

Cup Karts North America

2022 Rules and Tech Manual

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Cup Karts North America (CKNA) *formerly known as 206 Cup* was founded to provide affordable competitive racing. In order to stay true to this principle, the rules found within this document are to be followed at all times by all competitors. It is each competitors / handlers responsibility to know the rules and ensure the legality of their equipment. Not knowing the rules is not an excuse for failing to follow the rules. If it is not written that you can do something, you can't do it.

Racing is a hazardous activity. Even when following all the rules in this document and the instructions of race officials, things can happen. The purpose of this document is to provide technical guidelines for competition and race procedures. There is no guarantee of safety expressed or implied by using these rules or by following the guidelines here within.

By participating in any CKNA event, or any event ran in accordance with this ruleset; you agree that you assume all liability and responsibility for the acts of yourself, your driver and/or your family. You agree to allow Race officials to inspect your race equipment at any time, confiscate any parts deemed illegal, and to abide by any decisions made by those officials. You also agree to indemnify and hold harmless the owners/personnel/agents/employees of Cup Kart North America LLC; as well as all the companies, sponsors, host tracks, series or clubs related to the event(s) for any losses, injuries, liabilities, costs or damages you, your family, crew or driver may incur as a result in attending an event ran under the CKNA rules no matter the cause.

Cup Karts North America will grant any club or series permission to use our rules so long as a few simple guidelines are met:

- The rules must be followed AND enforced to the letter without variance. (Exception: Race format and scoring section)
- The club/series has adequately trained tech personnel that regularly perform technical inspections as outlined in this document as well as all applicable engine technical rules.
- Agree to discontinue use of these rules if at any time a representative of CKNA directs them to do so.
- Understands that CKNA accepts no liability or responsibility for losses or legal actions related to any activities or events used in conjunction with these rules.
- Refers to all classes ran under these rules as being ran under "Cup Karts North America" or "CKNA" rules.

CKNA does not provide or offer insurance for karting events. If you are an event organizer wishing to use these rules for your own club / series, please contact the insurance provider of your choice and let them know you plan to use this rulebook for your events. Most of the nationally recognized karting insurance companies are already insuring events using this rulebook.

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Any changes made to these rules from the previously published ruleset will be highlighted in red

These rules will be followed for all CKNA events, and may only be superseded verbally during a drivers meeting by the Race Director, or in writing via each events supplemental rules and information flyer to accommodate extraordinary circumstances. Amendments to these rules may be made during the season as CKNA sees fit. We will listen to our customers, race officials and other series using these rules to make sure that we continue to offer the most complete ruleset available. This is a living document. As we have no boards or committees to answer to, we can react very quickly if a short coming is discovered in these rules. If this occurs, reasonable notification will be given to all participants via the CKNA website.

Any actions determined by race officials to be in an attempt to circumvent these rules, supplemental rules or the spirit and intent of the series will be met with penalties, disqualifications or suspensions

C o n d u c t :

On track: Drivers are required to conduct themselves in as safe a manor as possible in racing conditions. Driving in a careless nature that has the potential to cause an incident on the track will be addressed by race officials. This may be a verbal warning, or penalties based on the severity of the issue. If an action is considered reckless, no warnings will be issued. Race officials will immediately proceed to issuing penalties per our guidelines. If the infraction was determined to be intentional AND put another competitor or track staff member at risk of physical harm beyond normal racing conditions, the driver will be ejected from the series for the remainder of the season.

At the track: As we are focused on hosting family friendly events, all attendees of events are required to be respectful to each other and race officials. Confrontations at the scale area or anywhere else will not be tolerated. Disagreements are inevitable in racing, but all involved must compose themselves in a respectful way. Screaming or foul language will first result in a warning, followed by penalties or expulsion from the event. Any threatening language used towards another person will result in immediate expulsion from the event. IF necessary, local law enforcement will become involved to guarantee the safety of the event.

Away from the track: Anybody participating or attending a CKNA event must always conduct themselves in a respectful manor. This standard extends throughout the weekend, even when away from the track. All parties are expected to be respectful and law abiding. This includes at hotels, restaurants etc.. Failure to follow these guidelines will result in expulsion from the current and potential future events. A driver may be also held liable for the actions of their crew via race penalties. Remember, you not only represent yourself; but CKNA and the karting community as a whole.

Social Media / Online: With the prevalence of Social Media, we also require all competitors and their families / crews to compose themselves in a respectful manor online. Disagreements from current or past events should not be aired out online, as it potentially portrays the series and sport in a negative manor. Furthermore, complaints or disagreements with, sponsors, our host tracks or the series itself must be handled in a private direct communication with that party. Failure to follow these guidelines may result in suspension from one or more events.

Threats of legal action: Anybody threatening legal action towards the Series, it's officials, sponsors, host tracks or fellow competitors immediately forfeit their ability or the ability of the driver(s) they represent to compete in any CKNA events.

Vendors, sponsors, and all visitors at a CKNA events are subject to the same conduct guidelines listed as the participants. If any individuals' actions are deemed to be disruptive to the family friendly AND fun atmosphere that CKNA strives to achieve at all of its events, they will be removed from the facility and are subject to expulsion from future CKNA events.

S a f e t y G e a r :

Canada Division Competitors: Please see CKNA Canada Division Supplemental rules for safety gear requirements as they are different than what is required in the USA.

Helmets: A full faced helmet with functional face shield capable of sealing the eye port of the helmet is required. Helmets must be in good condition with no signs of damage. All helmets must have one of the following minimum ratings:

Snell Rated Helmets	Expiration Date	SFI Rated Helmets	Expiration Date
SA 2015	12/2025	24.1/2015 (Youth)	12/2026
M 2015	12/2025	31.1/2015	12/2026
CMR/S 2016 (Youth)	12/2026	41.1/2015	12/2026
SA 2020	12/2030		
M 2020	12/2030		

* Although the Snell EA 2016 and K 2015 are not listed, we anticipate they will be added to the list. If you intend to race with a helmet with one of these two standards, contact race officials prior to the event to confirm.

Neck Collars: Commercially available neck supports will be worn by drivers in all classes. "Advanced Head and Neck" restraints specifically designed for karting are also allowable.

Chest Protectors: All drivers under the age of 13 must wear a chest protector.

Driver clothing: An abrasion resistant suit or jacket and pants will be worn along with gloves, socks and closed toed shoes. No portions of this clothing may be loose enough or in a condition that it could become entangled in any part of the kart or engine.

