



## **EVENT BRIEFING | SUPPLEMENTAL RULES | CLASS STRUCTURE**

This year the Rock Island Grand Prix will be following [NKA Rules](https://www.nkaonline.com/) (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, 2024 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](mailto:rockislandgrandprix@gmail.com)

### **PRE ENTRY**

All racers are asked to register by Friday, August 16, 2024. There will be a \$25 per entry penalty (i.e. \$155 instead of \$130; \$105 instead of \$80 for Vintage) for registrations received after that date. Racers who enter AFTER 5 p.m., Thursday, August 31, will pay a \$100 late fee (i.e. \$230 instead of \$130). No entries will be allowed after Heat races have been run.

### **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.

### **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. If a class doesn't have enough entries to compete by Monday, August 19, it may be dropped.

#### **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.

#### **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.

#### **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.

#### **AWARDS**

With the exception of the King classes, each class will be competing for an official Rock, 2nd, and 3rd place trophies.

King classes are the only classes to receive cash payout. Payouts for winners of the 3 King classes are \$1,000 for first, \$500 for second and \$250 for third. Additional awards may be added depending on the number of entries in the class.

# 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

**SAFETY:** NKA rules section 10.4.6

**COMPETITION AGE:** Ages for senior classes are age 15 and over. Age for Junior class is age 12-15. Racers entered in the Junior class cannot enter the adult classes during their option year. Age is determined by the driver's age on December 31, 2024 per NKA rule section 10.3.8. Masters ages are 35 for 206 and Ignite; 30 for Open Shifter Masters.

**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 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.

**PRE-GRID:** 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, engine compliance, tire compliance, 4 visible numbers and final visual safety check. Tires will be marked after Heat Races. Tire warmers are not permitted anywhere on the premises. Competitors may use a heat gun/scrapper to clean tires if they choose, but tires must be at an ambient temperature before entering the starting grid.

**POST TECH REQUIREMENT:** In all classes, after qualifying, heats or features, top finishers may be impounded for tech inspection. Teams should be prepared for teardown and have a crew member ready with tools to assist.

**PROTESTS:** NKA rules section 10.10.1

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

**SCALES:** NKA rules section 10.9.9

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

**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-stripping, etc. allowed. Numbers must have a background of contrasting color to numbers on all 4 sides. 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.

**SPEC TIRE:** Hoosier Tire is the spec tire for all 4-cycle (Briggs 206) classes. In 100cc 2-cycle and shifter classes either Hoosier or MG Tires has been specified as an approved spec tire. See class sections below for specific tire sizes and compounds allowed. Tires can 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/or bar coded and assigned to the classes you enter at tire pick up. A very limited number of extra tires will be available on race weekend, so please order your tires when you register.

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

**TIRE PREP:** Tire prep is strictly forbidden. This includes any chemical or liquid being applied to the tire other than soap or water. 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.

**ENGINE SEALING:** Tech inspectors will at their discretion seal any portion of the engine with marking paint after Qualifying. If repairs are needed with 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.

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

**FUEL/OIL:** Fuel will be tested at the discretion of tech officials. Fuel and oil is specified in the Class Listing.

Each 2 Cycle competitor must supply their own fuel and oil. Fuel for 2 cycle classes will be tested with Digatron Meter set to minus -45 using Cyclohexane. Competitors' fuel must not exceed zero.

All 4-cycle competitors (Briggs 206 classes) will purchase their fuel at the event from the fuel trailer. 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 the baseline sample of spec fuel. **NO PERFORMANCE ENHANCING ADDITIVES ALLOW IN ENGINE OIL.**

**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.

**CAMERA USAGE/GO-PRO:** NKA rule section 20.1.1 On-board cameras **MUST NOT** block number panels.

**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.

**EVENT FORMAT:** All classes will have timed qualifying. Qualifying will determine the starting position for Saturday heat race. Finishing position during Saturday Heat Races and will determine grid positions for the Sunday Final. No purse is paid for qualifying or heat races.

**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.

**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. Penalties can and will be imposed for incidents that occur in practice.

**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 street curbs. Race officials will decide whether both curbs or just one will be used based on entries. 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.

**Black Flag – This year increased emphasis is being placed on safe and sportsmanlike driving. Black Flag - Rolled** The black flag may be used to warn a driver that potentially poor sportsmanship on track has been noted, and they are to revise their tactics or be issued an infraction for the next occurrence. A rolled black flag does not mean the driver is to exit the course. **Black Flag – Waived:** This flag indicates you are being removed from the course immediately for a number of potential reasons. A driver has a maximum of two laps to adhere to this flag. **Black Flag w/ Orange Dot:** This flag is specifically meant to warn a driver of a serious mechanical issue with their vehicle. They are to exit the track with caution immediately. **Checkered & Black Flags:** Signifies the end of the racing event. The addition of the black flag, if the event officials decide to utilize it, signifies the top 5 in the race is under protest or official review.

