



EVENT BRIEFING | SUPPLEMENTAL RULES | CLASS STRUCTURE

This year the Rock Island Grand Prix will be following [NKA Rules](#) (except where specified) which can be found at <https://www.nkaonline.com/> or through the link on the Competitors page of the Rock Island Grand Prix website. Rules as of August 1, 2022 will apply. If there is a conflict with the Supplemental Rules, the Supplemental Rule will be applied.

It is highly suggested you review all applicable sections of the NKA rules and regulations as they may have subtle differences from the rules that you compete under normally.

The race steering committee has the power to change, modify or regroup the race program in any way and at any time, which may include a reduction in the number of laps in a race.

QUESTIONS

If you have questions regarding registration, sponsorship, rules or technical questions, or the Rock Island Grand Prix in general, call the Grand Prix Office at (309) 292-8133 or email rockislandgrandprix@gmail.com

PRE ENTRY

All racers are asked to register by Friday, August 19, 2022. There will be a \$25 per entry penalty (i.e. \$150 instead of \$125) for registrations received after that date. Racers who enter AFTER 5 p.m., Thursday, Sept. 1, will pay a \$100 late fee (i.e. \$225 instead of \$125). No entries will be allowed after Heat races have been run.

PIT PARKING

Pit parking can be reserved via the entry form. Spots are 20x20. Premium spots are located in designated premium areas for \$60 per spot. All other spots are \$10.

NO CLASS CAPS

The organizing committee has elected to not put caps on classes. Practice and heat races will be adjusted as needed based on entries should the class be over 40. After August 1, refunds for drivers who withdraw will be reviewed on a case-by-case basis and generally refunds will NOT be given. Classes will only be canceled with agreement of all registered drivers.

EVENT CHECK IN

Pits will be open from 6-11 p.m. Friday night. Drivers arriving before 6 p.m. Friday should report to the Bally's Quad-Cities casino parking lot (Bally Blvd., Rock Island, IL 61201) and await pitting instructions (For GPS purposes, use 1724 Fourth Ave., Rock Island, IL as location of the track.). Registration will be open for check-in from 2-9 p.m. Friday at the Rock Island Holiday Inn one block from the track. Saturday check-in is from 7 a.m. to 8 a.m. at the Holiday Inn, Rock Island. All racers should check-in prior to entering the pit/paddock area.

PRE TECH

Pre-tech will be managed via the RIGP Pre-Tech Form, which will be available at Registration. You will fully complete and hand in this form when you come to the grid for your first practice. This will be done for each class you enter. Spot checks will be done throughout the event. You can review Pre Tech Standards in the NKA rules section 10.4.11.

PIT VEHICLES

Due to the confined and active nature of the pit area for the RIGP, no scooters, golf carts, bicycles, skateboards or roller blades (or similar) are allowed in the pit area. If found they will be impounded at the tech area until the completion of racing Sunday.

DRONES

No drones allowed over any portion of the race track during racing (Media allowed with prior approval) No warnings, no exceptions for safety and insurance reasons. If found they will be impounded at the tech area until the completion of racing Sunday.

SPEC TIRE

Hoosier Tire is the spec tire for the 2022 RIGP with the exception of all Vintage classes, for all official event sessions. With the exception of Vintage and Ignite, all race tires must be purchased through the event via the registration form. You may practice on your own tires that you supply, but with exception of Vintage and Ignite classes, all official sessions must be completed on race tires supplied by the event.

Each competitor (with exception of Vintage and Ignite) is required to purchase a minimum of one set of race tires which can be run in as many classes as you wish. Additional sets may be purchased for practice or if you are running multiple classes. Tires will be stamped and bar coded and assigned to the classes you enter at tire pick up.

All 206/100cc Classes: HOOSIER R60B 4.5/7.10-5 or 4.5/6.00-5

All Ignite Classes: HOOSIER R80 4.5/7.10-5

ALL Shifter Classes: HOOSIER R55 4.5/7.10-5

HOOSIER TIRE PICK UP

Your race tires will be available for pick up 6-10 p.m. Friday night, and first thing Saturday morning.

ENGINE SEALING

All Shifter and 100cc engines will be sealed with event supplied seals prior to the start of official sessions. Failure to seal is an automatic disqualification.

FUEL/OIL

Each 2 Cycle competitor must supply their own fuel and oil. All 206 competitors will purchase their fuel at the event.