D r i v e r R e q u i r e m e n t s :

Minors: All minors participating in CKNA events must submit a minor release form at each event.

Competition age: A driver's competition age will be determined by the driver's attained age on the date of the first event of the CKNA schedule. Guardians may request permission of series officials prior to an event for a one year (365 day) waiver for their driver in order to stay in a class for an extra year, or to move up a year early. Be prepared to provide valid reasons and evidence to support these reasons at the time of the request. Drivers are only eligible for one age group at a time and cannot move back down to a younger age category after moving up.

Regardless of a competitor's class, CKNA officials reserve the right to request legal documentation of any drivers age. If a driver's age requires verification, that driver or their guardians will be required to provide a copy of their birth certificate or government issued ID before being permitted to compete.

Legal Entrant: A legal entrant is the person (and legal guardian where appropriate) who meets in good faith, all requirements as set forth in this Rulebook and any or all other requirements made by the Host track or Series of legality and/or safety.

In order to be considered a legal entrant a competitor (and legal guardian where appropriate) must pay all necessary fees and sign all waivers of liability. A Legal Entrant may only enter once per class in any event. Only Legal Entrant's may practice on race day.

Relief Drivers: Relief drivers will be allowed during an event (race weekend) in which the primary driver of a kart is injured or becomes ill. When the relief driver takes over the kart, he/she will start in the back of the next race. The kart and engine of the originally registered driver must be used.

A relief driver may be arranged prior to an event (race weekend) only if a doctor's note states they are recommending they not compete due to illness or injury, or if a major medical situation / death occurs in the family of the driver prior to the event.

Prior approval from series officials must be granted before a relief driver is utilized. Relief drivers may only be used for one event (race weekend) per season, and the points earned will be counted only towards the driver they are relieving. Relief drivers will only be permitted in events earning Divisional Points.

Practice Ban: Drivers are prohibited from practicing at the facility a CKNA event will be held at beginning the Monday before the event. For the purpose of this rule, practice is defined as driving any competition kart regardless of class/engine at the facility. The only exception will be for concession karts that are regularly offered by the facility under their normal concession program. These concession karts cannot be competition capable chassis. Drivers violating this ban will be excluded from competition at that event.

P r a c t i c e p r o c e d u r e s :

Practice sessions: Unless different from the scheduled race order, practice order and length will be posted in each event's supplemental rules. Competitors practicing out of class will be subject to exclusion from future sessions.

Grid Order for practice: Officials may enforce a practice grid order based on series points standings, previous days results, registration order or a combination thereof. Drivers will be informed on grid if practice grid orders are being utilized at the event.

Practice penalties: Anyone attending a CKNA practice event is expected to follow the same guidelines for conduct during practice as if it was race day. Violation of these conduct guidelines or aggressive driving in a practice session may result in penalties ranging from loss of subsequent practice sessions, exclusion from qualifying or outright disqualification for the weekend.

Pre-race inspection: All competitors must present their kart, safety equipment and completed "Pre-Tech form" to tech inspectors prior to taking part in any structured practice or race. Competitors will not be allowed to participate in any on track activities until tech inspectors have verified a racers safety equipment and chassis. Correct kart numbers are a pre-tech item. Passing pre-race inspection does not imply or guarantee any level of safety, nor does it alleviate any potential post-race technical disqualifications.

P r e - R a c e P r o c e d u r e s :

Quiet Grid: No engines may be running while on the way to or from the grid area, or in the grid area itself. The Grid Master will indicate to all competitors when it is OK to start engines before entering the track.

90 second rule: If any competitors are not present when the Grid Master is ready to release karts to the track for the parade lap, the Grid Master may begin the 90 second clock. Once the 90 second time limit expires, gridded drivers will advance grid position (straight forward) while entering the track. Any drivers arriving after karts have started to leave the grid will form up at the rear of the field. Once the field begins the approach to the green flag, no late arrivals will be allowed to enter the track. At the discretion of the Race Director and/or Grid Master, more than 90 seconds may be permitted if the schedule allows.

Scratched driver: If a driver notifies race officials that they will not be able to start a race prior to the 90 second rule being initiated, the remaining competitors will advance grid positions numerically (criss-cross forward) to fill the vacant spot.

Warm up lap: Once on track, competitors will proceed for a warmup lap as specified in the drivers meeting. The pole setter must reduce speed well before the approach to the green flag to allow adequate time for the field to form up prior the start.

Excessive swerving, sliding or scrubbing of tires will result in penalties. Any contact caused by "tire scrubbing" on the parade lap will result in penalties just as if it occurred in the race.

Warmup lap dropout: If a driver drops out of line on the parade lap and is unable to return to their position by the time the field has formed for their first attempt at a green flag, competitors will maintain position and leave the absent driver's spot vacant. If the driver is able to get underway before the green flag, but after the field has formed, they must start at the rear of the longest line of the field. If a driver's delay to the track is caused by circumstances not of their own making or as time permits, race officials may add an additional formation lap to allow time for the delayed driver(s) to take their earned starting position.

Kid Kart Starting procedure: In order to assist drivers in achieving an even start, karts will be gridded on track at the beginning of the start/finish straightaway. Once ready, all karts will leave the grid in formation and take the green flag immediately upon reaching the starter. If the start/finish line is located where this practice will not work effectively or efficiently, race officials will designate an alternative starting area for the race. If a restart is needed, drivers will be stopped on track to line up for the second attempt.

Tram line violations will only be called in the Kid Kart class if a driver has the entire kart outside of the tramlines.

Racing Procedures

Going to the green flag: Drivers are to approach the green flag at a slow speed. This speed will be set by the pole setter and must be maintained steadily until the green flag is displayed. There will be no acceleration cones or points set. The green flag will not be displayed if race officials determine the field was going too fast. The race starts for the entire field once the green flag is displayed, but each driver must remain in formation within the tram lines without passing until they cross the starting line. If Tram lines are not available at the track, drivers must remain in the formation they approached the flag in until they pass the starting line.

There is to be no pushing or bumper-to-bumper contact on the start. Drivers caught making contact prior to the green flag being displayed will receive a 2 position post-race penalty. In most cases, the attempt at a start will not be waived off for drivers pushing.

