

2025 Rules and Tech Manual

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Cup Karts North America (CKNA) 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 competitor's / handler's 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; 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 driver's meeting by the Race Director, or in writing via each event's 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 shortcoming 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 seen as an attempt to circumvent these rules, supplemental rules or the spirit and intent of the series will be met with penalties, disqualifications, or suspensions.

Conduct:

On track: Drivers are required to conduct themselves in as safe a manner 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 this penalty includes disqualification for the day, it will be a non-droppable disqualification. 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, CKNA will involve local law enforcement 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 manner. This standard extends throughout the weekend, even when away from the track. All parties are expected to be respectful and law abiding. This includes hotels, restaurants etc. Failure to follow these guidelines will result in expulsion from current and potential future events. A driver may also be 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 manner online. Disagreements from current or past events should not be aired out online, as it potentially portrays the series and sport in a negative manner. Furthermore, complaints or disagreements with sponsors, our host tracks or the series itself must be handled in 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 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.

Safety Gear:

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	12/31/2025	24.1/2015 (Youth)	12/31/2025
M 2015	12/31/2025	31.1 or 41.1 /2015	12/31/2025
CMR/S 2016 (Youth)	12/31/2026	24.1/2021 (Youth)	12/31/2030
SA 2020	12/31/2030	31.1 or 41.1 /2020	12/31/2030
M 2020	12/31/2030		

* 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.

Driver Requirements:

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 actual age **anytime between the dates of the first (1/2/2025) and last race (9/28/2025) on the official CKNA schedule for the current racing season.** In the event a race is held outside of the calendar year for the current race season, it's date will still be used when determining a driver's competition age.

***Effective for 2026 season:** A drivers age will be determined by the drivers legal age on January 1st of the racing season. Kid Kart drivers will not be eligible until they have legally turned 5 years old, regardless of their age on the aforementioned date.

Age Waiver Requests: Guardians may request permission of series officials prior to an event for an age ~~one year (365 day)~~ waiver for their driver in order to stay in a class for **one** extra year, or to move up **one year** early. This waiver is not available to a competitor attempting to reach the minimum competition age for Kid Karts.

Be prepared to provide valid reasons and evidence to support these reasons. **Age waivers will only be considered in rare or extreme circumstances.** Requests must also include the driver's legal age, current weight, height as well as a detailed account of the amount of ballast present on their kart to make weight in their current class. Requests that are not significantly related to a driver's weight or size will have far less likelihood of being accepted. Drivers cannot move back down to a younger category after moving up. Drivers in restricted classes are limited to one competition class only.

Regardless of a competitor's class, CKNA officials reserve the right to request legal documentation of any driver's 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 (and legal guardian where appropriate) the individual must pay all necessary fees and sign all waivers of liability. A legal entrant may only enter once per class, and in restricted classes may only enter into one class per event. Only Legal Entrant's may practice on race day.

Relief Drivers: Relief drivers are not permitted at CKNA events.

Practice Ban: Drivers are prohibited from practicing at the facility where 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.

Late Entry: **No entries will be allowed to register once the qualifying session has begun for the class. At Divisional events where both days are scored separately, a competitor may sign up for the second day of competition up until the second day's qualifying session in their intended class has begun.**

Refused Entry: CKNA reserves the right to refuse entry to any driver. In the event a driver's entry is refused, any money paid for that event will be refunded via the method in which they paid.

Practice procedures:

Practice sessions: Practice order and length will be posted in each event's **schedule**/supplemental rules. Competitors practicing out of class will be subject to exclusion from future sessions. In the event race officials determine too many karts are registered for a class, practice groups will be assigned by event organizers.

Grid Order for practice: Officials may enforce a practice grid order based on series points standings, previous days results, registration order or a combination there of. 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 the **most recent version of the "Pre-Tech form"** to tech inspectors prior to taking part in **Happy Hour (or the final round of practice if an official "Happy Hour" session is not declared).** Correct kart numbers are a pre-tech item, and inspectors have been instructed not to pass any kart displaying incorrect or incomplete kart numbers. Passing pre-race inspection does not imply or guarantee any level of safety, nor does it alleviate any potential post-race technical disqualifications.

Pre-Race Procedures:

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.

Timeliness: Competitors must be on time for their scheduled sessions. The Grid Marshal has the discretion to hold the field for a reasonable amount to aid a tardy competitor if the schedule allows. This is not guaranteed.

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 (crisscross forward) to fill the vacant spot. **At the discretion of the Race Director and/or Grid Marshal, the decision may be made to advance drivers forward in the interests of keeping the event on schedule.**

Line-up changes: **It is a competitors responsibility to verify their correct starting position on the grid sheets prior to each race. If a competitor fails to notify officials of an error at least 30 minutes prior to the class's scheduled race time, they will not have the opportunity to have the error corrected.**

90 second rule: If any competitors who was on time with their kart and ready to go on track has an issue that prevents them from proceeding when the Grid Master is ready to release karts, the Grid Master will begin the 90 second clock. Once the 90 second time limit expires, gridded drivers who are ready to proceed will advance grid position (straight forward) while entering the track to fill any spots left open by the dropped competitor(s). Once the last kart enters the racing surface, the grid is closed to any additional competitors. At the discretion of the Race Director and/or Grid Master, A competitor may be allowed to join after the field has left the grid only if Officials believe they can easily catch the field prior to the last corner before the starting line. If allowed, the competitors joining late will be required to start in formation at the end of the longest line.

