

Tulsa Kart Club

Official Rules Documentation



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Part One - Competition Procedures & Regulations



SECTION 1 – INTRODUCTION

Tulsa Kart Club (TKC) was formed as a private organization to promote the sport of kart racing in Northeastern Oklahoma and the lower Midwest. The rules and regulations herein are for the purpose of providing an environment of fair competition among the various classes, and to provide stability and consistency to the rules.

All members, drivers, pit crew, and participants in general are required to be fully versed in these rules and regulations. By becoming a member of TKC, you are agreeing to abide by the Official Rules and Regulations outlined herein.

Furthermore, it is the responsibility of every driver, owner, and crewmember to operate their racing kart in a safe manner.

TKC is a member-run organization, and member participation is crucial to the success of the club. Members are required to assist in race day operations both on and off track, in roles such as Race Director, Pit Steward, Corner Workers, etc.

NOTE: All rules and regulations herein will be administered using the concept of "Spirit and Intent"

SECTION 2 – MEMBERSHIP, EVENT FEES, AND TRACK ACCESS

1. **MEMBERSHIP ELIGIBILITY:** TKC members must be 18 years of age or older. A minor can only join under the family membership. Family members 18 yrs old and older must have their own membership.
2. **EVENT TRACK ACCESS:** No member or kart can go onto the track surface without being entered in the event.
3. **EVENT REFUNDS:**
 - a. There will be no refunds after a kart has gone through pre-technical inspection or been put onto the racing surface.
 - b. There will be no return of pit pass fees at any time.
 - c. If race is canceled before any races are run, any entries or pit passes

sold will be honored at the next scheduled club race. You must present your pass at the next event for it to be honored.

SECTION 3 – DRIVER, CREW, AND GUEST REQUIREMENTS

1. **LIABILITY WAIVER:** All drivers shall sign a waiver of liability before being allowed to participate in any TKC event. All participants, by signing the entry form and/or liability waiver, hereby elect to use the track at their own risk, and thereby release and forever discharge TKC, together with their heirs, assigns, officers, directors, representatives, agents, employees, spouses, officials, volunteers, contractors, members, and their respective immediate families, from all liability for injury to person or property that may be received by said entrant and/or driver; and from all claims of said injuries to parties listed above growing out of, or as resulting from, the event; or caused by any construction or condition of the course over which the event is held.
 - a. **DRIVERS AND PIT CREWMEMBERS:** Anyone entering the pit area at a TKC race, including but not limited to pit crewmembers, track officials, and tech personnel, **MUST** sign the waiver of liability and be in possession of proper credentials at all times. Failure by anyone to comply may result in disqualification, suspension, or other penalties and actions as deemed appropriate by TKC Officials.
 - b. **TEAM GUESTS:** Additionally, entrants allowing persons into their pit area without proper credentials may be penalized similarly.
2. **MINOR LIABILITY WAIVER:** It is mandatory that all minors under 18 complete the “Parent’s Statement of Health for Minor(s)” form and “Release of Liability and Hold Harmless Agreement” before being allowed in the pit area or to participate in any capacity.
3. **STANDARDS OF CONDUCT:** Unsportsmanlike or unruly conduct on the part of any driver or his crew, including foul language, obscene gestures, fighting, consumption or possession of alcohol during the race program, possession of controlled substances, etc., will subject driver to disqualification without championship points. Additionally, driver or crewmember(s) may be suspended for a length of time to be determined by the Board of Directors.
4. **OFF-LIMITS AREAS:** The only people allowed in infield during races are Conner flag workers, Race Officials and EMT. Other areas marked as off-limits are to be strictly obeyed under penalty of disqualification and ejection from the grounds. Everyone present at the event is to obey instructions from Officials regarding their location and movements on the grounds. If as a pit crew or spectator you are inside the race track fence during a race at any location around the track including the pit lane, you and or your driver are subject to disqualification and ejection.
5. **COMPETITION AGE:** A driver’s actual age as of December 31 of each year shall establish their “competition age” for that calendar year. TKC Management has the right to determine class eligibility of any driver. Kid Kart drivers must be attained age of 5.
6. **CLASS ELIGIBILITY BY AGE:** If, during the season, a driver has a birthday

that would make them eligible to compete in a new class, they will have the option to do so. The decision to compete in a new class does not require they withdraw from their previous class.

7. **FLAGMAN INTERFERENCE:** When races are underway, the flagman and scoring stand WILL NOT be approached by anyone other than race officials.
8. **OFFICIAL ENTRANT:** The driver, not the kart is the official entrant. No driver substitutes are allowed. Entrants may change entire kart, or components such as tires, engines, etc. so long as all changes remain within the specification for their class. All changes are subject to technical inspection.
9. **PIT EQUIPMENT:** Any noise-generating pit equipment, such as compressors or generators, to be stationed to the front of the vehicle used to carry equipment to the track, or as far away from the pit area as possible.

SECTION 4 – DUTIES OF OFFICIALS

All officials in their assigned duties must be familiar with all rules and regulations that apply to those duties.

1. **OFFICIAL'S POWERS:** The designated TKC Officials of any event shall have the power of rule enforcement and race supervision.
2. **RACE DIRECTOR'S POWERS AND DUTIES:** The Race Director shall be that official having complete charge of the karts while on the track. The Race Director shall disqualify (through signals to the flagman) any driver who, in their opinion or that of their observers, is in violation of the rules; or whose kart is or has become unsafe to operate. The Race Director, or their designated representative, shall uphold all rules and regulations pertaining to drivers' eligibility to compete, observe participant driving habits, and supervise all drivers.
 - a. **RACE DIRECTOR'S POWERS:** The Race Director is in charge of the Corner Marshals. The Race Director may shorten any race. The Race Director has final authority in all protests and race day disputes.
3. **FLAGMAN'S DUTIES:** The Flagman shall be that official having complete charge of the flags. The Flagman shall follow instructions from the Race Director. The Flagman shall conduct a meeting for all drivers prior to the start of the event to explain the flags, their use, and rules of the road.
 - a. **FLAGMAN'S POWERS:** The Flagman's flag signals are to be obeyed without exception.
4. **CHIEF SCORER'S DUTIES:** The Chief Scorer shall be that official in charge of timing and/or scoring. The Chief Scorer shall keep the Flagman informed of positions, laps completed, etc.
5. **CORNER MARSHAL'S FLAG DUTIES:** Flag Personnel shall be strategically located around the course to use the yellow flag when necessary to signal drivers as to accidents, debris, fluid, or other hazards on their portion of the track. Corner Flag Personnel shall also report any rule infractions to the Race

Director for review. Corner Flag personnel shall wear safety vests provided. Each class will provide Corner Flag personnel for their races. If a class does not have enough people to perform Corner Flag duties, the Race Director or Flagman will call for volunteers or assign personnel from other classes.

6. **TECHNICAL INSPECTOR DUTIES:** The Technical Inspector shall be that official (or those officials) having charge of the post-race inspection. The Technical Inspector shall designate an area where karts and drivers will be checked for minimum class weight, maximum kart size, engine legality, exhaust system legality, legal attachment of weights, fuel legality, etc. Entrants are responsible to the Technical Inspector while in the impound area and are subject to disqualification if they leave without the Technical Inspector's approval.
7. **APPOINTED TECH PERSON:** The appointed TKC Tech Person shall have the final determination as to whether an item is legal or illegal. There shall be no appeal of the appointed Tech Person's decision.

SECTION 5 – SAFETY POLICIES AND REQUIREMENTS FOR ALL PARTICIPANTS

Safety of drivers and participants at race events is one of the prime considerations of TKC. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect participants and to raise the safety standards of the sport.

1. **PROHIBITED SUBSTANCES:**
 - a. All persons entering the restricted area (pits) shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner. If, in the judgment of the Officials, an individual is under the influence of alcohol or any controlled substance during the period of any event, they may be ejected from the restricted area and/or event site immediately.
 - b. No alcoholic beverages are allowed in the pit area during the race program.
 - c. Controlled substances are not allowed on the grounds of any TKC event at any time, without exception
2. **ACCIDENT INSURANCE:**
 - a. Accident insurance is provided for member participation. Any member who purchases a valid pit pass shall receive spectator bodily injury liability and property damage liability as specified in the current policy. Insurance coverage may vary based on the underwriter's policy. Any deductible will be the responsibility of the bearer or holder.
 - b. All participants at any event must sign a release and waiver, and must be issued an insurance pass. This includes ALL drivers, pit crew, workers, officials, and any other persons allowed into the racing

section/areas of the track. There are no exceptions.

3. ACCIDENTS: Karts involved in an accident may be required to stop for inspection by the officials. Only track officials shall investigate accidents.
 - a. DO NOT RUSH ONTO TRACK AFTER AN ACCIDENT. No pit personnel including parents are permitted on the track while a race is in progress. Additionally, no spectators with pit credentials are permitted on the track unless and until approved by race officials.
4. EMERGENCY EQUIPMENT: A physician, paramedic, or qualified attendant equipped with a first aid kit shall be present during all racing events. Additionally, entrants shall have an adequate first aid kit in their pits.
5. FIRE EXTINGUISHER: It is mandatory that each entrant in the event have a minimum of one operable 1.5 pound dry-powder fire extinguisher (rated for use on A, B, and C type fires) in their pit area. It is recommended to have one on the starting grid at the start of each race in the hot pit area. Carbon dioxide (CO₂) type extinguishers are NOT acceptable substitutes.
6. PROTECTIVE CLOTHING: All protective clothing is subject to pre-race technical inspection.
 - a. HELMETS: All helmets must be full coverage (full face) designed for competitive motorsports. Must not have any visible damage. Must have SNELL or SFI rating listed below

SNELL	EXP. DATE
SA, K or M 2010	12/31/2022
SA, K or M 2015	12/31/2025
CMS 2016	12/31/2026
SA, K or M 2020	12/31/2030
SFI 24.1 2010 Youth	12/31/2022
SFI 31.1 2010	12/31/2022
SFI 41.1 2010	12/31/2022
SFI 24.1 2015 Youth	12/31/2025
SFI 31.1 2015	12/31/2025
SFI 41.1 2015	12/31/2025
SFI 24.1 2020 Youth	12/31/2030
SFI 31.1 2020	12/31/2030
SFI 41.1 2020	12/31/2030

No cameras can be mounted to or in helmet in any manner.

