



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 Event Guide of the Xtream Rock Island Grand Prix website. Rules as of August 1, 2025 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 15, 2025. There will be a \$25 per entry penalty (i.e. \$185 instead of \$160; \$105 instead of \$80 for Vintage) for registrations received after that date. Racers who enter AFTER 5 p.m., Thursday, August 29, will pay a \$100 late fee (i.e. \$260 instead of \$160). 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 18, 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 \$100 per spot. All other spots are \$25.

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 and because we are less than one mile from a military base. 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 (or fewer) 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 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-striping, 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: This year drivers are NOT required to purchase tires through registration. However specific tires have been specified for each class. See class sections below for specific tire brands, sizes and compounds allowed. Racers are required to utilize the same set of tires for all competition events associated with each class entered (Qualifying, Heat race, Feature). Tires will be marked after the first Qualifier or Heat Race (Whichever comes first). This rule does not apply to practices or 125 shifter classes.

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 Final. No purse is paid for qualifying or heat races. [Several classes will have Saturday only Feature.](#)

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.
- All 4-cycle Briggs and Ignite classes will use a double file grid, standing start.
- Vintage and 100cc classes will have one warm up lap, double file grid and then a rolling start with a Start Zone
- King of The Streets/Rock classes will use the same starts as their same engine classes.

STARTING RULES

- The practice of weaving to warm up tires during the rolling lap is permitted
- From the moment the Grid Marshall releases the karts onto the track the racers are under the Starter's control.
- Racers cannot use their body to pull or push a tire forward during the start

Rolling Starts

Drivers will complete 1 rolling lap before the Start signal is given. During rolling laps yellow flags will be shown. A driver must maintain their grid position until a start signal is given. Failure will result in a penalty.

A driver who has lost their position will be given the chance to regain position only if their actions do not impede other drivers. If the driver tries to start ahead of the field, they will be black flagged

After passing Turn 4 (right hander), if not before, the driver on the pole must slow down and maintain a constant speed. From this point on the field must form up in two lines. The speed shall be constant until the pole sitter reaches the start zone which is defined by Turn 6 to the Starting line. No driver should pass the pole sitter before the Starting line. There will be no acceleration cones or points set, just the Starting line and starter.

The Starter will give the start signal only if satisfied with the formation and speed of the karts. Drivers can accelerate only after the Start signal is given. If a driver has been significantly impeded by the actions of another driver, Starter can wave off the start and allow the impeded driver to regain position. If a driver(s) violates starting procedures and officials decide to go green on the race anyway, the offending driver(s) may receive a post-race penalty of 2 positions.

The outside pole setter must not cross the Start/Finish line before the pole setter. If officials believe a jump start occurs, it will be verified with Timing and Scoring before a penalty is issued. If needed, additional formation laps may be deducted from the race total at the discretion of the race director.

When 2 or more classes are competing on the track together, the theoretically slower class will form at the rear of the grid behind the fast one. Should a driver in any subsequent class not comply with the rolling lap procedure, they will receive a blue flag and a 10 second time penalty at the conclusion of the race.

Standing Starts

Karts will pull into their grid position as indicated by an official. When the field is set, and karts are stationary, the flagman will move to the side of the track and raise the green flag indicating a start is imminent. The kart must be stationary, square in the grid box and with the front tires behind the driver's allocated grid lines when the Start signal is given.

If a driver is unable to Start, they must remain in the Kart and immediately notify the Starter of this situation. The Starter will decide whether to Start, delay or abort the Start of the Race and add another rolling lap. If the race has been Started, the driver will be allowed to join the race.

Single File Restarts

If there is a need for a restart, for example after a Red flag, karts will be lined up nose to tail on the starting grid according to Scoring based on the last lap completed. The lead kart will choose the line for one rolling lap and the rolling start procedure will be used.

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.