Fuel and oil is specified in the Class Listing. Fuel will be tested at the discretion of tech officials. Fuel for 2 cycle classes will be tested with Digatron Meter set to minus -45 using Cyclohexane. Competitors' fuel must not exceed zero. 4 cycle fuel will be tested with Digatron meter and will be set relative to the spec fuel provided at the event. Tech officials will define tolerance allowed from baseline sample of spec fuel.

KING OF THE STREETS/KING OF THE ROCK

To enter in the King of the Streets, or one of two King of the Rock classes, you must enter a corresponding class. For example, to compete in the King of the Rock 206, you must enter another 206 class.

AWARDS

With the exception of the King classes, Each class will be competing for an official Rock, 2nd, and 3rd place trophies. King of the Streets, King of the Rock 206, and King of the Rock 100cc will compete for 1st place Rock trophy and the following pay-out;

King: \$1000

2nd: \$750

3rd: \$375

4th: \$225

5th: \$200

SUPPLEMENTAL REGULATIONS

Supplemental or event specific regulations are listed here, as well as standard NKA rules that are uniquely important. NKA specific rules will have their corresponding section number for easy reference

RAIN: Races will run rain or shine. It is at the discretion of the competitor to determine the use of dry or wet tires depending on track conditions. The Race Director retains the right to remove a driver whose tire choice may result in a dangerous situation. Rain tires are open manufacturer, and there is no limit to the number of sets.

DRIVING STANDARDS/PENALTIES: Penalties may be assessed for poor driving standards. These include Avoidable Contact, Blocking, and Passing Under Yellow. You can review definitions in the NKA rules section 10.6., and the specific penalties in NKA rules section 10.1.3.

PRE-GRID & POST-RACE TECH: On pre-grid, karts may be checked for any tech item. Examples of this are but not limited to, width, wheel size, tire type, fuel, oil & air box sniffed, clutch RPM, tire compliance, 4 visible numbers and final visual safety check. Tires will be marked after Heat Races. Use of tire warmers at any time will NOT be allowed.

EVENT FORMAT: Timed qualifying will be used in 3 King classes only. Other drivers will participate in a blind draw at Registration for Heat Race starting positions. Finishing Points and Passing Points will be awarded during Heat Races and combined will determine grid positions for the Sunday Final. Passing points will be determined by the difference between starting and finishing position. Ties in points will first be broken by grid position (lowest) and then by entry date. If a class has more than 40 entries, the class may be split for the heat race, with the top 20 in passing points moving on to the feature. No purse is paid for qualifying races.

SCALES: NKA rules section 10.9.9

NUMBERS: Numbers will be approved through the registration process. Numbers must be visible on all four sides of the kart. Numbers should be at least 5 inches tall with no shadowing, outlining, pin-striping, etc. allowed. Numbers must have a background of contrasting color to numbers on all 4 sides. **On-board cameras MUST NOT block number panels.** Rear number panels must be fastened so that they do not "sail" when the kart is in motion. Numbers will be a pre-tech item. Race officials may require you to change numbers to avoid duplication. Karts not running assigned numbers can be disqualified.

WEIGHTS: Individual class weights specified in the Class Listing below. Also see NKA rules section 10.4.10 for weight attachment requirements.

SAFETY: NKA rules section 10.4.6

TRANSPONDERS: Transponders are provided to assure accuracy in scoring and timing. Rental is \$35 for the weekend. If you own your own transponder, you may use it but must provide the number at registration and you are responsible for its operation. Transponders should be mounted 6-8 inches back from the front of the sidepod on either side, or no less than 9 inches to the rear of the centerline of the top of the kingpin to the leading edge of the transponder. There should be no metal between the transponder and the track surface. Drivers are responsible for returning rented transponder to race officials upon crossing scales. If you do not, you will be charged for it.

PROTESTS: NKA rules section 10.10.1

EVENT PRACTICE: Saturday practice rounds will be continuous 5 minute sessions. Sunday practice time may be limited depending on the number of class entries and qualifying races required.

CAMERA USAGE/GO-PRO: NKA rule section 20.1.1

BODYWORK/BUMPERS/SEATS/GENERAL CHASSIS: All classes except vintage will follow chassis rules found in NKA rule section 20.2 which requires CIK bodywork, full rear bumper and sit-up sprint seat. Approved CIK Homologated bodywork only - MUST have CIK homologation logo on bodywork.

Note: Bumper must be free of all sharp edges. Especially bolt studs that may cause damage to other competitors or plastic barriers surrounding the race track.

CHAIN GUARDS: An engine mounted chain guard must be present in all classes (Both 2-cycle & 4-cycle). No additional chain guard is required. Additional chain coverage is strongly recommended.