Two attempts will be made at a green flag start before penalties may be assessed. If a specific driver(s) can be singled out as violating starting procedures in both attempts, race officials will force that driver(s) to swap positions with the driver behind them before a third attempt is made. If no driver is specifically identified, both karts in the front row will swap positions with the second row before a third attempt is made. Also, if a driver(s) violates starting procedures and officials decide to go green on the race anyways, the offending driver(s) may receive a post-race penalty of 2 positions.

Un-sportsman like driving: Any actions taken by a competitor whether intentional or not that race officials determine are of an un-sportsman like nature will be met with harsh penalties. These actions include but are not limited to, bumping, pushing or steering into other drivers. Racers are required to give all karts "room to race". This means to properly overtake a competitor; a driver must be able to complete the maneuver without forcing the other driver off track. Forcing a driver to lift or be forced off track is not an acceptable strategy and will be met with penalties if repeatedly observed by officials. Furthermore, overly aggressive driving will not be tolerated.

Blocking: Blocking is defined as intentionally and repeatedly positioning a kart in an erratic fashion so that it physically impedes the progress or momentum of another kart. Blocking may result in the loss of position(s) via post-race penalty. "Draft breaking" is not blocking, so long as the action is completed without it causing contact or forcing others to take evasive action.

Re-entering the course: If a driver goes off course, they must re-enter as far from the racing line as possible, and at a time that does not impact other drivers or cause them to take evasive action. Penalties will be assessed if race officials determine any advantage was achieved by the driver exiting the course. A kart is considered off course if 3 or more wheels leave the racing surface.

Race Penalties: Race officials can penalize a driver during the race in different ways:

A rolled up black flag may be shown to a driver who is one incident away from being penalized. No penalty has been issued at this point, but further infractions will result in penalties. This warning is not required and is considered a courtesy to the driver.

A waived black flag, indicating the driver has been disqualified and must exit the track as soon as safely possible.

The Sportsmanship flag (Black and White diagonal flag) may be used to notify a driver of a position penalty during a race. There is no guarantee of the usage of the sportsmanship flag. It is a courtesy from race officials. It may not always be possible for officials to utilize the flag in a timely manner, especially in shorter heat races. If a penalty for avoidable contact, unsportsmanlike driving, or blocking has been called prior to two laps remaining in the race, the flag will be displayed to the driver who has committed the penalty along with the white board by the chief starter at the start/finish line for 2 laps. The offending driver has the option to adhere to the penalty and place themselves in the correct running order completely behind the kart that the infraction occurred upon. If the offending driver adheres to the penalty during the race, the penalty will be removed and acknowledged by race officials immediately and the drivers can go back to racing as normal. In the event a driver does not adhere to the Sportsmanship Flag, the effected driver(s) will be notified and penalized after the race by the Rules Official at scales.



Post-race penalties may be assessed. Typically, a black flag will be displayed along with the checkered flag to indicate this has occurred, but post-race penalties may be assessed whether the black flag has been displayed or not. It is at the race director's discretion if this penalty will result in a position penalty, **time penalty**, or outright disqualification. Drivers receiving a race disqualification penalty will be required to start at the rear of the field for the next race of the day.

Kart damage: Karts receiving damage during a race may be black flagged due to safety reasons. Bodywork and bumpers that begin dragging due to contact on the track will not be black flagged unless race officials determine it poses a safety issue. Rear bumpers must still have both attachment points attached to the kart. A bumper that is swinging behind the kart because one attachment point has failed will be deemed unsafe. Officials will always error on the side of safety when making these determinations.

Race Stoppages: In the event of a race stoppage, officials will inspect karts and safety equipment of any racers involved in any incident. Officials may remove any racers from the race prior to the restart if they judge the driver's equipment is no longer safe. Racers allowed to continue that were involved in the incident causing the stoppage will be restarted in the rear of the field. No work or repairs of any kind are allowed during a race stoppage without the express permission of race officials. Only items directly related to the safety of the driver will be considered for permission and must be performed by the driver. Exceptions may be made for an adult aiding a youth driver with the DIRECT supervision of a CKNA official. If a stoppage occurs on the final lap of a race, any kart that has passed the checkered flag will be scored in the position they earned when they finished the final lap. Karts that had not passed the checkered flag prior to the race being stopped will be scored based on the previous laps position. Any kart(s) involved in the incident causing the red flag will be scored in the rear of the field, in the order they were running on their previous lap.

Restarts: The race order will be reset to the last completed lap for the restart. Any karts directly involved in the incident causing the stoppage will be moved to the rear of the field. Karts that stopped on track but were not involved in the incident will retain their previous laps position. Karts will restart the race in the same procedure the race was initially started in but will form a single file line for the restart. It is at the Race Directors discretion whether or not to restart a race based on the severity of the situation and the length of the stoppage. However, as a guide; races that have not completed at least 50% of the scheduled laps or had a stoppage of less than 15 minutes should be restarted. The race director may adjust the length of the race during the stoppage. No race will be restarted if any kart begins the final lap. If the race is not restarted, karts that were moved to the rear of the field for being involved will be scored in those position.

Shortened Races: If an event is running behind schedule, the Race Director may adjust the length of races. Competitors will receive notification of this via PA and grid announcements.

Rain procedure: In the event of rain, the race director will determine if and when competitors will be allowed to change to rain tires. The race director may delay racing in an attempt to wait out weather. When the decision is made to race in the rain, the Race Director may choose to either mandate rain tires or allow the option of rains or slicks. If mandatory rain tire conditions are called for, racers will be given a minimum of 20 minutes to install rain tires before racing will resume. Switching to or from rain tires during a session will not be allowed. Competitors will be required to run rain tires if a full rain race is called by the race director.

Requirement to Compete: Each driver must make a reasonable attempt to compete in all the assigned sessions. Strategically choosing to sit out a scored session may result in a 5-finishing position penalty in the feature race. If a driver is unable to compete in a session due to mechanical issues that cannot be resolved prior to their next scheduled race, they must notify tech officials prior to the race they are expecting to miss. Racers should be prepared to show valid proof of the mechanical issue.

Regardless of the mechanical issue, if a racer **does** not compete in a minimum of 2 scored sessions prior to the feature race, they will receive a 5-finishing position penalty in the feature race.

P o s t - r a c e :

Scales: All karts will be required to weigh in after each race. Nobody from the pit area is allowed past the scale. Only the driver may touch kart prior to it being weighed, and nothing may be handed to any driver before they are weighed. The only exception to this is if race officials determine that beverages may be given to the drivers in the event of excessively high temperatures. Drivers failing to weigh in post-race will be disqualified whether they completed the race or not. Race officials may waive this requirement only in the case of a driver injury.