- b. GLOVES: Required in all classes.
- c. FACE SHIELDS: Mandatory.
- d. DRIVER APPAREL: All drivers are required to wear, at a minimum, long sleeved shirts and full-length pants. The Race Officials may modify or supplement this rule to require any additional protective clothing deemed necessary.
- e. LONG HAIR: Hair cannot extend appreciably from beneath the helmet.

- f. NECK COLLARS: Use of racing neck collars or approved neck protection gear is mandatory in kid kart and Jr. 1 classes, at all times. Recommended for senior classes.
 - g. CHEST PROTECTORS: SFI specification 20.1 chest protectors are required for Kid Kart and Junior drivers thru 13 yrs. old, and strongly recommended for all other classes.
7. BALLAST: All bolt-on weight must be white in color. All weight added to meet minimum kart/driver weight requirements shall be bolted and secured with cotter pins or safety wire to the kart using a minimum 5/16" or 8mm through bolts or two 1/4" through bolts. Double nuts are permitted with the top nut being self-locking, but threads must protrude beyond the topmost nut. Carrying of ballast on the driver's person is prohibited. No weight shall be bolted to the underside of the kart. Where weight is attached directly to the seat, adequate reinforcement must be used to ensure that the weight will remain properly attached.
 8. SAFETY WIRING: Any item that calls for safety wire must be drilled so that the safety wire can pass through the bolt/pin. Safety wire that is wrapped around a bolt or pin without going through a hole in the material is not acceptable. European style hardware and safety clips or devices are acceptable.
 9. QUICK RELEASE SAFETY PIN: Quick release safety pin type pins are an approved replacement for cotter pins.

SECTION 6 – DRIVING GUIDELINES AND EVENT PROCEDURES

1. EVENT PRACTICE: Rules, regulations, and procedures for competition shall apply to all practice sessions as well as competition. Extreme caution should be exercised during practice sessions due to the different experience and skill levels of drivers in group Kid Karts will not practice with any other class. Drivers should be ready to practice at their class assigned times.
2. NON TKC EVENT USE OF TRACK: JRP Speedway allows active TKC members to use the track at no cost during non TKC events when track is not otherwise being used by JRP. All TKC Members must be active members and must attach current year TKC membership decal to kart(s). *DO NOT OPERATE ANY KART ON TRACK WITHOUT CURRENT TKC MEMBER DECAL!* Track use is at the sole discretion of JRP and access to track may be denied at any time. All others must pay JRP for use of track. TKC members may not authorize non active members use of track. Non members may drive a members' kart (with proper members' decal) but, may not be allowed to place non members kart or kart without proper member decal on racing surface. *CLOSE ALL GATES TO TRACK WHEN LEAVING. WHEN JRP IS CLOSED, KEEP FRONT GATE LOCKED. LOCK FRONT GATE WHEN LEAVING.* Violation of these JRP rules by any member will subject

- member to lose track use privileges.
3. **COMPETITION:** Remain alert. Give consideration to fellow competitors in all areas of safety.
 - a. When two or more karts enter a corner simultaneously, the lead kart has the right-of-way.
 - b. All karts should maintain a constant line through the corner and avoid erratic changes in direction.
 - c. Any driver leaving the course in an attempt to pass another competitor is subject to disqualification.
 - d. Bumping, nerfing, blocking, pushing, and any other form of avoidable contact in an unsafe manner or location between karts will be grounds for disqualification and result in a loss of championship points if it occurs in the Final.
 - e. Any driver that has 4 tires off track must stay seated in their kart or be disqualified.
 - i. Corner workers may assist drivers to restart karts and reenter race after they determine it is safe to do so.
 - ii. Drivers must re-enter the track in a location that does not shorten the track to their advantage.
 - f. Any driver unable to continue because of mechanical failure or lack of fuel, should safely and promptly move their kart well off the track into a safe location as soon as conditions permit. Do not leave a disabled kart adjacent to the track at any time.
 - g. Radio/Two Way Communication Prohibited- Voice communication of any type (radio, cell phone, headset, earbud, etc.) with the driver while he/she is on track is illegal on race day.
 4. **EVENT FORMAT:** The standard event format will consist of qualification, pre-final, and final races with the finishing positions of the final determining the winners.
 - a. At the discretion of the Race Officials, special event schedules and formats may be instituted with notice to be provided prior to the beginning of open practice.
 5. **INCLEMENT WEATHER:** If races are run in rain or wet conditions, the Race Director will determine when conditions are suitable for racing or red flag the race until conditions improve. The Race Director will determine when and if conditions have improved enough to resume racing or cancel the remainder of the races.
 6. **PRE-RACE GRID PROCEDURE:**
 - a. All karts should be in their starting position on the grid before the half-way signal is given to drivers racing in the class prior to theirs' on the posted schedule for the day. If there is a scratch on the grid, the vacated position will be filled by the driver in the next position behind as described in the SCRATCHED ENTRIES procedure.
 - b. The race director shall determine the pole lane before the event starts.
 - c. All engines are to remain off once in their position on the starting grid,

until given the start signal by an Official.

7. WARM-UP AND PACE LAPS: The pole sitting kart, with Flagman's approval, shall set the pace speed. If a driver is unable to maintain his position due to mechanical problems or drops out, the balance of the field will move straight ahead as described in the SCRATCHED ENTRIES procedure. Drivers must maintain their positions and pace until the green flag drops. If a driver flagrantly or repeatedly improves his position, or refuses to line up properly, the Race Director or Flagman shall put the driver to the rear of the lineup. If any class cannot receive the green flag in two consecutive laps due to the failure of the front kart(s) to maintain a proper pace lap speed, the offending kart(s) will be penalized and moved to the second row in the same column. The second row kart(s) will move up to the first row and have two chances to take the green flag. The front row will not be penalized for the actions of the karts behind them. The judgment of the Flagman cannot be protested.
8. STARTS: Utmost caution should be observed during all starts. Remain calm and alert, as all karts will be running closely grouped. Avoid sudden changes in direction, and if evasive action is necessary, check first to make sure your course is clear. The race shall begin when the green flag is displayed. Karts may not change their position or begin to accelerate until the green flag is shown.
 - a. RESTARTS: If, after the start of the race, the flagman decides that a restart is necessary due to a false or poor start, he shall signify a restart with a yellow and red restart flag or yellow and red crossed flags per the FLAGS section herein. Karts shall reform to their original starting positions. *If four or more karts are off track on the first lap, the race will be restarted. In races with less than 8 entries, if 50% or more karts are off track, race will be restarted. If race has less than 8 and an odd number of entries, count will be rounded down to determine 50%.*
 - b. *If karts are crashed or stalled on track, causing a hazard, the Flagman will display the red flag and restart the race.* The Race Director may impose penalty on karts that caused the restart. The decision to restart a race cannot be protested.
9. RACE MANAGEMENT: During the race, the field is under the control of the Flagman working in conjunction with the Race Director and Officials. As conditions require, the Flagman will signal decisions or warnings as follows.
 - a. BLACK FLAG (MECHANICAL): The decision to order a driver to stop at the pits may be made by the Race Director or Flagman if, in their opinion, a condition exists which could create a safety hazard to the driver or to other competitors. Their decision may be based on a number of factors, including mechanical conditions, leaking fluids, inoperative exhaust system, and/or safety equipment missing on the kart or driver. Any driver receiving a mechanical black flag will still be classified in the finishing order and be eligible for points.
 - b. BLACK FLAG (CONDUCT): If the Flagman or Race Director observe a driving infraction, such as reckless driving, blocking, avoidable contact, or unsportsmanlike conduct, the Flagman may display, or at

the Race Director's orders, will display a black flag to the offending kart. The driver shall signify his acknowledgement by raising his hand and safely driving to the pit area.

- i. At the Race Director's discretion, a competitor may be suspended from the event for a flagrant infraction by the driver or a member of their crew.
 - ii. A Black Flag for a non-flagrant conduct infraction in the qualifying or heat race will result in the driver starting at the rear of the field in the final.
 - iii. A Black Flag for conduct in the Final will result in no championship points.
- c. **ROLLED BLACK FLAG (WARNING):** The Flagman may signify a warning to a kart with a rolled up black flag for a minor infraction. The driver does not need to leave the track or return to the pits when shown a rolled black flag. If driver continues to commit the infraction, they may receive the black flag.
- d. **BLUE FLAG:** A blue flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped, he will give the right-of-way to the faster traffic. The slower kart may optionally point with their hand to the side of their kart on which they want the faster traffic to pass. Passing should always be done in compliance with the **PASSING** procedure defined herein.
- e. **YELLOW FLAG:** A yellow flag displayed by a corner worker signifies caution at this section of the track (local caution). Passing is prohibited in any part of the track where a yellow flag is displayed. Drivers will be prepared to stop and use the utmost caution until past this section. A yellow flag displayed by the Flagman signifies a full-course caution is in effect. Passing is prohibited under full-course cautions. Drivers should slow down and be prepared to stop. Racing will not resume until the Flagman displays the green flag.
- f. **RED FLAG:** The red flag shall be displayed when, in the opinion of the Race Director or Flagman, an unsafe condition exists on the track. An injured driver necessitating medical attention shall automatically require a red flag. Only the Flagman shall display the red flag. When a red flag is displayed, all drivers shall raise their hands to signal trailing karts and stop in a safe manner as soon as possible. If a red flag is displayed before all karts running have been scored for at least one lap, a restart shall be required using the original starting positions for the race. If all karts have completed at least one lap, the running order as of the last completed lap shall be the lineup for the restart and karts will line up in single-file before taking the green flag. All karts involved in any incident resulting in a red flag will return directly to the pit area, and the Race Officials or their designee will inspect said karts before they will be allowed back on the track. Notwithstanding the provisions above, the following conditions may cause a kart to be penalized prior to the restart.

