rules will not be enforced at any NFKC events. All manufacture supplied components must be present. Washers/shims that are a part of the clutch assembly are non tech items (excluding dust shields). Rule 32c, 32e, 32f clarification: As many clutch manufacturers use interchangeable drivers, NFKC will allow any #35/#219 clutch driver that appropriately fits the approved drum.
Chain/Clutch Guards	Chain/Clutch guards are required, and must be attached to the engine. They must be designed in a way to prevent a broken chain from coming in contact with the driver.
Tq. converters/transmissions	Not permitted
Chain	#35 or #219 chains are permitted (#35 only for Kid Kart Class)
Chain Oilers	Not permitted

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STEERING

Design	Direct mechanical steering systems only.
Steering Column	Min .625" diameter ferrous round shafts. Min .070" wall thickness. No Shaft Extensions.
Steering Hub	May not be welded to shaft. Must use minimum 1/4"(6mm) bolt for attachment. No quick release systems allowed.
Steering Wheels	3+ spoke design. Minimum diameter 10". Commercially available steering wheels with the top 1/3 open are acceptable. Butterfly wheels with min 10" diameter and 5" grips are acceptable.
Steering attachments	Steering wheel spacers or tilt adapters may be a maximum of 2" thick.
Tie Rods	Steel or Aluminum Only
Steering Safety	All components to the steering systems must be cotter keyed, safety wired or double nutted.

WHEELS AND TIRES

Approved Tires	Vega VAH tires for Dry: Kid Kart, Cadet, Sportsman=4.6" Front, 4.6" Rear Junior, Senior = 4.6" Front, 6.0" Rear	Vega w6 Tires for Rain: Kid Kart, Cadet, Sportsman=4.2" Front, 4.2" Rear Junior, Senior = 4.6" Front, 6.0" Rear
Tire Prep Chemicals	STRICKTLY FORBIDDEN	
Wheels	Any commercially available 5" diameter wheels. Kid Kart, Cadet, Sportsman classes = 5.625" max width Front and Rear Junior, Senior, Masters, Legends classes= 5.625" Front, 8.50" Rear max widths Max width will be measured from outer lip to outer lip as raced	
Wheel coverings	Not allowed	
Wheel balancing weights	May not exceed 1/4 ounce per piece.	

BRAKES

General	All karts must have rear brakes deemed adequate to stop the kart in an emergency.
Brake material	Commercially available materials only. No carbon fiber
Dual Brake Systems	Dual brake systems are only allowed on the rear of the kart. No front brakes. Karts with front brake systems must have the front brakes disabled by either removing the actuating rod or brake lines.
Brake tethers	All karts must have a secondary brake tether in case of failure of the primary brake actuator rod. This tether must be min. .090" steel wire.
Component Mounting and	All brake attachments and critical components must feature cotter keys, safety wire , double nut or mechanical metal locking nuts to prevent brake loss on track.
Brake lines and connections	Hydraulic brakes only (except kid kart chassis). Connections must be free of leaks. Brake lines must be secured to avoid wear.

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BUMPERS AND NERF BARS

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 3/4" from the centerline of the front wheels. The top edge of the upper bar must be at least 7 3/4" from the ground with the driver seated in the kart. All CIK homologated bars are legal.
Front Bumpers with Pedal Mounts	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.
Nerf Bars	Must be made of steel, consisting of a straight lower bar (min. length of 15 1/2") as well as a straight upper bar. Tubing must be between .630" and .787" diameter. Nerf bar must be attached to main chassis at 2 points that are at least 18 7/8" apart. Lower bars must have a minimum length of 11 13/16 ' 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 5/16" from the ground. All CIK homologated bars are legal.
Rear Bumpers	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. 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 measurement.
Metal Double bar rear 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 degree 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.

BODYWORK

Bodywork General	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. 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.
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 manufacturer.

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Steering / Drivers 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.
Side Panels / Pods	Sidepods 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.
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.
Floor Pans	Floor pans are only permitted within the main side chassis rails, between the front and center (waist) chassis rails. No portion may be above the centerline of the rear axle or within the front bumper loop.
Kart Numbers	Easily legible numbers at least 4.5" tall must be affixed to the front, rear and both sides of the kart. Black numbers on either a white or yellow background are required. All numbers must be legible and visible while the kart is in motion. Flapping or waiving number panels will not be tolerated. 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 and should not be present on the kart. Competitors failing to display the correct number may be penalized or disqualified.

CONTROLS

Attachments requiring security	All of the following require safety wire, cotter pins, safety clips or double nutting: All brake attaching points; Brake rod; Pedals; All steering components; Main spindle nut; Ballast
Throttle Return	Must have positive acting throttle return spring.