In the event a kart does not make weight on the first attempt, the driver and their kart may take one attempt at rescaling after all other competitors have weighed in. If after the second attempt the competitor is still light, they will be disqualified from that race. If multiple scale pads are available, the driver will be allowed to reweigh on each scale pad one time.

A reasonable attempt must be made to make weight each session. Drivers will not be permitted to compete purposely underweight. If a driver is found to be grossly underweight twice during any event, they will be excluded from further competition.

Loose or missing components: Karts will be weighed as they completed the race and arrive at the scales. Any parts that have fallen completely off of the kart any time prior to arriving at the scales will not be included in the karts final weight. Karts that lose any techable item will be disqualified for that race. This includes but is not limited to bodywork. Exceptions will be made for header wrap, decals/numbers and air filters. However, these items must be replaced prior to the kart competing again.

Post-race tech inspection: The top 5 karts after each heat must report to the impound area immediately after exiting the scales. No work may be performed, or equipment removed without the express consent of the tech officials. Officials may perform inspections at any time they choose, to any karts they choose including after any heat race or final. If an infraction is found after Heat 1 or 2, the kart is only disqualified for that heat race. If an infraction is found after the final race, the disqualification is for the entire day.

D i v i s i o n a l R a c e F o r m a t a n d S c o r i n g :

Qualifying: Drivers will qualify prior to the start of racing. A driver's single best lap time in qualifying sets their qualifying position.

Transponder Failure: In the event of a missing or failed transponder in qualifying, a competitor may submit their lap times from their onboard datalogger. Race officials will count the second fastest true lap time recorded.

Qualifying Procedures: Drivers will be spaced out onto the track by the grid marshal. If multiple qualifying sessions are offered to accommodate large fields, competitors will only be allowed to participate in one qualifying session, which may be assigned. Karts will not be allowed to push or bump draft in qualifying.

Splitting classes for Heats: In the event that more karts are registered for a class than race officials determine the track safely allows to race at one time, or in the interest of better racing; the Race Director (at their discretion) will announce the class will be split into groups for Heat races. Racers will remain in the same group for all heat races. This split will be determined based on qualifying times. After compiling an ordered list of all racers' best laps from qualifying, the odd ranked competitors will be placed in group A, the even ranked will be placed in group B.

Starting Order for Heats: Heat One's starting order will be determined by qualifying. Heat Two's starting order will be set by Heat One's finishing order and so on. If a split class, competitors will remain in the same group for both their heat races.

Race officials will recombine split fields to determine the overall standings going into the feature. As one driver from each group will have finished in first place in Heat 2, qualifying times will be used to settle the tie and determine which of these drivers will get the better starting position going into the final. In the interest of time; subsequent positions will set based on the same tie breaker pattern used for the first place drivers.

Starting order for the Feature: The starting order of the Feature will be based on the finishing order of the previous heat race.

Recombining split groups for the Feature: Groups will be recombined to form the Feature race starting grid. Group A will be lined up in the inside row as they finished the previous heat race, Group B will be lined up in the outside row as they finished the previous heat race.

Splitting classes for the Feature: Although every effort will be made to have all karts in the same race for the feature, it may occur that it is not possible. In this situation, a last chance qualifier (LCQ) will be added to accommodate the extra drivers.

Last Chance Qualifier: If added, no less than 8 karts will be assigned to race in the LCQ. The "cutoff" will be announced prior to Race 1. At least 2 drivers will transfer back into the feature. The exact number will be announced prior to the LCQ. Competitors not transferring back to the feature will be awarded points as if they finished behind the last placed driver in the feature.

LCQ Scheduling: If added, the LCQ will be inserted into the schedule with either a minimum of 2 classes in between it and the feature race, or a 20 min break to give racers that transfer back to the feature time to recuperate and prepare their karts. If necessary, the feature may be delayed further if tech procedures after the LCQ hold up racers longer than expected.

Finishing order for the day: The overall finishing order for the day will be determined solely by the finish in either the LCQ or Final.

Event considered official: An event is considered 'official' (for purposes of awarding season championship points) when either an official 'rain out' has been declared or the event is canceled for safety reasons. Classes that complete at least one round of racing after qualifying will be considered official for the awarding of championship points if the feature is not able to be carried out. If classes were split, final standings will be determined based on the same methods as when recombining groups for the feature based on the last round completed by all run groups in the class.

Rain Outs: The Race Director may at their discretion consider an event a 'Rain-Out' if they feel inclement weather conditions will preclude a reasonable day's safe racing. All legal entrants shall receive 175 rain points if a "Rain-Out" is declared before the event was considered official. If the event's activities have not been started (e.g., heat races) the Race Director must call a "Rain-Out" within four hours of the time that racing was scheduled to begin.

Format Changes: At the sole discretion of CKNA officials, an event's format may deviate from the previously published structure if determined necessary on the basis of competitor safety or facility limitations. A round of racing may be eliminated to complete a day's racing when weather delays occur.

Transponder Failures: In the event a transponder fails during the course of a race, officials will do their best to accurately hand score the driver. Race officials cannot guarantee the accuracy of a kart that is hand scored.

Lapped Traffic: At a Divisional Race, Officials will use blue flags in all classes to assist the drivers on the lead lap in passing lapped traffic. Every effort will be made to issue a blue flag when the speed difference indicates the driver will be overtaken in the next 2 laps. Drivers receiving a blue flag should yield position to the passing karts in the next lap in the safest section available to them.

At the Race Directors Discretion, this policy may be changed during a race due to unique circumstances.

Cup Karts Divisional Championships :

Number of Races: Each driver will be allowed drops throughout the competition season.

- North Division drops: Of the 8 points days, each racer's highest 6 scores will count (2 drops)
- South Division drops: Of the 6 points days, each racer's highest 4 scores will count (2 drops)
- **Canada Division drops: Of the 4 points days, each racer's highest 4 scores will count (0 drops)**

Ties: In case of a tie, the competitor who has a better result of the tie breaker criteria below shall be awarded the higher position. Once either of the tied competitors achieves a better record of the criteria below (in order), the tie will be considered broken and the competitor with the better record shall be awarded the better position:

Most wins throughout the Divisional season; then most 2nd place finishes; then most 3rd place finishes; and so on...

Awards: All Divisional races and will provide awards for 1st-3rd place. Divisional Championship awards will be awarded to the top 3 in points. If a class averages 20+ competitors throughout the season (not counting National events), the top 5 will receive awards.