**UN-SPORTSMANLIKE DRIVING:** Any actions taken by a competitor whether intentional or not that race officials determine are of an unsportsmanlike nature will be met with harsh penalties. These actions include but are not limited to, bumping, pushing or steering into other drivers.

**REQUIREMENTS TO COMPLETE A PASS (ROOM TO RACE):** 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. Intentionally making a driver lift or be forced off track is not an acceptable strategy and will be met with penalties if observed by officials. A competitor being overtaken also has the responsibility to allow "room to race" if the passing competitor's momentum on corner exit is sufficient enough to complete the maneuver by corner exit. RIGP does not have an established "point" in which a kart being passed is required to yield. If it is reasonable to assume that a kart passing on the inside was far enough ahead at corner exit that the kart being passed had no realistic chance at retaking the position in that corner and was no longer in the passing driver's field of vision; the kart being passed has the responsibility to yield the position. At the same time, the passing driver must leave space for the driver they are passing if they are unsure they are clear of the kart.

Officiating this will always be a judgment call. If officials believe a driver had the opportunity to avoid an incident but choose not to in order to invoke a penalty, that too will weigh into determining fault of an incident. Officials will always error on the side of safety when determining if a penalty should be called. Overly aggressive driving will not be tolerated, and habitual offenders will receive harsher penalties.

**BLOCKING:** Blocking is intentionally and/or repeatedly positioning a kart in an erratic fashion so that it physically impedes the progress or momentum of another kart. Drivers are permitted to make one move to defend their position while entering a corner, but it must be done without making contact with the attacking kart or causing that driver to change their line to avoid contact. A defending driver may choose to move out to setup for the upcoming corner even after making a defensive move, but must give a full karts width space to the outside at corner entry. "Draft breaking" (moving to the inside lane of a straightaway and then returning to the outside before the corner) is not blocking so long as the entire maneuver is completed without causing contact or forcing others to take evasive action. "Breaking the draft" is considered a defensive move, and additional defensive maneuvers before the corner will be considered blocking. Blocking may result in the loss of position(s) via post-race penalty. Running a defensive line is not blocking, but race officials may elect to penalize any drivers involved including the defending one if an incident results from driving an overly defensive line.

Race officials reserve the right to use discretion and impose penalties as required for rough driving and unsportsmanlike actions on or off the race track. This may include but is not limited to grid penalties, docking positions or disqualification from the event.

# RACE CLASS STRUCTURE

- **BRIGGS 206 CLASS RULES:**
  - CHASSIS: The overall class will run NKA rules for the kart.
  - ENGINE: 2024 Briggs & Stratton 206 rules (including any amendments)
  - FUEL: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.
  - WHEELS: 5" diameter wheels required. Wheel width is non-tech.
  - TIRES: HOOSIER R60B 4.5/7.10-5 or 4.5/6.00-5
  
  - **Briggs & Stratton 206 Junior**
    - i. Ages 12-15 determined by age on Dec. 31, 2024.
    - ii. Weight - 320 lbs.
  - **Briggs & Stratton 206 Light**
    - i. Ages 15 & Up determined by age Dec. 31, 2024.
    - ii. Weight - 350 lbs.
  - **Briggs & Stratton 206 Medium 1, Medium 2**
    - i. Ages 15 & Up determined by age on Dec. 31, 2024.
    - ii. Weight - 370 lbs.
  - **Briggs & Stratton 206 Heavy 1, Heavy 2**
    - i. Ages 15 & Up determined by age on Dec. 31, 2024.
    - ii. Weight - 390 lbs.
  - **King of Rock 206**
    - i. Ages 15 & Up determined by age on Dec. 31, 2024.
    - ii. Weight - 370 lbs.
  - **Briggs & Stratton 206 Masters**
    - i. Age: 35 and up determined by age on Dec. 31, 2024.
    - ii. Weight - 390 lbs.
  