- i. Karts causing an accident, as determined by the Flagman or Race Director, during or subsequent to the last officially scored lap, shall be put to the rear of the pack. The decision of the Flagman or Race Director as to whether a kart caused the incident cannot be protested.
 - ii. The Flagman or Race Director may, prior to the restart, black flag a participant who will be subject to the conditions of the black flag as described herein.
 - iii. In the event that a race is red flagged, it may be called complete if 50% of the scheduled laps are completed. The finishing order would then be the officially scored running order as of the last completed lap. If the red flag is displayed during the last lap, the race will be considered complete as of the previous officially scored lap and that running order will become the finishing order for the race. Any kart(s) that necessitated a red flag on the last officially scored lap may, based on the Race Director's discretion, be disqualified and receive last place points for that race.
 - g. **CROSSED GREEN+WHITE FLAGS:** This signifies the halfway point of the race has been reached.
 - h. **RACE COMPLETION:** A white flag may be displayed signifying the beginning of the last lap. The checkered flag signifies the end of the race regardless of the actual number of laps completed. A checkered and black flag displayed together signifies the race is concluded under protest. Final finishing positions will be determined after review by Race Officials.
10. Flagrant track misconduct will result in penalties that may change the final classifications for the race.
11. **EVENT SCORING AND CLASSIFICATION**
- a. **SCORING FOR RACES**
 - i. **TIES:** To break a tie within a class for a race, the fastest qualifying time determines the winner. To break a tie in qualifying, the second fastest lap in the qualifying session will determine the winner.
 - ii. **WEIGH-IN:** At the finish of each race, each kart and driver shall pass minimum weight standards. Failure to pass minimum weight shall result in last place classification for that race.
 - iii. **DISQUALIFICATION:** If a participant is disqualified (DQ'ed), the progression will be to move everyone up in the final classification for that race.
 - iv. **SHORTENED SCHEDULES:** If an event is terminated before the completion of all races because of inclement weather or other hazardous conditions, the last set of complete results from qualifying or races will determine the final event driver classifications, and full points will be awarded accordingly.
 - b. **RACE CREDIT:** Any driver who makes a valid class entry and has their

kart approved at pre-race technical inspection shall receive participation credit. Drivers and their karts must be present at technical inspection on the day of the race in which they are entered to receive participation credit. Member must enter the event with the intent to race.

12. DRIVER SIGNALING

- a. Drivers shall raise one arm over their head to signal following drivers when slowing abnormally, applying excessive brake, pulling off-course, failing to accelerate normally, or to warn other drivers of impending hazard.
- b. Drivers shall raise both arms over their heads to signal following drivers that they have no control over their karts after spinning off-course or stopping on course due to mechanical failure, ONLY after the kart has been safely stopped.

13. **PASSING:** A driver, when being passed by a faster kart, should continue in the racing line and not swerve to one side or the other while being passed. Drivers are expected to stay on the racing line unless passing a slower kart. It is ALWAYS the responsibility of the passing driver to adjust their line, and the responsibility of the driver being overtaken to remain on the racing line. Under caution, there is no penalty for passing a kart which is stalled.

14. RETIREMENTS:

- a. If following the start of a race a kart cannot continue under its own power, the driver shall park it as far off the racing surface as possible and await the conclusion of the race before attempting to return the kart to the pit area. Competitors will be scored and classified at the conclusion of the race, provided that they scale and meet any other post-race requirements.
- b. If the competitor is able to scale and pass post-race technical inspection, they will be awarded points for that race.
- c. If a red flag has been thrown necessitating a race restart, karts that had already retired without previously rejoining the race will no longer be able to rejoin the race.

15. **SCRATCHED ENTRIES:** In the event of a scratched entry, the vacated grid position will be filled as follows:

- a. If on-track prior to the green flag, by moving forward directly – NO CROSSING OVER.
- b. If on the starting grid prior to being released from the pits, by moving drivers forward via crossing over to make the starting order exactly correct.

16. **PITTING:** All drivers shall use extreme caution when driving in the hot pit area. Be alert for pedestrians and other karts. Drive at a reduced rate of speed.

- a. Enter and exit the hot pit area at designated pit entrance and exit only, at all times, without exception.

- b. EXITING THE PITS: When exiting the hot pit area during practice or a race, a driver shall yield the right-of-way to all other competitors on the track, raise arm into air and stay out of the fast groove until the kart is up to racing speed and able to merge with traffic safely. DO NOT RACE RIGHT OUT OF THE PITS.
17. POST-RACE DRIVER WEIGHT AND WEIGH-IN: Drivers shall be weighed with their karts immediately after any phase of competition.
- a. Drivers shall be weighed with full driving uniform, including helmet, apparel, footwear, etc., after each scored session.
 - b. Drivers have two (at race directors discretion) attempts to make a stationary weight. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, and immediately make a second attempt. All other competitors shall wait in line until after this procedure is completed.
 - c. Once a driver has left the scales following any phase of competition, they may not return.
 - d. Drivers not making weight in qualifying or heat races will be moved to the back for the Final. Drivers not making weight after final will be disqualified and ineligible for championship points.
18. POST-RACE TECHNICAL INSPECTION: At the end of competition per Race Director or Flagman instructions, karts and drivers shall proceed directly to the designated impound area to be checked for minimum kart/driver weight, maximum kart size, engine legality, exhaust system legality, legal attachment of weights, etc.,. Drivers failing POST-RACE Tech will not be eligible for championship points.
19. FLAGS: Each TKC competitor is responsible for the knowledge of and adherence to the following flag rules:
- a. GREEN: Displayed at the start of competition or practice and kept visible as long as the track is clear for racing.
 - b. YELLOW: Caution, be prepared to stop. Track partially blocked by an accident, emergency vehicles, or debris. Slow down, use caution and hold your position. NO PASSING until the track is clear and the green flag appears again.
 - c. RED: Stop immediately and safely, raising your hand to alert trailing drivers. Displayed at start/finish only. All entrants shall go to the area designated by the Flagman or on-track Officials by their instruction.
 - d. YELLOW + RED CROSSED FLAGS: The race is being restarted. Resume original grid position following procedure in Part 1, Section 6.12 of this document (re: RETIREMENTS).
 - e. BLUE: Faster competitor is trying to overtake you. Hold your line, do not slow excessively, and safely allow the pass.
 - f. WHITE: One lap remaining in the race.
 - g. BLACK: Return to the pit area. Continue at a reduced speed off the racing line around the track and safely exit.
 - h. CHECKERED AND BLACK FLAGS WAVED: The finishing order is

under protest. Used to end the competition if suspicion or reports of foul, rough, or illegal driving, or unsportsmanlike conduct are present. It shall then be considered that the competition finished under official protest by the Race Director or Flagman. After checking with corner personnel and Officials, the Race Director shall state findings or rulings to the entrant(s) involved in any infractions of the rules.

- i. CHECKERED: Displayed at the finish of competition or practice. Complete your current lap at a reduced speed on the racing line around the track and proceed directly to scales.

SECTION 7 – PENALTIES, PROTESTS, AND SCORING

1. DRIVER LIABILITY: Drivers will at all times be responsible for their own conduct and the conduct of their crews. Any offense committed by a crewmember may be chargeable directly to the driver. This particularly applies during the running of an event while the driver is away from their pit.
2. SINGULAR PROTEST REQUIREMENT: Protests may not be collective. Only legal entrants of a class can make a protest. Each alleged issue may only be protested once. After a properly lodged protest has been made, further protests by other drivers for the same issue will not be accepted.
 - a. GENERAL: All protests involving kart legality or driver conduct will be accepted only from a legal entrant from the class in which the protested issue occurred. WRITTEN PROTESTS: All protests must be submitted in writing on an official protest form, available at registration, to the Race Director or designated official of the event within 20 minutes after completion of the event being protested; or, if in the case of a scoring or technical protest, 20 minutes after official results have been announced and/or posted. Written protests should refer to the specification and/or regulation contained within the Official Tulsa Kart Club Rules and Regulations and refer to the same section, paragraph number and page number. Disqualification appeals must also refer to a specific rule provision.
 - b. PROTESTING EQUIPMENT: Engine and/or chassis technical inspections will be performed on a random basis at the discretion of the Race Director. Drivers may only protest either the kart or engine of another in their class, by submitting a \$300.00 protest fee along with a written protest to the Race Director.
 - i. If either the kart or engine is found illegal, \$100.00 will be returned to the protestor and \$200.00 will go to the club.
 - ii. If a kart or engine is found legal, \$100.00 will go to engine owner and \$200.00 will go to club.
 - iii. Protest must be filed in writing within 20 minutes of the race in order to be considered.
 - iv. Only drivers may file a protest.
 - v. Any driver who refuses to have his protested engine inspected

will forfeit all points received for that event.