Divisional points structure :

Event points: Points are based on the following, plus the number of entries per competition class, per race event.

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
200	175	155	140	130	120	110	100	90	80	75	70	65	60	55
16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
50	45	40	35	30	25	20	17	14	11	8	5	2	1	1

Rain / Incomplete Event Points: Any classes that do not complete the second round of heats will be awarded rain points. Rain points are defined as 175 points plus a point for each legal entrant in the class.

CKNA National Event format :

Unless otherwise stated in this section, National Events will use the same rules and procedures as Divisional Events.

Eligibility: Participation in a Divisional series is not required. All racers are welcome!

CKNA National Awards: Awards will be on offer for the top 5 of each class.

Event format: CKNA National events will consist of multiple days of racing culminating into single feature race. These events will include Qualifying, minimum 2 rounds of Heat races and a Feature. The number of Heats and race length will be based on available time and number of entries.

Splitting classes for Heats: If more than two groups are required to accommodate the number of registered drivers, the following example shows how groups will be determined from qualifying times:

Group A = p1, p4, p7, p10, p13... Group B = p2, p5, p8, p11, p14... Group C = p3, p6, p9, p12, p15...

Starting Order for Heats: Heat One's starting order will be determined by qualifying. Heat Two's starting order will be set by Heat One's finishing order and so on. If a split class, competitors will remain in the same group for both their heat races.

Points will be assigned to the finishing order based on the National Heat Points table:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
100	94	89	85	82	80	79	78	77	76	75	74	73	72	71	70	69	68	67	66
21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th
65	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46
41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th
45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26

Starting Order for Feature: Features will be gridded based on the cumulative points earned throughout the Heat races. Any ties will be broken by Qualifying times.

Determining the winner: Points are no longer kept after the LCQ's and Features have been populated. The feature race is the only race that determines the final standings at a National Event. The driver that takes the checkered flag will be a National Champion!

Lapped Traffic: At a National Race, Officials will use blue flags in Kid Kart and all Senior Classes to assist the drivers on the lead lap in passing lapped traffic. Every effort will be made to issue a blue flag when the speed difference indicates the driver will be overtaken in the next 2 laps. Drivers receiving a blue flag should yield position to the passing karts in the next lap in the safest section available to them.

Due to the wide range of driver experience and speed in the Sportsman and Junior classes, drivers will receive a Black Flag when these differences indicates the driver will be overtaken in the next 2 laps. This is purely a safety measure because of the closing speeds that occur from the range of experience levels of drivers in these classes. Drivers receiving the Black Flag are expected to safely return to the pits immediately.

At the Race Directors Discretion, this policy may be changed during a race due to unique circumstances.

Tech Procedures :

Spirit and Intent: It is impossible to design a set of rules complete enough to handle every scenario. In any case where rules interpretation is required, Officials will use the guideline of the "spirit and intent" of the written rules to determine if there has been a violation.

Inspection times: Once a kart has been presented to the grid for a scored session, it is subject to inspection by race officials. While most inspections take place post session, officials may preform spot checks prior to the field being released to the track.

Responsibilities: The technical inspectors have three main objectives; 1) inform racers of any potential safety concerns or rules infractions in a timely manner. 2) Ensure that all competitors are competing under equal conditions. 3) ensure that all rules and regulations set forth here within are followed by all participants in the series. The legality of a legal entrant's equipment is the responsibility of that participant, legal guardian or handler.

End of day tech inspection: The top 5 placed karts in the feature race must report to the impound area immediately after exiting the scales from the final. Karts will be held in impound until released by technical inspectors. Once the kart is placed in impound, the driver/handler/mechanic must vacate the impound area. Nobody will be allowed in the impound area after dropping their kart off until tech officials announce they are ready to inspect their kart. The karts representative is expected to be "in the area", so they can watch over their equipment and be easily notified when to return to the tech area to begin the inspection process. Once called, a representative for the kart has 10 minutes to report back to tech area, or they are automatically disqualified.

Impound and tech areas: All areas of impound and areas set aside for technical inspections are off limits to all non-race staff. Entering one of these areas without the direct permission of race officials can result in penalties or disqualifications. While an entrants equipment is being inspected, only one representative will be allowed in the tech area along with the driver.

Cell Phones and Cameras: Cell phones, tablets, pda's and cameras are not permitted to be out or in use in technical inspection areas by anybody other than race officials.

Engine/Chassis change: If a competitor must change an engine or chassis, both engines/chassis are subject to technical inspection. Prior to replacement, Tech officials must be notified of your intent to replace the component. The replaced engine or chassis must be presented to tech officials upon installing the replacement. The competitor will be required to start in the back of the next heat race. Only one engine/chassis change is allowed per day (or per event at a National). If the backup engine requires replacement, it can only be replaced with the primary engine that was previously removed.

Engines/karts raced in multiple classes: If an engine/kart is raced in multiple classes, end of day technical inspection of the equipment may be postponed until all classes have been completed the equipment is competing in. Once inspected, if found to be noncompliant with the rules, penalties will be assessed to all classes the equipment competed in.

Tech tools / methods: It is at the sole discretion of race officials to determine the appropriate tools and methods used to verify the legality according to these rules of anything presented to technical inspection.

Seals: Tech reserves the right to cut seals on any short block to verify that the engine's internals are legal and still meet the required specifications. Upon passing inspection, officials will exchange the disassembled short block with a brand new replacement short block (Briggs #555715).

Tech decisions: Competitors do not have the right/option to appeal decisions to any outside entity. Every effort will be made to make all decisions the same day of inspection. The only exceptions to this will be if CKNA National Tech Officials are not present at the event, and/or race officials decide it is necessary to send any part or fluid off for chemical or technical analysis. If this case, the decision will not be made until results are returned from the inspector used.

Parts submission to CKNA National Tech or Lab: If onsite tech officials require a part to be submitted to CKNA National Tech officials or a Lab to render a decision on its legality, the part must be boxed and sealed in tech prior to it leaving the area. If the part has fuel or oil residue, it must be contained in a plastic bag prior to being sealed in the box. A piece of paper should be included with the contact information for the competitor. The competitor and the tech official must sign their names across the tape on both the top and bottom of the box. This begins the "chain of custody". The inspector will ship the suspect part to National Tech within 3 business days. Upon receiving the part, National Tech will render a verdict on the parts legality within 5 business days of receipt. If found legal, the part will be returned to the competitor at CKNA's expense. Any breakdown in the "Chain of Custody" in which CKNA cannot reasonably guarantee the part is "as teched" at the time of the initial inspection will result in the competitor retaining their finishing result.