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 drivers 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 in formation and take the green immediately upon reaching the starter.

If the start/finish line is located where this procedure 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 steady speed. This speed will be set by the pole setter and must be maintained steadily once they have entered the tram lines until the green flag is displayed. There will be no acceleration cones or points set. 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 a competitor falls out of formation, their spot remains open for the start. Competitors have until the turn prior to the starting area to regain their earned starting position. If not possible, they will unfortunately have to reform at the back. If the start is waived off, the competitor will have a 2nd opportunity to regain their starting position.

The green flag will not be displayed if race officials determine the field was going too fast. **If the field does not receive the Green flag, the field will proceed on the full track configuration (unless otherwise stated by the race director) for the next attempt.**

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 accessed. 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~~ **fall back two rows, and those 2 drivers immediately behind will advance forward one row each** ~~with the driver behind them~~ before a third attempt is made. **This will be indicated by a corner marshal signaling with a black flag to that driver.**

If no driver is specifically identified, both karts in the front row will **fall back two rows to 5th and 6th starting positions** ~~swap positions with the second row~~ before a third attempt is made. **Failure to adhere to officials on-track directions regarding starting penalties will result in immediate disqualification.** Furthermore, 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.

Jumped Starts: 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. The only time this will be excused is when officials plainly see the pole setter reducing speed in an attempt to incite a penalty. Jumped starts are not eligible for requests for review, whether to reverse a penalty or to call one that was not initiated by officials. Transponders will always over-ride any Official's visual opinion of a jump start, unless an official Start/Finish camera is utilized at the event.

Multiple No-starts: Race officials will begin deducting laps from the length of the race beginning with the second failed start.

Kid Kart Starting Procedures: Parents/handlers will form their starting lineup on the hot grid, and then walk with their karts directly to the racetrack when signaled. Specific instructions will be provided by the Race Director for each event. The drivers will take a short rolling start towards the start finish line from there.

Tram Lines: Although the green flag starts the race for the entire field, drivers are required to remain in formation within the tram lines until they cross the starting line. Drivers may not go outside of the tramlines until the front of their kart has passed the starting line. Penalties will be assessed if a driver's tire(s) are outside the lines. Any portion of the tire touching the line will be deemed compliant with the rule. 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, and officials will only issue a tram line violation if a driver's kart is more than halfway outside of the first kart in that row. Whenever possible, officials will use video to enforce tram line starting procedures. *(See diagrams on page 16)*

Kart damage: Karts receiving damage during a race may be black flagged for safety reasons. Bodywork and bumpers that begin dragging on the track will not be black flagged unless race officials determine **reasonably believe** 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 or broken in any way will be deemed unsafe. Officials will always error on the side of safety when making these determinations.

Injured Drivers: In the event of an injury on the track, race officials will determine if/when to stop the race. All spectators must remain in the pit area. Once officials deem the situation under control, officials will escort the parents/spouse/mechanic to their injured driver to render assistance if they choose.

Having additional people on the track while karts are still moving is a major safety concern. Entering the racing area prior to receiving permission from race officials will result in disciplinary action.

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 carried out 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 we're 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. As a guide; races that have not completed at least 50% of the scheduled laps or had a stoppage of less than 10 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~~ required 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 **Once** mandatory rain tire conditions are called for, racers will be given a minimum of 20 minutes to install rain tires before racing resumes. 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 **scored** sessions **including Qualifying**. Strategically choosing to sit out a scored session, **or arriving late to the event** ~~may~~ **will** 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 grid 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, they will receive a 5-finishing position post-race penalty in the feature race.

Transponder Placement: ~~Transponders should be mounted with clear site to the ground and must be located no less than 9" behind the centerline of the king pin.~~ Transponder must be mounted on the back of the seat, with no obstructions between it and the racing surface. The bottom edge of the transponder must be 7.5" to 10" from the ground. Racers with transponders mounted incorrectly may not receive assistance from officials in the event of a timing error. Transponders will always over-ride any Official's visual opinion of a photo finish, unless an official Start/Finish camera is utilized at the event or as the result of an official request for review via competitor supplied footage.

Transponder Failure: In the event of a missing or failed transponder in "Happy Hour" or Qualifying, a competitor may submit their lap times from their onboard datalogger. Race officials will count the second fastest true lap time recorded. 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 and may use testimony from other racers or video if available to verify positions at their discretion.