3. **SUSPENSION AND TERMINATION OF MEMBERS:** The Board of Directors may suspend for a definite period of time, or may terminate the membership of, any individual upon finding of a violation of any rules and regulations of the organization, or for any other just cause, if such action is determined by the Board to be in the best interest of TKC. Any negative or derogatory comments or image placed on social media, internet or any media by member, members' associates or representatives regarding Tulsa Kart Club, its members or officials will be considered just cause. Any competitor, parent or legal guardian of the participant threatens or takes legal action against TKC, any of its officials or agents will be indefinitely suspended from all TKC events.
4. **APPEALS:** Upon notification of suspension or termination, the individual shall have the opportunity to request a hearing providing such notification is made in writing within 10 calendar days of the date of suspension / termination notice. Request for hearing must be addressed to the TKC President. The power of suspension shall rest solely with the Board of Directors and with designated Officers as provided herein. Suspension period and/or termination decisions rest solely within the discretion of the TKC Board of Directors. Membership fees will not be refunded.
5. **CHAMPIONSHIP POINTS SYSTEM:** To participate in the Championship Points Series and receive year-end awards, Drivers must be both TKC Members in good standing and compete in at least 50% of the events.
 - a. **POINTS SCALE:** A win in an event is worth 200 championship points, with 10-point gaps between each subsequent finishing position down to 20th place and 1-point gaps from 21st to 29th place finishers.
 - b. **DROPS:** The drop system eliminates the two lowest event scores from the point totals of each competitor at the end of the season. *If running a split season, there will be one drop from each half.*
 - c. **TIES:** In the event of a tie for a championship position, the competitor with the most wins in class will prevail. Subsequent ties will be resolved by comparing number of 2nd place finishes, etc., until a prevailing competitor is identified.

SECTION 8 – APPROVED CLASSES – Chassis, Age, Engine, Weight

CLASS	CHASSIS	AGE	ENGINE	WEIGHT lbs
Kid Kart	Spec. Chassis	5-8	Honda GXH50 HPD	160
Junior 1 - 2 Cycle	Cadet or full size	8-12	Gazelle 60 TAG	230
			Mini Swift & Mini ROC 60 TAG	245
			All Other 60 TAG	TBD
Junior 1 - LO206 Junior 2- LO206	Cadet /Full Full size	8-12 12-15	LO206 Green Slide LO 206 Gold Slide	240 285
Senior – LO206 Light	Full Size	12-Up**	LO206 Black Slide	325
Senior - LO206	Full Size	12-Up**	LO206 Black Slide	375
Senior Hvy. LO206*** TAG 100 cc	Full Size	15-Up	LO206 Black Slide	415
	Full Size	12-Up**	ROK VLR 39mm	350
			ROK VLR 29mm	325
			IAME KA 39mm	370
			<i>IAME KA 25mm custom</i>	325

NOTES

1. TKC Management has the right to determine class eligibility of any driver.
 2. Class weights, etc. may be adjusted as deemed necessary by TKC Officials.
 3. Additional classes may be added, if a minimum of three entries register to compete for an event.
 4. Classes unable to maintain a minimum average of three entries may be dropped from the schedule by TKC Officials.
 5. Weights listed above are official minimum weights each kart and driver must meet when exiting the track per Part 1, Section 6.16 of this document, based on their class & engine combination.
- ** All 12-14 age drivers must be approved by TKC Officials to compete in the class. LO206 Sr. Light may not compete in the yellow slide Jr. class.
- *** Sr. Hvy. LO206 may compete and be scored with Sr. LO206. Class may use Briggs World Formula coil Part No. 557125. All other Sr. LO206 specifications apply. Driver must weigh minimum of 225# to be eligible for this class.

SECTION 9 – CHASSIS SPECIFICATIONS

1. CADET AND FULL-SIZE CHASSIS SPECIFICATIONS
 - a. Front track width: Minimum of 28” as measured from the centerline of each front wheel.
 - b. Rear track width: In Cadet kart classes such as Junior 1, maximum of 50” as measured from the outermost parts of each rear wheel. In full-size sprint kart classes maximum of 55” as measured from the outermost parts of each rear wheel.

- c. Wheelbase: In Cadet kart classes such as Junior 1, minimum of 35" as measured from the centers of the same side front spindle and rear axle. In full-size sprint kart classes , minimum of 40" and maximum of 50".
- d. Side pods: In Cadet kart classes such as Junior 1, minimum length of 19". In full-size sprint kart classes minimum length of 24".
- e. Length: The maximum overall length of any kart is not to exceed 80" as measured between parallel lines at the foremost and rearmost protrusions on the kart.
- f. Height: The tallest point on any kart as measured from the ground or a reference platform, with regulation tires mounted, is not to exceed 26".
- g. Tires: TKC may designate a spec. tire for all divisions. All Briggs LO206 classes MUST use Evinco Blue (H). All other classes may use any compound Evinco. Any brand or compound rain tire may be used in declared "rain race". Drivers may use any brand or compound tire at their first race but, must comply with spec tire thereafter. TKC Management may designate a different brand of tire for specialty races.
- h. Frame construction: Main frame members shall not be less than 25mm outside diameter, .083" wall thickness, cold roll steel tubing or other material of at least equal strength. No carbon fiber will be allowed as an integral part of the kart chassis. Integral parts of the chassis do not include the following: floor pan, seat, bodywork, clutch, and engine components.

2. KID-KART CHASSIS SPECIFICATIONS

- a. Chain guard: Guard material is to completely cover chain when viewed from above.
- b. Chain/Gearing: For Honda engines, 219 chain, 15 tooth driver, and 89 tooth axle sprocket are mandatory.
- c. Wheelbase: 29" minimum, 31" maximum.
- d. Front track width: Maximum of 40" as measured from the outermost parts of each front wheel with steering centered.
- e. Rear track width: Maximum of 42" as measured from the outermost parts of each rear wheel.
- f. Rear bumper: Continuous loop shape. Must protect rear tires in the event of contact. May use CIK rear bumper.
- g. Seat: May not be offset beyond outside edge of left or right frame rail.
- h. Steering height: Maximum of 20" as measured from the ground to the topmost part of the steering wheel.
- i. Seat height: Minimum 12" as measured from the ground to the topmost part of the seat.
- j. Bodywork: Side pods or double nerf bars and nose cones are mandatory.
- k. Tires: Rear tire circumference not to exceed 33.25"
- l. Engine: Honda GXH50 sealed engines only.

3. GENERAL SPECIFICATIONS

a. BUMPER CONSTRUCTION:

- i. General: Main bumper members shall be no less than 0.625" outside diameter by .065" wall thickness; cold rolled steel tubing or other material of at least equal strength.
- ii. Front bumpers: All karts must have CIK-type front bumpers with nose directly attached. Front bumpers can be no wider than the inside of the front wheels.
- iii. Rear bumpers: All classes must use rear bumpers designed to protect rear wheels from rear impact. CIK Bodywork bumpers or double bar steel tubing bumpers may be used. Double-bar steel tubing bumpers must be constructed with a minimum of .625 O.D. x .065 wall thickness steel tubing. Top and bottom bars must be connected at outside ends. No sharp ends or corners allowed. Bumpers must be minimum width of center to center of rear tires and a maximum width of outside of rear tires. Maximum width rule will not apply during wet race conditions.
- iv. Side-pod nerf bars: Main side-pod nerf bar members shall be no less than 0.625" outside diameter by .065" wall thickness, cold rolled steel tubing or other material of at least equal strength.

b. DRIVER COMPARTMENT: The driver compartment shall be equipped with side rails, side panels, or similarly effective lateral support. All parts of the driver to be limited to the confines of the width and length of the kart. If driver's feet extend beyond the leading edge of front tires, an adequate bumper protection shall be incorporated, within the overall maximum length. Driver's feet shall not extend beyond bumper when pedals are fully depressed. Seat belts are prohibited.

- i. Seat back and floor pan: No void large enough for any part of the driver's body to inadvertently pass through shall be permitted. Only seats suitable for sprint racing competition will be allowed. The Race Director and/or Race Officials will make final decisions on legality.

c. REARVIEW MIRRORS: Mirrors are illegal in all classes.

d. SEAT STRUTS: The point where the seat strut attaches to the seat should be adequately reinforced or protected to prevent the strut from piercing the seat and causing the driver injury on impact.

e. SEATS: Seats shall have a bucket to incorporate the driver's posterior. No lips or cups on the inside of the seats.

- i. The distance between the top edge of the seat and the lowermost front edge of the seat, at the center of each edge shall not exceed 28".
- ii. The angle of the topmost 12" section of the seat back in relation to the ground cannot lean more than 45 degrees from vertical.

f. FUEL SYSTEM: No pressurized fuel tanks are permitted. Maximum

capacity of fuel tanks is 2 gallons. Fuel tank must be located between the frame rails.