Confiscation of parts: Tech officials have the right to confiscate any part deemed illegal for any reason. Furthermore; tech inspectors may choose to confiscate any engine part that they have a strong suspicion has been altered to gain a performance advantage regardless if it meets specifications or not, or any part they feel came out of spec initially or through the course of normal use. This is to protect the spirit and intent of the series. In the event no intent to circumvent the rules is established, a replacement part will be provided to the competitor whenever feasible.



Tires: Although competitors may start any Divisional event on used or new tires, all scored sessions that race day must be completed on the set used in that day's qualifying session. National events will require the same tires used in qualifying to be used for all scored sessions the entire weekend.

Upon approval from officials, a single tire may be replaced with a "similar condition" tire in the event a tire is damaged and deemed unsafe due to unforeseen circumstances on track without penalty. If multiple tires (up to 2) must be replaced with "similar condition" tires, the competitor must start in the back of the next race. If only new tires are available, the competitor will start in the rear of the field in the next heat race AND must also take a 10 position grid penalty in the feature. A maximum of 2 tires may be replaced per incident.

Tech officials may choose any testing method available to detect tire prep or tire modifications. This includes but is not limited to durometer testing and tire sniffers. Tires must durometer +/- 3 points of competitor tires checked at the same time before or after that session. At tech's discretion, tires may be confiscated to be sent in for mass spectrometer lab testing. Due to lab testing being done off site by a third party, results for the class will not be made official until testing is complete.

P e n a l t y G u i d e l i n e s :

Below are the guidelines officials will use to determine the severity of penalties assessed. These are only guidelines. Race officials may adjust the severity of penalties based on their determination of intent, advantage gained or frequency of offence.

Engine and Chassis infractions: If a part is found to be illegal after technical inspections, the driver will be disqualified. If found after Qualifying or Heats, the kart is only disqualified for that heat session. Once the technical infraction has been rectified, the kart/driver will be allowed to return to the days racing, but will start in the back of the next session they participate in. If an infraction is found after the final, the disqualification is for the entire day. The tech official will also make a determination to the nature of the infraction. If they determine that the infraction was an intentional attempt by the driver, handler or part supplier to circumvent the rules to gain a competitive advantage, the disqualification will be non-droppable and the driver will be disqualified for the remainder of the day regardless of when in the race day the violation was found. If the tech official determines it was an unintentional infraction, the competitor may use the race as a drop.

Tire infractions: Any competitor caught using tire prep will be disqualified, and face suspension of up to 1 year.

Driving Infractions: The penalty for any on track violations by the driver should fit the offence. At a minimum, it should be severe enough to penalize the driver at fault any track or position advantage that was gained by the action. Commonly, racers receiving a driving infraction penalty will be scored behind the kart(s) they were involved in the incident with. Whether or not the race day in which a driver receives a driving infraction penalty can be used as a droppable race, or if the driver will be allowed to start in their earned starting position rather than starting in the back of the next heat will be determined by the Race Director. This will be determined by evaluating the severity of the action taken on the track, and the perceived intent of the drivers involved, and the history of the driver that season. Habitual offenders will receive more severe punishment. Drivers will be informed by the conclusion of the days racing if they will not be allowed to use the race as a droppable race.

Common Denominator Rule: Unfortunately, Officials cannot see everything and cannot always determine fault for an incident. Anytime an on-track incident occurs that causes a racer to drop out of a race, all competitors involved in the incident regardless of fault will be documented by the head score keeper. If a racer is involved in 3 incidents where no fault was determined by race officials within a 3 event or points day period, a 5 position grid penalty will be assessed in their next scheduled race. Every effort will be made to notify drivers if they reach 2 noted incidents within the 3 event period. If race officials can determine that an incident had no fault, racers involved will not be documented.

Conduct violations: Any disqualifications assessed to a driver because of an off the track conduct penalty will not be droppable. A driver is also responsible for the actions of their crew, handlers and others attending the event on their behalf. Abusive language, threats or physical altercations with anybody including race officials will result in immediate disqualifications, suspensions and potentially ejection from the facility / series. Please see "Conduct" section for a more detailed explanation.

Mechanical failure / breakage penalties: If race officials determine that a competitor is illegal after post-race inspection due to the result of an on track incident or mechanical failure, the racer will be disqualified for that race. These infractions could include damaged/missing exhaust, light on post-race weigh in, missing nose cone, etc.. If this is the only disqualification the driver receives for the day, it will be eligible to be used as a drop race.

Refunds: No refunds of any fees paid to the Series or the Host Track will be issued because of a disqualification, suspension, etc..

Furthermore, any Vendor, Sponsor, Service Provider (ex. Mechanic or Engine Tuner) that officials determine has intentionally tried to circumvent the rules in an attempt to gain their customer an advantage will be barred from attending future CKNA events in any capacity. It will be CKNA's discretion if the individual is barred, or the entire company in which they represent. A Vendor receiving disciplinary action has no bearing or relation to any potential penalties issued to a registered participant.

It is not OK to use your customers as Guinea Pigs to see what you might be able to get away with. They deserve better!

P r o t e s t / R e v i e w p r o c e d u r e s :

Race Official Request for Review of an official's decision: Requesting review of any race official's decision or an on track incident must be made in writing within 30 minutes of the driver/handler being informed of the offence or the incident or the end of the race, whichever is longer. This written document must be presented to the designated race official along with \$100 cash. The request will be considered directly by on site event organizers (or their designated representatives) and the race director. The \$100 fee will only be returned if the review results in the protest being found valid.

Race Official Request for Review of technical penalty: These protests will only be permitted if a CKNA National Tech official is not onsite for an event. Requesting review of any tech official's decision must be made within 30 minutes of the driver/handler being informed of the ruling and prior to the chassis part or engine leaving the tech area. A written document including an overview of the protest and contact information must be presented to the designated race official along with \$200 cash. The part must be boxed and sealed in tech prior to it leaving the area. If the part is an engine component, the entire engine must be contained in a plastic bag prior to being sealed in a box. The contact information for the competitor should also be included in the box. The competitor and the tech official must sign their names across the tape on both the top and bottom of the box. This begins the "chain of custody". The inspector will ship the suspect part to National Tech within 3 business days. Upon receiving the part, National Tech will render a verdict on the parts legality within 5 business days. If found legal, the part will be returned to the competitor at CKNA's expense along with their \$200 protest fee. Any breakdown in the "Chain of Custody" in which CKNA cannot reasonably guarantee the part is as seen at the time of the initial inspection will result in the competitors protest being void.