FUEL SYSTEM

Fuel Tank	Must have a functioning leak proof fill cap. Material must be puncture resistant and free of damage. Tank must be located underneath the steering column, between the two main frame rails of the chassis. Must be securely attached to the floor pan/chassis; or to the steering column uprights.
Pressurized fuel systems	Are not permitted. Fuel pumps may only be pulse pumps, actuated via engine crankcase. Pulse lines may be a maximum 1/4" (6mm) internal diameter, no longer than 10" in length.
Fuel lines	Maximum Inside Diameter 1/4" (6mm) lines must be used. Flexible fuel lines only. Fuel lines must be secured to chassis, as well as to all connection points via safety wire, hose clamps or wire ties. The fuel line between the carburetor and fuel pump must be of a continuous diameter both inside and outside through its entire length, which can be no more than 16". This line must be one piece with no reducers at either end and sized appropriately to fit securely on both fuel line nipples. No items may be placed on or inside the line that are perceived by tech officials to alter the flow of fuel between these two points.
Fuel return systems	The use of an additional fuel line to return excess fuel or fuel pressure to the fuel tank are not allowed. The only fuel lines permitted are from tank to pump, and pump to carburetor. Only one fuel filter may be present, and must be located in the line between the tank and fuel pump.

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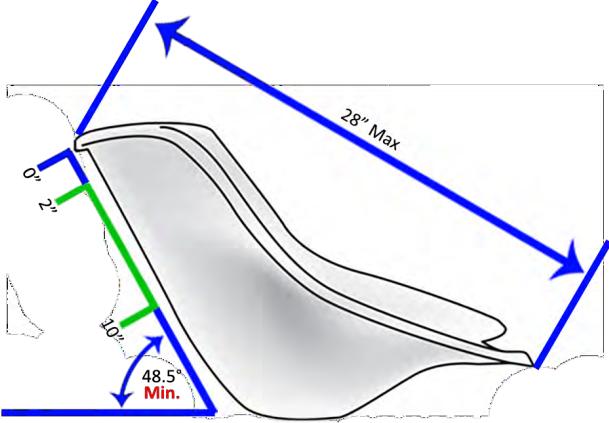
KART BALLAST

Painting/labeling weights	Must be labeled with the karts number, and painted a visible color. White is highly recommended.
Fasteners	5/16" grade 5 hardware minimum. Ballast over 7lbs must utilize multiple fasteners at a ratio of one fastener per 5 lbs.. All hardware must be safety wired or double nutted. It is highly recommended that metal washers of at least 1.5" in diameter be utilized when mounting ballast to a kart seat. These washers should be placed on both sides of the seat, and contoured to match the curvature of the seat in order to prevent potential damage to the fiberglass. Fasteners of excessive extra length should be cut short or covered to protect the driver.
Attachment points	Weight may not be added to rear bumpers or nerf bars. If brackets are used to mount ballast, they too must be double nutted or safety wired and utilize hardware of at least 5/16" diameter. If ballast is added to the front bumper (upper or lower); each piece must be 3 lbs. or less , and only one piece per attachment point. No more than 10 lbs. may be added in total to the front bumper(s). Ballast attached to the front bumper(s) must be completely below the top plane of the nose cone. All fasteners must be facing downward or towards the center of the kart. Drivers caught with ballast on their person are subject to immediate disqualification or suspension. Regardless of technical legality, all ballast installation is subject to approval from tech officials. Officials are instructed to have racers correct any ballast installation they deem a potential hazard.
Approved ballast	Steel or lead ballast only. The use of lead shot or similar material is expressly forbidden. "Sheet lead" must be bolted in the same fashion as any other ballast described above.

MISCELLANEOUS

Transponders	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.
Cameras	Drivers/Karts are allowed to run cameras anywhere on the kart, so long as it does not interfere with the ability to read the karts number. It must be mounted in such a way it can not become dislodged due to contact during a race. No portion of the camera can be outside the perimeter of the kart. Cameras are not allowed to be mounted to any helmet.
Driver Communication	No radios, cell phones or any other types of devices may be used to communicate with a driver at any time.
Oil Testing	Although no spec oil is specified for use, oil may not have any combustible properties. Oil must pass a flame test pre and post race as well as any other testing means determined by tech.
Air Filter	In addition to Briggs© Rule 9, A hole no greater than 1/4" is permitted in the cap of the air filter for the attachment of a rain guard. If no guard is being utilized, the hole must be sealed either by a fastener or other method. Guard fasteners may protrude no more than 3/4" inside the filter No substance other than filter oil or debris may be present in/on the filter at any time.

SEAT

Acceptable Seats	Seat must be commercially available for at least 30 days and meet the CIK seat specifications below
Seat Height	As measured from a vertical plane from ground to top center of seat back with driver in seat. Kid Kart = 10" - Cadet/Sportsman = 10" - Junior = 12" - Senior= 13" (Minimum)
Seat Position	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.
CIK Seat	<p>Seats must have rolled edges at top and bottom edges. Other than repair or reinforcement, no additions will be permitted to the seat from it's original design. Speedway or "laydown" seats (seats with a raised back) are not CIK seats. Seats design must closely resemble the diagram below.</p> <p>Seat may be no longer than 28" as measured from the center of the seat back to either forward portion of the seat including the rounded edges. This will be measured with a 28" no-go gauge.</p> <p>The Maximum seat angle will be measured at any point between 2" and 10" from the top edge of the seat. No measurements will be taken within 2" of the seats spine depression. At a minimum, seats angle will be checked in two places, one on each side of the spine depression.</p>  <p>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.</p> <p>Although the seats manufactured by NEK/JECKO do not meet the 28" length measurement, they are considered CIK seats and therefore legal for use.</p>