- g. BODYWORK: Only CIK-type bodywork will be approved.
- h. THROTTLE: Karts shall be equipped with a foot-operated throttle, incorporating a return spring that closes the throttle when pedal is released.
- i. BRAKES
 - i. All karts must have brakes operating in such a manner that both rear wheels will brake equally and adequately. No scrub-type brakes are permitted.
 - ii. The brake pedal must be secured to the kart with lock nut and/or nut with cotter pins, safety wire, or safety clips, and is to be connected with the master cylinder using a minimum 6mm steel rod or OEM cable, with positive fasteners used at each control rod end.
 - iii. Master cylinder and caliper mounting hardware are to be secured with lock nut and/or nut with cotter pins, safety wire, or safety clips in such a manner that they cannot be loosened without removing said pins/wires/clips.
 - iv. A minimum of three steel lock nuts, steel nuts with lock washers, or nuts with cotter pins, safety clips or safety wire, are required to hold the brake disk to the hub. The brake disk axle key will be installed in such a manner that it cannot be lost.
- j. STEERING: The steering shall be direct acting and of suitable design for maximum safety.
 - i. All bolts used in the steering system shall be grade 5 or better, and shall be 5/16" minimum diameter. Steering wheel shall be attached with minimum of 3 bolts with a minimum diameter of 6mm.
 - ii. All steering assembly bolts and nuts, including spindles, kingpins, and the steering wheel hub, shall be secured with lock nut and/or nut with cotter pins or safety wire. All rod ends shall have universal type swivel joints and jam nuts. Spindle shafts must have lock nut and safety clip etc. to avoid loss of wheel.
 - iii. SOLID STEERING SHAFTS:
 - 1. Solid steering shafts shall be solid steel with a minimum diameter of 5/8" and be of at least equal strength to cold rolled steel.
 - 2. The steering wheel hub shall be attached to the shaft by a tapered and keyed or serrated surface, and shall be secured to the shaft by a nut. The nut shall be lock nut and/or nut secured by either safety wire or cotter pin to prevent loss. A bolt passing through the steering hub and steering shaft to hold the hub to the shaft is illegal.

It is not permissible to weld the hub to the shaft or the steering wheel to the hub.

3. The center hole in the steering wheel must be smaller in diameter than the diameter of the solid steering shaft. A washer may be placed between the steering wheel and the center nut as well as a washer between the steering wheel and the steering shaft to prevent the steering wheel from moving up and down the solid steering shaft in case of hub failure.

iv. HOLLOW STEERING SHAFTS:

1. Hollow steering shafts shall be a minimum .700" outside diameter steel tubing with a minimum wall thickness of .0625", with a minimum 5/16" or 8mm diameter fastener at the lower end. Steering wheel hub will be secured with thru bolts of no less than 6mm diameter.
 2. Bolts must also be secured with a lock nut and/or nut with safety wire or safety clips. If the steering wheel has a center hole, it must be small enough to prevent the shaft from protruding.
- k. CHAIN GUARD: Karts shall be equipped with an adequate chain and gear guard designed to eliminate possibility of personal injury. Must completely cover sprockets and chain when viewed from above.
- l. TRANSPONDER MOUNTING: Transponder must be mounted so that no part of the case is closer than 8" aft (to the rear) of a line extending between the centers of left and right front spindles. Must be mounted in proper mount.

Part Two - Technical Inspection Guide and Equipment Specifications



SECTION 1 – DISCLAIMER AND INTRODUCTION

Tulsa Kart Club (TKC) was formed as a private organization to promote the sport of kart racing in Northeastern Oklahoma and the lower Midwest. This guide is designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The Race Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements. No express or implied warranty of safety shall result from such alteration of specifications. Any interpretation of or deviation from these rules is left to the discretion of the officials, and their decisions are final.

The purpose of this guide is to provide a uniform set of standards and procedures to establish the legality of equipment used in TKC events.

SECTION 2 – PRE-RACE TECHNICAL INSPECTION

1. **OVERVIEW:** An entrant should present, at pre-race technical inspection, all equipment to substantiate legal entry for all classes entered. Pre-race technical inspection is for the purpose of checking that the safety aspects of the kart are in order. Approval at pre-race inspection shall not guarantee legality at post-race inspection and tear-down. Technical inspectors shall thoroughly examine each kart.
2. **MANDATORY INSPECTION:** Only after a kart passes all requirements, and not until such time as an official has issued their approval, will it be allowed to operate on-track. If at any point during the event or within 30 minutes of completion of the final on-track activity it is determined that an entrant has taken to the track prior to successfully completing pre-race technical inspection, the Race Director may disqualify them.
3. **MINIMUM REQUIREMENTS**
 - a. **APPEARANCE:** The vehicle shall be neat and clean.
 - b. **TIRES:** Shall be new or in good condition without visible flaws. Tire wear indicators should be plainly visible.
 - c. **WHEELS:** Shall be void of any defects.
 - d. **WHEEL BEARINGS:** Shall be of ground ball or roller type only.

- e. FRONT SPINDLE NUTS: Shall be secured with safety wire, cotter key, or safety clips.
- f. THROTTLE: Karts are to be equipped with a throttle return spring that quickly and completely closes the throttle when released.
- g. FUEL LINES: Shall be safety wrapped at all connections.
- h. STEERING MECHANISM: Shall be of a suitable design, in proper working order, and adjusted for maximum safety. All steering bolts, nuts, and linkage shall be tightened and secured with lock nut and/or nut with safety wire, cotter key, or safety clip. All fasteners shall be made readily visible for inspection purposes.
- i. FRAME: Shall be of safe design, void of defects that would impair the safety of the vehicle. Particular attention should be given to all welds.
- j. BUMPERS: May not constitute a hazard to other competitors; must meet requirements outlined in Part 1, Section 9, item 3(a).

SECTION 3 – POST-RACE TECHNICAL INSPECTION

1. OVERVIEW: At the end of competitions, all karts and drivers shall proceed directly to the designated area to be checked for minimum class weight, *minimum*/maximum kart size, engine legality, ballast weight bolted to kart, legality of exhaust system and silencer, fuel, and tire legality. Only one individual associated with a kart is permitted to be present during any inspection process.
2. MINIMUM REQUIREMENTS
 - a. WEIGHT: The driver may not carry ballast weight. All ballast weight MUST be bolted to the kart. Drivers may not add weight to themselves or their karts between the finish of competition and weigh-in all drivers must proceed immediately to weigh-in upon exiting the track at the end of each competition session.
 - b. ENGINE: Engine legality shall be determined according to specifications included in this guide. All engine parts should be inspected at ambient temperature, not “hot”.
3. PROTESTS AND APPEALS: TKC’s rules for penalties, protests, and appeals, as outlined in the Competition Procedures and Regulations guide, extend to the inspection processes.
4. “NO GO” GAUGES: TKC may use “No Go” gauges to determine the legality of certain engines, exhaust systems, and carburetors. A No Go gauge is a non-adjustable tool that is inserted into a specified opening. A part is illegal if the No Go gauge enters the opening being measured. When measuring chamfered or angular openings, the No Go gauge may enter the chamfered area, but the gauge may not be self-supporting when the part is rotated at any angle. The Technical inspector may utilize whatever TKC-approved tools are deemed necessary to perform technical inspections.

SECTION 4 – ENGINE INSPECTION PROCEDURE

1. CHECKING HEAD VOLUME

- a. Install L.A.D. cc gauge and torque to 90 inch-pounds minimum. *Engines designed such that LAD gauge cannot be used will be checked to top of spark plug hole.*
- b. Fill the burette with Marvel Mystery Oil, minimizing the amount of air bubbles formed during the filling process. Allow sufficient time for all air bubbles to rise to the surface.
- c. Bleed all air from the stopcock and outlet stem. Run fluid out of the burette until

the lowest point on the shadow formed by the fluid surface is in line with the top of the starting cc mark.

- d. Set the piston level of the engine to be inspected at .050 - .150 inches before top dead center. Before dispensing the fluid into the engine, show the burette to the driver, car owner, or mechanic associated with the engine to be checked. Show the starting point and finishing point to the team representative in attendance and explain the procedure along with the fact that this test is performed only once. With the centerline of the spark plug hole in a vertical position, dispense the specified quantity of fluid through the spark plug hole into the combustion chamber. Wait 30 seconds and add remaining fluid to engine (this is to allow residual fluid on the walls of the burette to be added to the engine). Reading of the fluid level should be done the same as in step 1c above.
- e. Slowly turn the crankshaft of the engine, causing the piston to rise to top dead center. If any fluid rises above the level of the top of the spark plug hole *or LAD gauge*, the engine is illegal.

2. INSPECTION EQUIPMENT A certified Grade-A glass burette must be used in postrace technical inspections. When measuring Squish, .060" 50/50 solder must be used.

3. RE-TESTING: The Technical Inspector has the option to retest if time permits. No head removal is permitted. Wash the combustion chamber by spraying brake cleaner through the exhaust port and allow chamber to dry before re- testing.