COMPETITION AGE: Ages for senior classes are age 15 and over. Age is determined by the driver's age on December 31, 2022 per NKA rule section 10.3.8. Masters ages are 35 for 206 and Ignite; 30 for Open Shifter Masters.

POST TECH REQUIREMENT: In all classes, after Finals top 5 finishers will be impounded. Teams should be prepared for teardown and have a crew member ready with tools to assist.

ENGINE CHANGES: If a competitor changes an engine after Heat Races, they will start at the back of the grid in the feature.

START PROCEDURE: We will have different starting procedures for specific classes:

- Gearbox (Shifter) classes will use a double file grid, standing start with one lap warm up.
- Vintage classes will have one warm up lap, double file grid and then a rolling start.
- King of The Rock classes will use a rolling start with a Start Zone.
- All other 4-cycle classes and non-gearbox 2-cycle classes, will have no warm up lap and will grid on front straight with positions staggered along both north and south curbs. Le Mans style standing start.

FLAGS: NKA rule section 10.8

Yellow Flag: Due to the nature of the track at Rock Island, the yellow flag is used in two different ways. A WAVING yellow means there is imminent danger in that corner. Racers should acknowledge, slow and hold their position. A HELD yellow means that potential danger lies in the NEXT corner. Drivers should continue racing until they see a waving yellow.

Red Flag: A race can be ruled official after a red flag if more than half of the laps have been completed. If two red flags occur in the same race, that race can be ruled official regardless of the number of laps completed.

Blue Flag: The blue flag will be shown to racers when they are about to be lapped by faster traffic. It may be shown at the flag stand or by one of the assistant race directors. When a racer receives the blue flag, he/she MUST acknowledge it with a hand signal, hold their racing line, and allow faster traffic to pass. Failure to do so will result in a penalty ranging from loss of position up to disqualification, at the discretion of the race director. If a driver flagrantly disregards the blue flag and fails to hold his/her line, or in the judgment of the race director becomes a problem on the track, they will be immediately black flagged. The faster, overtaking kart should make every effort to choose a racing line that will avoid lapped traffic. Failure to avoid a slower kart, which has acknowledged the blue flag and is holding its racing line, could result in a penalty assessed against the overtaking kart, up to and including disqualification at the discretion of the race director.

RACE CLASSES

100cc Senior & 100cc King of the Rock

RULES: The overall class will run NKA rules for the kart. Engine rules will be per Stars Championship Series rules on August 1 will be applied, via the corresponding mfg PDF's.

AGE: Ages 15 and up determined by age on Dec. 31, 2022.

WEIGHT:

IAME KA100: 360 lbs. (Per IAME East PDF)

VLR 100: 360 lbs. (Per ROK PDF)

Yamaha KT100 open pipe: 340 lbs. (WKA Rules apply)

FUEL: Sunoco 110, VP110 or C12 Gasoline fuel only – This fuel will NOT be sold at the track. Please plan to bring your own.

SPEC OIL: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Pre-Tech form.

Briggs & Stratton 206 Medium 1, Medium 2, Heavy 1, Heavy 2, Masters, & King of Rock 206

RULES: The overall class will run NKA rules for the kart. 2022 Briggs & Stratton 206 rules (including any amendments) with no exceptions.

AGE: Ages 15 and up determined by age on Dec. 31, 2022.

WEIGHT:

Medium 1/2: 360 lbs

Heavy 1/2: 390 lbs

King of Rock 206: 390 lbs

Masters: 390 lbs

FUEL: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.

WHEELS: 5" diameter wheels required. Wheel width is non-tech.

Shifter (KZ, 175 SSE, Rok, tuned & stock Honda} King of the Streets, Open Shifter, and Open Shifter Masters

RULES: Class will run under NKA Rules for the kart. Chassis and engine tech per Stars Championship Series, via the corresponding mfg PDF's. Engines allowed are: 125cc stock Honda, 125cc KZ CIK/FIA & 175 SSE engines (KZ engines stock 30mm Delorto carb only). Ignition boxes may be swapped at discretion of race officials.