UNSPORTSMANLIKE 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 err 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: 2025 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 COMPOUNDS ALLOWED: Hoosier R60B; MG Red SH2; VEGA VAH; LEVANTO 4T; EVINCO Blue
- FRONT TIRE SIZES ALLOWED: 10 x 4.50 - 5 or 10 x 4.60 - 5
- REAR TIRE SIZES ALLOWED: 11 x 6.00 - 5 or 11 x 7.10 - 5
- **Briggs & Stratton 206 Light**
 - i. Ages 15 & Up determined by age Dec. 31, 2025.
 - ii. Weight - 350 lbs.
- **Briggs & Stratton 206 Medium 1, Medium 2**
 - i. Ages 15 & Up determined by age on Dec. 31, 2025.
 - ii. Weight - 370 lbs.
- **Briggs & Stratton 206 Heavy 1, Heavy 2**
 - i. Ages 15 & Up determined by age on Dec. 31, 2025.
 - ii. Weight - 390 lbs.
- **King of Rock 206**
 - i. Ages 15 & Up determined by age on Dec. 31, 2025.
 - ii. Weight - 370 lbs.
- **Briggs & Stratton 206 Masters**
 - i. Age: 35 and up determined by age on Dec. 31, 2025.
 - 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: 2025 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: HOOSIER R80 4.5/7.10-5
- **Margay Ignite Senior Shootout 1 & 2**
 - i. Ages 15 & Up determined by age on Dec. 31, 2025.
 - ii. Weight - 360 lbs.
- **Margay Ignite Masters Shootout**
 - i. Age: 35 and up determined by age on Dec. 31, 2025.
 - 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).

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- **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 Sunoco 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, 2025.
 - ii. TIRES COMPOUNDS ALLOWED: Hoosier R60B; MG Red SH2; VEGA VAH; LEVANTO 4T; EVINCO Blue
 - iii. FRONT TIRE SIZES ALLOWED: 10 x 4.50 - 5 or 10 x 4.60 - 5
 - iv. REAR TIRE SIZES ALLOWED: 11 x 6.00 - 5 or 11 x 7.10 - 5
 - v. 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)

MARGAY IGNITE 100cc CLASSES

- Margay Ignite 100 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: 100cc VLR per Margay rules (including any amendments)
- FUEL & OIL: 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. - **Ignite 100 Rules require VP C12 fuel with Redline 2-cycle oil.** See Ignite rulebook for details. - **This fuel will NOT be sold at the track. Please plan to bring your own.**
- **CLUTCH DRIVE GEAR: 10T is mandatory (#219 chain)**
 TIRES: HOOSIER R70 4.5/7.10-5
 WEIGHT:
Margay Ignite 100cc Senior
 - i. Ages 15 & Up determined by age on Dec. 31, 2025.
 - ii. Weight - 360 lbs.
- **Margay Ignite 100cc Masters**
 - i. Age: 35 and up determined by age on Dec. 31, 2025.
 - ii. Weight - 380 lbs.

- **GEARBOX CLASSES - Shifter (KZ, 175 SSE, Rok, tuned & stock Honda, Yamaha FX125) King of the Streets, Open Shifter, 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](#); [Levanto KRT](#), [Vega XHE Green](#) [Evinco SKM Red](#)
 - **King Of The Streets (KOS) & Open Shifter**
 - i. Ages 15 & Up determined by age on Dec. 31, 2025.
 - 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)
 - [Yamaha FZ125: 375 pounds. \(NKA Rules\)](#)
 - **Open Shifter Masters**
 - i. Ages 30 and up determined by age on Dec. 31, 2025
 - 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)
 - [Yamaha FZ125: 390 pounds. \(NKA Rules\)](#)

80cc Shifter

- Run per SIRA Rules
- Ages 15 and up determined by age December 31, 2025
- Minimum weight: 385 without front brakes / 395 with front brakes
Stock mx engine consists of yz/rm/kx/cr 80 – 85 cc engine with air box.
- Stock ignition up to 2004 NO programmable ignition boxes. All other ignition components must remain stock.
- Stock Carb: Mikuni TM28, Kehein PE28, Kehein PE68, Keihin PWK28 Max carburetor diameter is 28.6 mm. pump around carb is permitted. Open reed cage.
- OEM stock head, cylinder, piston, rod, etc. up to 85cc. Exception: The Yamaha case can be modified for updating the oil/crankcase breather system
- Comparable aftermarket parts are allowed where OEM parts are unavailable (excluding any performance enhancing parts)
- Cylinder head porting is open spec. Adding or deleting ports is prohibited. Re-nikasil is allowed. Re-sleeving is allowed to standard bore of 47.5mm. Minimum CCV volume is 7.8cc, checked using lad tool. Billet heads are not permitted.
- Pipe/expansion chamber, stinger, and silencer are open spec. No on track adjustable exhaust.
- KZ80 has a solid "homologation" type sheet that's easy to check things against.

- **VINTAGE CLASSES**

- **RULES:** Vintage Karting Association (VKA) 2025 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, 2025.
- **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 2025 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 2025 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 2025 Vintage Karting Association