SECTION 5 – MODEL-SPECIFIC ENGINE SPECIFICATIONS

1. HONDA GXH50 KID KART ENGINE

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

- a. ENGINE: Honda GXH50 as supplied by Honda Performance Development.
- b. ENGINE SEAL: As installed by HPD. If seal is damaged, missing or disturbed in any way, the entrant will be disqualified.
- c. GAS TANK: Must remain on engine in factory location with factory mounting. Fuel line must run directly from tank to carburetor.
- d. FUEL: Pump gasoline only. No additives allowed. Failure to meet fuel inspection results in a disqualification. Must be within +/- 10 points on Digitron meter when compared to legal sample.
- e. CARBURETOR: KEIHIN BF32E. No change or modification is permitted.
 1. Throttle plate must be #140 as manufactured with sharp edges. Must retain stock screw.
 2. Main nozzle – minimum length 1.140". Through hole – 0.055" No-go
 3. Two holes at bottom, 180 degrees apart, 0.028" no-go
 4. Eight holes above bottom band, 90 degrees apart, 0.020" no-go
 5. Four holes at top, 90 degrees apart, 0.020" no-go
 6. Float – F3
 7. Main Jet - #52S. Go = 0.50mm; no-go = 0.52mm

- 8. Pilot Jet - #35
- 9. Maximum venturi size – 11.1 mm no-go
- 10. All jets must be TIGHT. Loose jets will be disqualified.
- f. THROTTLE LINKAGE: As supplied by HPD.
- g. AIR FILTER: Must remain stock, with stock foam insert. No internal or external modifications of any type are allowed.
- h. SPARK PLUG: NGK CR5HSB, Denso U16FSR-UB. Washer must remain on spark plug.
- i. KILL SWITCH: Stock switch must remain connected. An additional switch may be installed in reach of the driver.
- j. OIL ALERT SWITCH: Yellow wire must be disconnected or cut.
- k. OIL: No exotic oils such as those containing “combustion enhancers”.
- l. CHAIN COVER: Must cover chain completely as viewed from above
- m. CLUTCH: HPD supplied. No modifications or oiling allowed. Stall speed 2400 RPM.
- n. GEARING: 15:89. Max 8000 rpm. No mixing of gear combinations within class.
- o. EXHAUST: As supplied, modification or repair not allowed. Cracked or broken exhausts will be disqualified. Any evidence of exhaust leaking is grounds for disqualification.
- p. No additional Decals or signage allowed on engine. Only Honda or Honda Racing.
- q. INSPECTION PROCEDURES
 - 1. IGNITION TIMING
 - i. Remove the starter assembly and large cover.
 - ii. Install a dial indicator in the spark plug hole, using a 10mm X 1.00 adapter.
 - iii. “0” the indicator at top dead center.
 - iv. Rotate the flywheel clockwise until the two magnets on the flywheel are to the right of the coil.
 - v. Rotate the flywheel counter clockwise until the left hand edge of the left hand coil mount leg is in line with the left hand edge of the left hand magnet.
 - vi. Dial indicator reading should be between .245” and .265”.
 - 2. EXTERNAL VISUAL CHECK
 - i. Check of engine for required components: Pipe and muffler, shrouds and sheet metal, oil level sensor (this can be observed from outside).
 - ii. Blocking Air Flow to the engine: Only factory heat shield is legal. No device may be used that will/or appear that it may impede airflow into the engine cooling system.
 - iii. This may require that the engine be run at a speed above idle by the tech personnel at the scale after the car has qualified or raced.
 - iv. Engine should be at ambient temperature when presented to Pre-Grid.
 - 3. INTAKE
 - i. Remove Carburetor
 - 1. Only stock Honda insulator gasket between black plastic insulator and head. Air passageway in insulator will not be altered in anyway.
 - ii. Insulator thickness: .277” +/- .001”. Hole is rough edged and is “as

- molded”
- iii. Insulator (head side) gasket thickness: 0.019” maximum.
 - iv. Insulator (carb side) gasket thickness: 0.022” maximum.
 - v. Check for any alterations or worn parts that would allow additional air into engine: holes, slots, perforations, spacers, loose bolts, warped flanges etc. Any evidence of air leaking is grounds for disqualification.
4. VALVE SPRINGS
- i. Valve springs will be stock Honda springs and will not be altered in any way.
 - ii. Wire diameter: 0.064” maximum
 - iii. Outside diameter of spring: 0.588” maximum
 - iv. Number of coils: 6
 - v. Spring pressure: 11 LBS maximum at 0.514”
 - vi. Stacked length will be: 0.652” maximum
5. ROCKER ARMS, PUSH RODS, STUDS
- i. Rocker arms will be stock Honda and will not be altered in any way. Rocker arm studs will be stock Honda. They or their mounting position may not be altered in any manner. No heli-coiling of mounting holes. No bending of studs. Push rods will be stock Honda and will not be altered in any way.
 - ii. Push rod length is 2.774” +/-0.002”

2. BRIGGS & STRATTON LO206 RULES AND SPECIFICATIONS

Junior classifications require the installation of the locking cap Part #555726 on the carburetor slide cover. It is not permitted to run the classes without the specified slide and locking cap. The locking cap and carburetor cap must be tight. A seal can be utilized at the discretion of the organizer, or alternatively painted by the technical officials. Opening verified by pulling on throttle cable, not pedal, to determine max opening.

Optimization of the slide opening in Briggs & Stratton Junior classes is permitted. The only allowable method of slide optimization is by removing material from the throttle cap in the area shown in this photo.

Slide opening must not exceed the appropriate ‘no go’ specification as per class regulations.



1. General Rules

- a. The terms stock, original equipment, OEM, unaltered, etc., refer to Original Equipment supplied by Briggs & Stratton.
- b. Only the original equipment Briggs & Stratton 206 #124332-8201 engines are allowed in the classes specified herein. Engines are only

available from authorized Briggs Motorsports dealers.

- c. All parts must be unaltered Briggs & Stratton 206 parts specifically made for this engine by Briggs & Stratton. No aftermarket parts allowed unless specified in these regulations.
- d. All parts are subject to comparison with a known stock part including specified and mandated parts. Example: RLV exhaust & Silencer
- e. The tech official at their sole discretion may at any time replace a competitor's sealed engine, carburetor or head assembly with another sealed engine or known stock part. Failure to comply is grounds for disqualification.
- f. Briggs & Stratton 206 classes must have a serialized block. Exception: For early built engines without a block serial number the engine identification sticker must be in place and legible. If the sticker is illegible or missing the engine must be tagged with a suitable sticker or seal approved by the technical inspector.

2. Things That Are NOT Permitted

- a. Tampering of the factory installed engine seals (2).
- b. Addition or subtraction of material in any form or matter.
- c. Exception – Valve maintenance (valve job). Valve seats must remain with the factory specification of 30 and 45 degree angles only. Valve seats of additional angles and/or angles not comparable to the factory stock of 30 and 45 degrees are not permitted. Grinding or machining of valve stem or excessive material removal is prohibited.
- d. Exception – Optimization of the slide opening in Briggs & Stratton Junior classes is permitted per section 1 guidelines.
- e. “Blueprinting” unless stated herein.
- f. Modification to or the machining of any parts in order to bring them to stated minimum/maximum specification, (or for any reason).
- g. Machining or alteration of any kind to the engine or replacement parts unless specifically stated herein.
- h. De-burring, machining, honing, grinding, polishing, sanding, media blasting, etc.
- i. Sandblasting or glass-beading any interior engine surfaces.
- j. No device may be used that will impede, or appear to impede, airflow to the engine cooling system.

3. Engine Sealing

There are three custom, Homeland Security Tier III rated seals installed at the factory. Tampering of the seals is not permitted. Should the seals be tampered with, the engine is no longer eligible for competition.



Seals can have either a black anodized or bare aluminum finish on both main body ends as shown.

PLEASE NOTE : NEWEST ENGINE SEALS FEATURE A RED & BLACK CUSTOM WIRE, ORANGE HOUSING, ETCHED B&S RACING & MATCHING SERIAL NUMBERS.

4. Engine Ignition Switch

The B&S ignition switch and wires must remain in stock location. It is not permitted to alter the OEM wiring.

5. Engine Air Filter

The only air filter permitted is the Briggs & Stratton Green Air Filter Part #555729. No modification to the filter element is permitted. A protective shield may be attached for wet-weather competition. It may not create any ram-air effect. A fabric pre-filter is allowed. Foam or any other material is not allowed. Must not create a ram effect.



6. Engine Fuel

Must use *non ethanol* pump gasoline available to the public at roadside stations. Must be yellow in color. The addition of fuel additives in any manner is not permitted. Fuel must be within +/- 10 on Digitron meter when compared to legal sample.

7. Oil Breather & catch container

Oil breather must vent to a catch container. An oil overflow catch system is mandatory. Overflow tube must run from the crankcase breather to a catch container. The catch-container must be vented to atmosphere. Carburetor overflow must also be vented to a catchcontainer.

8. Fuel Pump

Only fuel pump, B&S part number 808656, is legal for competition. This fuel pump can be identified by the Briggs & Stratton diamond logo on the pump face. All other pumps are prohibited. It is prohibited to pulse from the intake manifold. Relocation of the fuel pump is legal as long as it is spaced no more than $\frac{3}{4}$ inch off of the control plate, B&S #555699, in a similar location that is both safe and secure. Measurement is from the base of the control plate to the bottom of the pump flange. Vertical mounting of the fuel pump is NOT allowed. The fuel pump must be pulsed from a pulse fitting mounted on the oil fill fitting located on the engine side cover. Aftermarket one-piece filler/pulse fittings may be used. The use of silicone sealant on the brass vent is permitted. A fuel pump return line to the fuel tank is prohibited. Only one fuel filter is permitted & must be between fuel tank & pump.

9. Cooling Shrouds, Covers and Blower Housings

All pieces of the engine cooling shroud/blower housing and control panel must be stock B&S and properly installed.

Engine Shroud may be painted any color. Any bolt, with the exception of the head bolt, that is used to secure sheet metal shrouds and covers may be replaced with larger diameter bolts. No taping or covering of the rewind shroud is permitted.

10. Use of Helicoils

It is permitted to use Helicoil or similar thread inserts for shrouds, valve cover, oil drain, oil fill holes, blower housing, and exhaust pipe attachment studs on the head and lower brackets.