Competitor technical protest: Protest of any competitor's equipment legality may only be made by a driver/handler within the same competition class. A written protest describing the suspected infraction accompanied by \$200 cash must be presented to race officials within 30 minutes of the completion of the final race and before either kart has left the impound area. Only items that can be considered a performance advantage are eligible to be protested

Before the protested equipment is touched by tech officials, the equipment of the protester will first be inspected for legality. Once passed, the protested equipment will then be checked. At a minimum, the tech official will check the named complaint in the protest. Tech officials may check anything else they choose on either competitors' equipment throughout the process.

- If the protesters equipment is found to be illegal, the protest is void and the fee is lost. The protesting driver also receives a non-droppable disqualification for being found illegal. The protest fee is forfeited. The protested kart remains untouched.
- If both karts /engines have been found legal by tech inspectors, the protest fee is lost as well.
- The \$200 fee is only returned if the protest procedures find the protesters equipment to be legal, AND a violation is found on the protested equipment.
- In the event the protest is lost AND both engines were inspected, the competitor being protested will receive \$100 of the \$200 protest fee

Protest/Review Decisions: Every effort will be made to settle protests/reviews the same day. But as series organizers ultimately make the final decisions on all protests and may not be in attendance at every event; up to 7 days may be taken to decide a protest. If the protest involves a technical rules violation, the suspect parts will be sealed by tech officials and the competitor for shipping or transport to series organizers. (see Parts submission to CKNA National Tech or Lab)

Video Review: CKNA's policy has been that no competitor supplied footage will be viewed as a part of a request for review. However, in an effort to further improve the officiating at our events, the North Division will be piloting a new Video Review procedure. Please see page 12 of this document for the procedure.

E n g i n e t e c h n i c a l R u l e s :

206: All classes racing the 206 engine will follow the most current Briggs and Stratton rule set available at; <http://www.briggsandstratton.com/> with the following addendums:

Fuel: Each races spec fuel will be specified in the event's supplemental rules. CKNA always strives to choose the most affordable and convenient option at each facility.

Spark Plugs: In addition to Briggs 30.a.c, the gap of the AR3910X spark plug is a tech item. The gap as measured from each grounding point to the electrode must be a minimum of .018". This can be measured with the pin gauge from the Briggs Tech-Tool kit for emulsion tubes (.0185" Class Z No-Go).

Engine sealing: Tech inspectors will at their discretion seal any portion of the engine with marking paint after Qualifying. If repairs are needed which a sealed location to be opened, a tech inspector must be present prior to work beginning. The engine must be resealed before it returns to the track.

R a c e C l a s s e s :

Kid Kart:

Briggs and Stratton 206 Engine
Stock Black Junior Slide (Part#555732) .310 slide
RLV #5507 Pipe
Kid Kart Chassis: 200 lbs, kart and driver
Cadet Chassis: = 215 lbs, kart and driver
Ages 5-8 years old

- 365 day waiver does not apply for younger drivers in this class. Must be at least 5 years old by competition date

17/57 Gear Ratio, #35 chain
Clutch: MaxTorque Part#555727 only
Dry Tires: Vega VAH 4.60 Front, 4.60 Rear
Wet Tires: Vega w6 4.20 Front, 4.20 Rear
Max Tire Circumference: 33.75" (At ambient temp.)
CIK style bodywork and seats only

Sportsman:

Briggs and Stratton 206 Engine
Green Slide, max opening .490" (Part#555470)
265 lbs, kart and driver, aged 8-12 years old
Dry Tires: Vega VAH 4.60 Front, 4.60 Rear
Wet Tires: Vega w6 4.20 Front, 4.20 Rear
Max Wheel Widths: 5.625 Front, 5.625 Rear
CIK style bodywork and seats only

Junior:

Briggs and Stratton 206 Engine
Yellow Slide, max opening .570" (Part#555471)
320 lbs, kart and driver, aged 12-15 years old
Dry Tires: Vega VAH 4.60 Front, 6.00 Rear
Wet Tires: Vega w6 4.20 Front, 6.00 Rear
Max Wheel Widths: 5.625 Front, 8.50 Rear
CIK style bodywork and seats only

Senior Light:

Briggs and Stratton 206 Engine
Stock Black Slide (Part#555590)
340 lbs, kart and driver, aged 15 years or older
Dry Tires: Vega VAH 4.60 Front, 6.00 Rear
Wet Tires: Vega w6 4.20 Front, 6.00 Rear
Max Wheel Widths: 5.625 Front, 8.50 Rear
CIK Bodywork and seat only (See Tech. Specs)

Senior Medium:

Briggs and Stratton 206 Engine
Stock Black Slide (Part#555590)
365 lbs, kart and driver, aged 15 years or older
Dry Tires: Vega VAH 4.60 Front, 6.00 Rear
Wet Tires: Vega w6 4.20 Front, 6.00 Rear
Max Wheel Widths: 5.625 Front, 8.50 Rear
CIK Bodywork and seat only (See Tech. Specs)

Senior Heavy:

Briggs and Stratton 206 Engine
Stock Black Slide (Part#555590)
390 lbs, kart and driver, aged 15 years or older
Dry Tires: Vega VAH 4.60 Front, 6.00 Rear
Wet Tires: Vega w6 4.20 Front, 6.00 Rear
Max Wheel Widths: 5.625 Front, 8.50 Rear
CIK Bodywork and seat only (See Tech. Specs)

Masters:

Briggs and Stratton 206 Engine
Stock Black Slide (Part#555590)
390 lbs, kart and driver, aged 35 years or older
Dry Tires: Vega VAH 4.60 Front, 6.00 Rear
Wet Tires: Vega w6 4.20 Front, 6.00 Rear
CIK Bodywork and seat only (See Tech. Specs)

Legends:

Briggs and Stratton 206 Engine
Stock Black Slide (Part#555590)
375 lbs, kart and driver, aged 50 years or older
Dry Tires: Vega VAH 4.60 Front, 6.00 Rear
Wet Tires: Vega w6 4.20 Front, 6.00 Rear
CIK Bodywork and seat only (See Tech. Specs)

Canadian Class structure: For the 2022 season, the Canada Division will be running a hybrid class structure. Please see the Canadian supplemental rules package for details. Our goal is to have a unified class structure throughout North America for the 2023 season.