- **MARGAY IGNITE 206 CLASS RULES:**
  - Margay Ignite Class rules. Tires, wheels, clutch, clutch driver, engine, exhaust and chassis are all specified and may not be deviated from. (Requires Ignite K3 Chassis)
  - ENGINE: 2024 Briggs & Stratton 206 rules (including any amendments)
  - FUEL: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.
  - CLUTCH DRIVE GEAR: 19T is mandatory (#35 chain)
  - TIRES: All Ignite Classes: HOOSIER R80 4.5/7.10-5
    - i. Does NOT require purchase of tires from RIGP for these classes
  
  - **Margay Ignite Senior Shootout 1 & 2**
    - i. Ages 15 & Up determined by age on Dec. 31, 2024.
    - ii. Weight - 360 lbs.
  - **Margay Ignite Masters Shootout**
    - i. Age: 35 and up determined by age on Dec. 31, 2024.
    - ii. Weight - 370 lbs.
  
- **OTHER SUPPLEMENTAL RULES FOR ALL IGNITE & BRIGGS 206 CLASSES:**
  - **CAMSHAFT CHECK:** In addition to the various cam profile checks specified in the Briggs & Stratton rule set, Tech inspectors will verify that the intake lobe center is between 105°-107°. Any camshaft measuring outside of this specification will result in disqualification and confiscation of the short block for further inspection. If further inspection finds evidence of tampering with sealed components in the short block and/or an obvious attempt to circumvent the rules, suspensions may also be issued post-race.
  - **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).

- **NON-GEARBOX TWO CYCLE CLASSES**

- RULES: The overall class will run NKA rules for the kart. Engine rules per NKA & Stars Championship Series rules on August 1 will be applied, via the corresponding mfg PDF's.
- FUEL & OIL: 2-cycle fuel/oil must pass meter zeroed in cyclohexane @ -45. Fuel will be tested with Digatron Meter set to minus -45 using Cyclohexane. Competitors' fuel must not exceed zero. - No specific fuel is required. Example fuels for this class would be Sunnoco or VP fuel at 98 or 110 octane mixed with two cycle oil. **This fuel will NOT be sold at the track. Please plan to bring your own.**

- **100cc Senior & 100cc King of the Rock**

- i. Ages 15 & Up determined by age on Dec. 31, 2024.
- ii. TIRES: 100cc Classes: Hoosier R60B 4.5/7.10-5 **OR** Hoosier R60B 4.5/6.00-5 **OR** MG Reds (SH2) 4.6/7.10.
- iii. 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)

- **Yamaha KT100 4-Hole Can Heavy**

- i. Ages 15 & Up determined by age on Dec. 31, 2024.
- ii. TIRES: Hoosier R60B 4.5/7.10-5 **OR** Hoosier R60B 4.5/6.00-5 **OR** MG Reds (SH2) 4.6/7.10.
- iii. Weight - 360 lbs.
- iv. Exhaust: RLV SSX-V (4 hole) Can muffler. Airboxes required.
- v. Old Style Yamaha Cylinders are NOT legal - Must use a 787 casting number.
- vi. **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



- **GEARBOX CLASSES - 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.
  - FUEL: 98, 110 or C12 Gasoline fuel only – **This fuel will NOT be sold at the track. Please plan to bring your own.**
  - SPEC OIL: 5 spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers to declare an oil and ratio at tech
  - TIRES: ALL Shifter classes: Hoosier R55 4.5/7.10-5 **OR** MG Yellow (SM2) 4.6/7.10.
  - **Rok and Honda entries will run with other entries and score in both the Open Shifter and Rok/Honda race classes. They may also enter KOS and Open Shifter Masters at specified weights.**
  - **King Of The Streets (KOS) & Open Shifter**
    - i. Ages 15 & Up determined by age on Dec. 31, 2024.
    - ii. Weight -
      - 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)
  - **Open Shifter Masters**
    - i. Ages 30 and up determined by age on Dec. 31, 2024
    - ii. Weight -
      - 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)
- **VINTAGE CLASSES**
  - **RULES:** Vintage Karting Association (VKA) 2024 Rules & Guidelines apply. This is a gentlemen's race. There will be no weighing and no tech. No gearboxes. No water-cooled engines. Transponders are required. All karts will be lined up by speed with the fastest in front. Karts can be teched if needed.
  - **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.
  - **AGE:** Ages 15 and up determined by age on Dec. 31, 2024.
  - **CLASSES:** Three classes have been specified for Vintage karts:
    - i. **Yamaha Class:** Sidewinder karts with single KT 100 piston port engines. All Karts and engines must comply with 2024 Vintage Karting Association guidelines
    - ii. **Mac Class:** All 80cc to 100 cc American fan cooled engines. Mac 101 and West Bend 820, OK. Vintage dry clutch and box mufflers only. Stock 4 cycle Raptor OK. Single engine rear and single engine sidewinder engines only. All karts and engines must comply with 2024 Vintage Karting Association guidelines
    - iii. **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. All 2 cycle engines must comply with 2024 Vintage Karting Association