11. Carburetor & Intake Manifold

The B&S stock carburetor part #555658 is the only carburetor permitted. 'Walbro', 'Briggs' diamond logo and/or #590890 etched in the body are additional visual indicators. No alterations allowed unless stated below. All parts will be compared to a stock known B&S part for eligibility. This includes the nozzle, emulsion tube, jets, float, float needle and all other carb. parts. It is allowed however to adjust the float height by means of bending the small tab on the float arm. Slide must remain B&S stock unaltered. Slide cutaway to be measured on flat surface. .075 no-go. Idle pilot jet must remain completely stock and be clearly identified original '32' as shipped from B&S. Main jet must also remain completely stock and be clearly identified '95' as shipped from B&S. B&S stock unaltered aluminum needle is required part number 555602 marked #BGB. Needle to be inspected using **Tech Tool A4**. Needle, when placed in tool A4, should not protrude through the other side. If needle protrudes through the block it is out of specification. Throttle cable cap on top of carburetor must be properly installed and secured in the fully tight position. Air must only enter the engine from the natural air filter horn on the Carb. Air entering through any other method is illegal.

Class	Max. Slide Height
Junior	.490 Opening (GREEN)
Junior	.570 Opening (GOLD)
All Seniors	Stock slide (BLACK)

Carburetor Specifications

Technical Item	Description	Tech Tool
a. Needle Jet C-clip	Needle Jet C-clip must be properly installed but may be installed at any of the 5 factory settings on the needlejet.	
b. Throttle cable cap	Throttle cable cap on the top of the carburetor must be used and properly installed in tight position.	
c. Choke	Choke: OEM unaltered, but lever may be fastened open with a spring, rubber band, wire, etc.	
d. Idle pilot jet	Idle pilot jet – #32, hole size is .0130” nogo.	
e. Main jet	Main jet – #95, hole size is .0380” 0.036 go, 0.039 nogo	
f. Main nozzle and Emulsion tube	Main nozzle – OEM stock unaltered – hole size = .101 min and .104 max inches. No drilling, reaming, slotting or oblonging of hole. Emulsion tube – OEM stock unaltered 4 small holes = .018 min inches to .021 max inches 4 big holes = .026 min inches to .029 max inches.	
g. Venturi Measurement	Venturi Measurement: Vertical: .792 max inches.	A8
	Horizontal: .615 max inches at widest part	A8
	Horizontal: .602 max inches at narrowest part.	A20
h. Air pick off hole	Air pick off hole - .057 go .061 nogo	A9
i. Throttle bore	Throttle bore – Must be as cast and bore max diameter = .874 inches.	A7
j. Venturi idle fuel hole	Venturi idle fuel hole = .036 inches max	
k. Air filter	Air filter: Only GREEN air filter, part # 555729 is allowed. Filter adapters are not allowed, filter must attach directly to carburetor air horn	
l. Carburetor overflow	Carburetor overflow: Must be vented to a catch container.	
m. O-Ring	O-Ring part number B&S part # 555601 is required and must be unaltered.	
n. Intake manifold	Intake manifold – max length = 1.740 inches min to 1.760 inches max	A12
	Intake manifold – bore diameter = .885 inches min to .905 inches max	A11
o. Choke Bore	1.149	A7
p. Carb Slide Cutaway	.075 no go	A10

12. Cylinder Head

- The ONLY head casting for the B&S 206 herein is the '**RT-1**', cast into the head just off the head gasket surface (towards the rear of the engine, PTO side). The overall head minimum thickness is 2.431”.
- Cylinder head must be “as cast”. Factory machining marks left on head gasket surface are a non tech item.

- c. Hard Carbon may be scraped from head before measuring.
- d. Depth of shallow area of combustion chamber must be .031 inch minimum. This measurement to be taken with a depth gage on both the combustion side and spark plug side of cylinder head.
- e. Depth at floor of combustion chamber is .342 inch minimum.
- f. Widest part of combustion chamber is 2.640
- g. Inspect retainers for alterations that would increase valve spring pressure-.055 to .075 maximum flange thickness. Both intake and exhaust must have OE stock B&S valve keepers.
- h. Unaltered B&S part #555552 (exhaust) and #555551 (intake) can be checked for appearance, weight and dimensions.
No machining, polishing, easing, or alterations to valves allowed.
Valve surface must be unaltered factory ground and have one 45 degree sealing surface only.
There will be no other angles ground on any part of the valve. **Tech Tool A22.**
- i. Valve Guides: Replacement of valve guides with B&S part #555645 only is allowed. Maximum depth from the head gasket surface to the intake valve guide is 1.255".

13. Head Gasket

- a. Unaltered B&S part #555723 is the only head gasket allowed.
- b. Minimum gasket thickness between head bolt holes .047 inches. Measurements are to be made with a micrometer in four places between the head bolts, from the inside of the gasket. Min. of three must be min .047.

14. Ports

- a. No de-burring, machining, honing, grinding, polishing, sanding, media blasting, etc.
- b. The transition from intake bowl to port must have factory defined machining burr at this junction.
No addition or subtraction of material in any form or matter.
No alterations of any kind may be made to the intake or exhaust ports.
- c. Intake Port: Maximum diameter measurement = .918 inches max. **Tech Tool A6.**
- d. Exhaust Port AS CAST. Exhaust Outlet -.980 – **Tech Tool A6.**
- e. Valve Seats. Intake and exhaust: Must remain factory specification with one 30 and one 45 degree angle only. Valve seats of additional angles and/or angles not comparable to the factory stock are not permitted.
- f. Intake valve seat diameter inside = maximum .972 inches. **Tech Tool A2.**
- g. Intake port pocket bowl (area just below valve seat) = .952 nogo
Tech Tool A2
- h. Exhaust valve seat diameter inside = maximum .850 inches. **Tech Tool A1.**

15. Valves

a. Intake valve

Minimum Weight of Valve	27.8 grams
Diameter of valve stem	.246 to .247 inches
Diameter of valve head	1.055 to 1.065 inches Tech Tool A17
Diameter of valve seat	.972 inches ID maximum
Valve length	Minimum 3.3655 inches
Height from angle of valve face to top of the valve	.057 inches minimum Tech Tool A26

b. Exhaust valve

Minimum Weight of Valve	27.2 grams
Diameter of valve stem	.246 to .247 inches
Diameter of valve head	.935 to .945 inches Tech Tool A18
Diameter of valve seat	.850 inches ID maximum
Valve length	Minimum 3.3655 inches
Height from angle of valve face to top of the valve	.060 inches minimum Tech Tool A27

16. Valve Springs

- Valve Springs are single coil stock, unaltered B&S part # 26826. Must be identical in appearance to factory part and have 4.00 to 4.75 coils in stack.
- Spring Wire Diameter: .103 to .107 inches
- Valve spring length: .940 max inches **Tech Tool A15**
- Inside diameter: .615 to .635 inches

17. Rocker Arms, Rocker Ball and Rocker Arm Studs

- Rocker arms must be unaltered stock B&S part #555711 (US) or #797443 (metric) and will not be altered in any way. Overall length 2.820 inch minimum.
- Rocker studs must be stock, unaltered stock B&S part #694544 (US) or #797441 (metric) and in stock location
- Rocker Ball must be B&S stock. Diameter .590 inch min. to .610 inch maximum. **Tech Tool A16.**
- Rocker arm mounting positions may not be altered in any manner. No heli-coiling etc. of mounting holes. No bending of studs.
- Rocker arm stud plate must be bolted to the head with one, OEM stock B&S gasket only

- no alterations. Maximum thickness of gasket is .060 inches.

f. Rocker arm overall length 2.825 inch minimum.

18. Push Rods

a. Push rods must be unaltered stock B&S part #555531.

b. Push rod length 5.638 minimum inches to 5.658 maximum inches.

Tech Tool A5.

c. Push rod diameter .183 minimum inches to .190 maximum inches.

19. Engine Block

a. Engine block must be unaltered "as cast" B&S factory machined condition. There must be no addition or subtractions of metal or any substance to the inside or outside of the cylinder block.

b. Both (2) B&S engine seals must be present with both the fastener and seal in "as shipped" from the factory location and condition. Any tampering with the fasteners or damage to the wire/seal itself (example: delaminated hologram) are grounds for disqualification.

c. Deck gasket surface finish is not a tech item. Piston pop up can be +/- .0035 inches maximum. Piston pop-up to be checked with flat bar in center of piston parallel to piston pin and then again checked 90 degrees to piston pin.

Angle milling or peak decking is not allowed.

d. Carbon build-up can be removed before pop-up is measured as long as material is not removed from the piston. Exception – Competitors can de-burr the manufacturing part number/marks IF needed as long as:

– Removal does not extend beyond the defined script area.

– De-burring does not extend below the original piston surface area.

– The original part numbers and script are still clearly visible.

e. Cylinder bore will not be bored oversize

f. Cylinder bore will not be re-sleeved.

g. Cylinder bore position cannot be moved or angled in any manner.

h. Cylinder bore dimension: - Briggs & Stratton stock bore is 2.690". Allowance for wear is permitted up to 2.693" maximum for entire length, top to bottom.

i. Maximum stroke is 2.204". Push piston down to take up rod play. Check stroke on BDC to TDC. **Tech Tool A21.**

20. Valve Lift

a. Maximum valve lift is checked from the top of the valve spring retainer.

Valves must be adjusted to zero clearance.

Valve Lift: Camshaft check is taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainers may not exceed the following: Intake and exhaust: .255 inches maximum.

21. Camshaft Profile Limits (measured at the push rod)

Push gently down on dial indicator stem to ensure that there is no lash when push rods are going down.

NOTE: Due to the extended life of the engine, a single point on each lobe can be off by a maximum of 2 degrees without issue, the exception being on the .006" check, both intake and exhaust.