AGE: Ages 15 and up determined by age Dec. 31, 2022 for KoS and Open Shifter. Ages 30 and up determined by age on Dec. 31, 2022 for Open Shifter Masters,

WEIGHT: KOS/Open Shifter

175cc SSE: 395 pounds (Per IAME East PDF)

KZ engines: 395 pounds (Per Engine MFG PDF)

Rok Shifter engine and tuned Honda: 385 pounds (Per Rok PDF)

Stock Honda: 375 pounds. (NKA Rules)

WEIGHT: Open Shifter Masters

175cc SSE: 410 pounds (Per IAME East PDF)

KZ engines: 410 pounds (Per Engine MFG PDF)

Rok Shifter engine and tuned Honda: 400 pounds (Per Rok PDF)

Stock Honda: 390 pounds. (NKA Rules)

FUEL: Sunoco 110, VP110 or C12 Gasoline fuel only – This fuel will NOT be sold at the track. Please plan to bring your own.

SPEC OIL: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Tech Passports at pre-tech.

Margay Ignite Senior Shootout 1 & 2

RULES: Margay Ignite Spec Class rules. Tires, wheels, clutch, clutch driver, engine, exhaust and chassis are all specified and may not be deviated from.

AGE: Ages 15 and up determined by age Dec. 31, 2022 .

CHASSIS: Margay Ignite K3

ENGINE: Briggs 206 Adult (2021 Briggs 206 Rules)

CLUTCH DRIVE GEAR: 19T is mandatory (#35 chain)

CARB SLIDE: Black OEM Unaltered

WEIGHT: 360 lb.

FUEL: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.

Margay Ignite Masters Shootout

RULES: Margay Ignite Spec Class rules. Tires, wheels, clutch, clutch driver, engine, exhaust and chassis are all specified and may not be deviated from.

AGE: Ages 35 and up determined by age on Dec. 31, 2022.

CHASSIS: Margay Ignite K3

ENGINE: Briggs 206 Adult (2021 Briggs 206 Rules)

CLUTCH DRIVE GEAR: 19T is mandatory (#35 chain)

CARB SLIDE: Black OEM Unaltered

WEIGHT: 370 lb.

Vintage Karts

RULES: This is a gentlemen's race. There will be no weighing and no tech. No gearboxes. No water-cooled engines. All karts must comply with 2022 Vintage Karting Association guidelines. Transponders are required. All karts will be lined up by speed with the fastest in front.

AGE: Ages 15 and up determined by age on Dec. 31, 2022.

CLASSES: Three classes have been specified for Vintage karts.

- 1) Yamaha Class: Sidewinder karts with single KT 100 piston port engines
- 2) Mac Class: All 80cc to 100 cc American fan cooled engines. Mac 101, WB 820, Stock 4 cycle Raptor OK. Single engine rear and single engine sidewinder engines
- 3) Open Class; All 100cc to 135cc foreign and American fan-cooled engines; all dual engine karts; Sidewinder/rear engines OK. All 4 cycle engines must use Briggs & Stratton 5 horsepower flathead blocks

TIRES: Open tire brands and compounds. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final.

Yamaha Can Heavy

Rules: Classes will run NKA rules. Yamaha KT100 engines only. See Section 3--2 for KT100 engine standards. Old-style Yamaha cylinders are NOT legal.

Age: Ages 15 and up determined by age on Dec. 31, 2022.

Weight: 360 pounds.

Exhaust: RLV SSX-V (4 hole) Can muffler. Airboxes required.

Fuel: Sunoco 110 Octane Gasoline Spec fuel – This fuel will NOT be sold at the track. Please plan to bring your own.

Spec Oil: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Tech Passports at pre-tech.

Tires: Only 5-inch wheels and tires. Hoosier R60B Tires are required in this class. Tire sizes must be 4.5/10.0-5 R60B front; 7.1/11.0-5 R60B rear. Tires are available for purchase through the Rock Island Grand Prix registration.

Bodywork: CIK bodywork only

KT100 Pressure / Vacuum Testing For Leakage:

Testing may be performed to insure extra air is not being pulled into the engine for a performance gain. Any means to bypass the intent of the class rules is illegal. Both pressure and vacuum tests may be performed -- engine must hold 5 psi for 60 seconds and/or 5 HG of vacuum for 60 seconds.

KT100 Blowdown checking procedure for Yamaha engines -

- 1 -- By a careful visual inspection (light check) , identify the highest exhaust port and the highest intake port.
- 2 -- Using the Lad tool, zero the dial indicator on the highest exhaust port, taking care to hold the shaft of the tool against the cylinder wall.
- 3 -- Roll the crankshaft backwards (.500" on the dial indicator)
- 4 -- Insert the Lad tool into the highest transfer port, holding the shaft of the tool against the cylinder wall.
- 5 -- Roll the crankshaft forward until the piston stops on the LAD tool and note the value.
- 6 -- The value must be between .390" and .420" to be considered legal
- 7 -- Engine to be checked as raced