Video Review Pilot Program :

Cup Karts North Division will be piloting and further developing a Video Review process for competitors. The following outlines the procedures that CKNA will utilize when considering competitor supplied on-board video footage as part of a "Request for Review" of an on-track incident.

CKNA reserves the right to adjust this program at any time, in an effort to make it as encompassing as possible without disrupting the flow and timeline of our events. The goal is to refine this program and integrate it fully in 2023.

Competitors will be permitted to supply their own on-board footage in any of these circumstances in which a penalty was **called against them**:

- Competitor was issued a penalty for a contact related infraction
- Competitor was issued a penalty for going off track and gaining an advantage
- Competitor was issued a penalty for pushing at the start of a race
- Competitor was issued a penalty for passing under waiving yellow conditions

Competitors will be permitted to supply their own on-board footage in any of these circumstances in which a penalty was **not called**:

- Competitor's competition left track and gained an advantage without penalty
- Competitor was passed under waiving yellow conditions without penalty
- Competitor was involved in an on-track incident that was noted by race officials.
 - Any incident that Race Officials observed but could not make a clear determination of fault will be noted. This includes any time a kart is unable to complete a race due to an on-track incident and is scored a DNF.
 - If the incident was not noted by race officials, it will not be available for video review.

Video Review Process: At the conclusion of a race, competitors will be given up to 20 minutes to file for a video review. Competitor must provide the following information to the penalty steward or other designated official:

- Completed video review form
 - Brief description of the incident
 - Copy of penalty slip if applicable
 - Number(s) of karts involved in the incident
 - Approximate time stamp of the video capturing the incident
 - Cash payment of the review fee
 - \$100 for a penalty called against the requester
 - \$200 for reviewing video in which a penalty was not called
- SD card with footage to be submitted
 - Must be MP4 or MPEG format (Others may be acceptable if viewable by CKNA staff)
 - Staff will not review footage on a competitor's or bystander's device/phone
 - No more than 2 videos may be submitted. If 360° video, only one video is permitted.

CKNA's video review team will review the footage with the Race Director to determine the validity of the request. The corner marshal involved in the penalty may also be involved to add context to the video. Additional video may be considered including video from a competitor not directly known to be involved in the incident at the sole discretion of the Video Review Team, if available.

Burden of Proof: A high standard of evidence will be required to have a successful video review.

- For penalties **called against the competitor** requesting the review, the video must show clear obvious visual evidence that the on-track call was incorrect, or the incident was created by another competitor's actions.
 - If during the process for review, a competitor not originally known to be involved is deemed solely at fault, penalties may be assessed post-race. This penalty will not be reviewable as it was already reviewed.
- For penalties **not called**, not only must the evidence show clear and obvious evidence that another competitor violated a rule or caused an incident, but also that no other competitors unduly influenced that competitor's actions on track. This post-race penalty will not be reviewable.
 - Incidents at the start of the race will only result in a penalty being issued if fault can be clearly assigned to a single competitor.

The review fee will only be returned if a competitor is successful in their request for a correction.

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
Wheelbase	Kid Kart: 29"-31" (Kid Kart class only)	Cadet Chassis: 35" - 41" (Kid Kart and Sportsman Classes only)	Standard Chassis: 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	TBD	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.
Axle Width	Max width 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 CKNA events. All manufacture supplied components must be present. Washers/shims that are apart of the clutch assembly are non tech items (excluding dust shields). Rule 32c, 32e, 32f clarification: As many clutch manufactures use interchangeable drivers, CKNA 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

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/Sportsman= 4.60" Front, 4.60" Rear Junior/Senior=4.60" Front, 6.00" Rear	Vega w6 Tires for Rain: Kid Kart/Sportsman= 4.20" Front, 4.20" Rear Junior/Senior=4.20" Front, 6.00" Rear
Tire Prep Chemicals	STRICTLY FORBIDEN	
Wheels	Any commercially available 5" diameter wheels. Kid Kart and Sportsman classes = 5.625 max width Front and Rear Junior and Senior 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 karts). Connections must be free of leaks. Brake lines must be secured to avoid wear.

BUMPER 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.

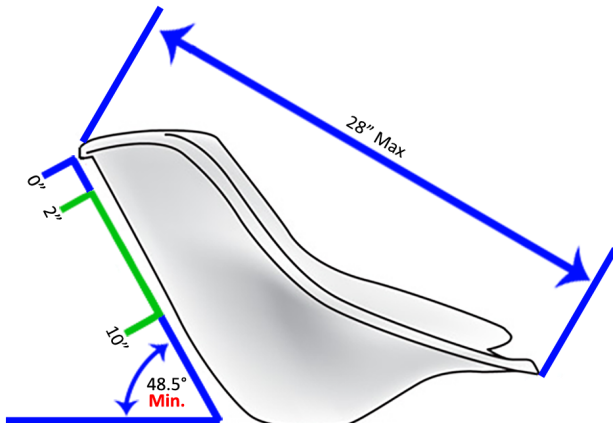
B O D Y W O R K

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 (Standard Kart)	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. Must be at least 39.375" wide. Length may not exceed 29.625" from the center of front axle. Nose cone must attach to both tubes making up the front bumper of the kart. CIK Homologation logo must be present. If a CIK approved attachment is available for the nose in use, it may be utilized. It too must have a CIK Homologation logo and attach to the nose in method designed by the manufacture.
Steering / Drivers fairing (Standard Kart)	Width of 9.875" - 11.8125" (Chord width). 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 (Standard Kart)	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 waving 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.

C O N T R O L S

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.

S E A T

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" / Sportsman = 10" / Junior = 12" / Senior = 13"
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.
Driver position	Seat 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	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. 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. The Maximum seat angle will be measured at any point between 2" and 10" from the top edge of the seat. No measurements will 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.  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. Although the seats manufactured by NEK/JECKO do not meet the 28" length measurement, they are considered CIK seats and therefore legal for use.

M I S C E L L A N E O U S

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 during any scored session.
Oil Testing	Although no spec oil is specified for use, oil may not have any combustibile 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.

K A R T B A L L A S T

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 in 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.

F U E L S Y S T E M

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 may only located in the line between the tank and fuel pump.