Intake lift		Exhaust lift	
0.006	59 TO 51 BTDC	0.006	101 to 93 BBDC
0.020	16 TO 12 BTDC	0.020	59 TO 55 BBDC
0.050	.5 TO 4.5 ATDC	0.050	43 TO 39 BBDC
0.100	17 TO 21 ATDC	0.100	26 TO 22 BBDC
0.150	33.5 TO 37.5	0.150	9 TO 5 BBDC
0.175	43 TO 47 ATDC	0.175	1 TO 5 ABDC
0.200	54 TO 58 ATDC	0.200	11.5 TO 15.5
0.225	68 TO 72 ATDC	0.225	25 TO 29 ABDC
MAX LIFT	0.257	MAX LIFT	0.259
MIN LIFT	0.252	MIN LIFT	0.252

Intake Lift		Exhaust Lift	
0.225	38 TO 34 BBDC	0.225	76 TO 72 BTDC
0.200	24.5 TO 20.5	0.200	62.5 TO 58.5
0.175	14 TO 10 BBDC	0.175	52 TO 48 BTDC
0.150	4.5 TO .5 BBDC	0.150	42 TO 38 BTDC
0.100	12 TO 16 ABDC	0.100	25.5 TO 21.5
0.050	29 TO 33 ABDC	0.050	8.5 TO 4.5 BTDC
0.020	25.5 TO 49.5	0.020	8 TO 12 ATDC
0.006	83 TO 91 ABDC	0.006	47 TO 55 ATDC

22. Flywheel

- No modifications are allowed to the flywheel.
- The minimum weight of the flywheel, fins and attachment bolts is 4 pounds 1 ounce.
- Stock B&S part #555683 or #84007232 only. No machining, glass beading, sand blasting, painting or coating of flywheel is allowed.
- A flywheel fan, B&S part #692592, with broken fins must be replaced.
- Stock, unaltered B&S flywheel key with the B&S logo is required. Width of the key allowed is .1825"-.1875". No offset keyways allowed.

23. Ignition System

- Unaltered B&S stock ignition** part #555718 is mandatory. Only "GREEN" ignition module allowed. Maximum RPM: 6,150.
- Coil or its position**, other than air gap may not be altered in any way. Coil mounting bolts must be stock and cannot be altered in any way to advance or retard timing. Attachment bolts and/or bolt holes may not be altered.
- Spark plug:** Unaltered Autolite AR3910X, B&S #84005106 or B&S logo Champion RC12YC, B&S #555737. Must have factory sealing washer in place. Spark Plug cap OEM B&S part #555714.

- d. **Magneto air gap:** Non-tech (recommended clearance of .016")
- e. **Static timing Check:** Install degree wheel using positive stop method. With leading edge of first magnet aligned with left edge of lead leg of the ignition coil, the timing must not exceed 26 degrees with air gap if .016 measured in direction of rotation.

24. Clutch

- a. All Classes must run rim centrifugal clutch with a maximum of 9 springs and 6 shoes. No alteration to clutch allowed, except springs. Clutch coolers are not allowed.
- b. Refer to your sanctioning body general rules for mandatory chain guard guidelines. TKC requires clutch & chain guard.

25. Starter

Recoil starter, B&S part # 695287, must be retained, as produced and intact. Starter may be rotated.

26. Exhaust Header

- a. Header must be RLV Model 5507, 5506, 5520 or 5511 for all classes. No coatings or paint allowed.
- b. Header length:
 - 1. 5507 & 5511 will measure 18.75" +/- .25" along the short side using a 0.250" wide tape measure.
 - 2. 5506 & 5520 will measure 17.50" +/- .25" along the short side using a 0.250" wide tape measure.
- a. Gasket and/or silicone are allowed to seal header to head. (One gasket maximum)
- b. Studs or bolts are permitted to fasten header to head. **Bolts or nuts must be safety wired.**
- c. Heli-coiling etc. of the exhaust is allowed.
- d. Supplied header support brace is mandatory. The addition of a mechanical support bracket (no welding involved) is allowed provided that there are no alterations to the shape or dimensions of the exhaust configuration.

27. Exhaust Silencer

Silencer must be RLV B91XL (part number 4104) with round baffle holes only. Safety wiring of the silencer to header is mandatory. All four baffles must remain unaltered and hole size can be verified using a no-go pin gage of .1285. No coatings or paint allowed except factory coating. No leaks allowed at muffler pipe joint. If header comes loose during race but remains attached to head, it will not be grounds for disqualification.



28. Exhaust Protection

The exhaust header must be completely wrapped with a non-asbestos insulation material starting **approximately 3 inches** from the exhaust flange & must extend to where the support brace meets the exhaust header.

3. TAG 60cc & 100cc ENGINE SPECIFICATIONS

- a. No external or internal modifications allowed.
- b. Engines must run exhaust, carb. and airbox supplied with engine. May use filter in air box.

IAME MINI SWIFT 60cc

- a. No deviation from the as produced USA engine is allowed. All components must remain OEM and may be compared to known stock parts.
- b. Bearings, seals, o-rings and gaskets may be replaced with equivalent parts. No ceramic or exotic material bearings allowed.
- c. Changing cylinder base gasket to adjust port duration is allowed within specifications.
- d. Changing head shim to adjust squish is allowed. Minimum Squish is .025"
- e. Ignition timing is not controlled.
- f. Tillotson HW31A is only carburetor allowed and must remain as supplied. Any fuel filter must be placed between tank and carburetor.
- g. Air box part no. A-61742 must be used. Air filter may be used.
- h. Must use exhaust supplied with engine. No excess leaking at manifold allowed. High Temp. silicone may be used to reduce leaking. Gasket thickness 1.3mm maximum.
- i. Any spark plug may be used, Must be stock unmodified with a max length of 18.5mm. Stock washer, indexing washer or CHT lead must be in place.
- j. Must use clutch supplied with engine. Only clutch drum part no. A61660US (without holes) is allowed. Clutch must not contain significant amounts of oil or grease. Maximum slip allowed is 6000 RPM.

MINI ROK 60cc

- a. Must be ran as produced. All parts may be compared to known stock parts
- b. Bearings, o-rings, gaskets and seals may be equivalent aftermarket part and ceramic or exotic material bearings may be used.
- c. Cylinder and head gasket may be changed to adjust cylinder volume. Minimum assembled cc is 7.2.
- d. Ignition Timing is non tech. Coil and wiring must be used as supplied with no modifications. Original start/stop buttons must be used.
- e. Dell'Orto PHBG 18 BS carburetor must be used. The only changes allowed are main jet and needle clip position. Vent tubes are optional but, fittings must remain in carb. Fuel pump must be mounted to engine. A plastic "Y" fitting may be installed in line between fuel pump and fuel inlet to carb

to facilitate installation of return line. Any fuel filter used must be between fuel tank and fuel pump.

- f. Air box part no. W850/IMR must be used. Air filter may be used.
- g. Exhaust pipe part no. CW780/MR must be used as supplied. EGT fitting allowed.
- h. Any spark plug allowed but, must be stock unaltered with maximum length of 18.5mm. Must use washer or CHT temp lead in place.
- i. Must use clutch as supplied with engine with 6000 maximum RPM. Drum must not contain excessive amount of oil or grease.

ROK VLR 100cc

- a. No internal or external modifications allowed. All parts may be compared to known stock parts.
- b. Bearings, seals o-rings and gaskets may be replaced with equivalent aftermarket parts. No ceramic or exotic bearing materials allowed.
- c. Cylinder base gasket is non tech & may be used to adjust port timing within specifications. Copper head gasket thickness is non tech & may be changed to set squish. Minimum squish is .0394" (1mm) Combustion chamber shape must be original.
- d. Ignition Timing is non tech.
- e. Tillotson HW38A is only carburetor allowed & must be ran as produced. Any fuel filter used must be located between fuel tank and carburetor.
- f. The only air box allowed is the ARROW TYPE "C" 0225.GLA22. Air filter may be used.
- g. the only reeds allowed are VORTEC with OTK logo.
- h. VORTEC exhaust pipe part no. W7002468700100 as supplied with engine is required with no modifications.
- i. Any spark plug may be used but, cannot be altered from original and maximum length of 18.5mm. Must use washer or CHT lead.
- j. Must run clutch as supplied with a maximum slip of 6000 RPM. Drum must not contain significant amount of oil or grease.

IAME KA 100cc

- a. No internal or external modifications allowed. Parts may be compared to known stock part to insure compliance. *
- b. Bearings, o-rings, gaskets & seals may be replaced with equivalent aftermarket parts. No ceramic or exotic bearing material allowed.
- c. Cylinder base gasket thickness to adjust port timing within specification is allowed. Changing copper head gasket to adjust squish is allowed.

Minimum squish is .041"

- d. Minimum ignition timing = .080"BTDC. Maximum ignition timing = .106" BTDC.
- e. Tillotson HW33A as supplied is only carburetor allowed. Any fuel filter must be located between fuel tank and carburetor.
- f. IAME air box part no. IAG-90000 is the only air box allowed. May use filter.
- g. OEM IAME fiberglass reeds marked "IAME" are only reeds allowed with minimum thickness of .011"
- h. Exhaust pipe supplied with engine is only pipe allowed. No excessive leaking at header connection allowed. *Custom 25mm header may be used on junior engine.*
- i. Any spark plug may be used. Spark Plug must be stock and unaltered. Maximum length is 18.5mm and must have stock washer, indexing washer or CHT lead.
- j. Must run clutch as supplied with engine with maximum slip of 6000 RPM. Clutch may not contain significant amounts of oil or grease.
- K. * *May use TKC custom Junior header.*