A racer that did not test their transponder by using it in a practice or warm up session to verify it was recorded by timing and scoring via RaceMonitor, Speedhive or RaceHero will not be eligible for this courtesy.

Post-race:

Scales: All karts will be required to weigh in after each race. Nobody from the pit area is allowed in the scale area. 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 or for Kid Kart competitors after the express permission from the scale official.

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 under weight, 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.

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

Loose or missing components: Karts will be weighed as they complete 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.

The loss of a wheel or ballast will result in additional penalties. (See "Penalty Guidelines")

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 a heat race, the kart is only disqualified for that race. If an infraction is found after the final race, the disqualification is for the entire day.

Driving Standards:

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.

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. CKNA 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 judgement 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.

Defensive Swerving: A defensive swerve or "euro swerve" is defined as a rapid change in racing line which influences another driver's ability to maintain position alongside the offending driver. A defensive swerve is considered an aggressive and dangerous maneuver and will result in disqualification from the session. Changing lines to "break a draft" is not defined as swerving, so long as the other competitor(s) did not have to take evasive action due to the change in racing line to avoid contact.

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.

Team Driving: Competitors are required to run their own race. There is no requirement for a competitor to attempt a pass. If a competitor chooses to follow another racer's chosen line, that is their choice. However, accomplishing this with overly defensive driving/blocking of other competitors will result in the offending driver receiving a penalty or disqualification. Officials also have the discretion to penalize additional drivers who directly benefited from another's competitor's overly defensive driving/blocking.

CKNA WILL NOT entertain requests for review, protests or any other type of complaints about drivers working together on track. Officials have been specifically instructed what to look for and will act accordingly.

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.

If at any time a competitor leaves the racing area (as defined by the track, fencing and barriers), they may not re-enter the track to resume a session. The pit area, Hot Grid and Scale area are not a part of the racing area.

Penalty Guidelines:

Below are the standard penalties and how they are assessed. However, our officials are given the guidance that, "the punishment should fit the crime". This means that the race director has full authority to adjust the severity of any penalty to fit that guidance.

Contact and Driving Infractions: At a minimum, penalties 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. Officials ~~may~~ will also add an additional 2 positions to this penalty to further deter the behavior. However, contact does not always result in a change of position. Therefore, officials may also penalize a driver for contact that did not result in a change of position as well. This penalty will be a minimum of 2 positions.

Tram Line & Starting Procedure penalties:

- 2 tires out of the tram lines will be a 2-position penalty
- 4 tires out of the tram lines will be a 4-position penalty
- Pushing prior to the green flag being displayed will be a 2-position penalty
- Jumping the start will be a 2-position penalty

Blocking/Swerving penalties:

- Single incident: Minimum 2-position penalty
 - Can be as many positions as karts that race officials feel we're held up by the driver's actions.
- Multiple Incidents: Disqualification
- Defensive swerving: Disqualification

Unlabeled Ballast Penalties:

- A 1-position penalty will be assessed for each piece of ballast installed on a kart in post-race inspection that has not been properly labeled with the drivers number and initials.

Lost component penalties (if not due to contact):

- ~~Lost ballast: 5 position penalty +5 second penalty in the following race (if applicable) Disqualification from that race, plus a 10 point penalty. (Divisional races will~~
- ~~Lost camera: 5 position penalty +5 second penalty in the following race (if applicable)~~
- ~~Lost wheel: 5 second penalty in the following race (if applicable)~~

Losing a piece of Ballast, a Camera or a Wheel will result in Disqualification from that session, plus a points penalty:

- During a National event, the 15 points deducted will be from the drivers Heat points score.
- During a Divisional event, the 25 points deducted will be from the drivers Divisional Championship score.
 - Racers may use a drop for a Divisional race in which they were assessed a penalty for a lost component. However, the 25-point penalty for Divisional races will still be assessed on their season total score.

The only exceptions made for losing one of these components will be in rare circumstances in which Officials are confident that an on-track incident caused the item to come free.

In-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 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 acknowledge the penalty and place themselves in the correct running order completely behind the kart that the infraction occurred upon. If the offending driver acknowledges the penalty during the race and follows the chief starters instructions, the penalty will be removed and acknowledged by race officials so 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.

Tram Line, Starting Procedure and Blocking/Swerving penalties are not eligible to be served via the Sportsmanship Flag.

Post-race penalties: 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. **The majority of penalty guidelines are listed above, but it is at the race director's discretion to amend this penalty will, resulting 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.

Race finish under Official review: **Officials may elect to allow a race to finish under Official review if there are penalties or incidents that cannot be promptly resolved and will require further investigation or discussion. These investigations may include gathering competitor and/or officially obtained video footage. In these situations, driver's will be notified of any penalties that have been confirmed so far and allowed to clear the scales.**

Officials have up to 30 minutes from start of the next class to resolve any incidents that are under review. Competitors will be notified via posted grid sheets and via SMS system (if available) of any additional penalties that have been assessed.

Habitual Offenders: Unfortunately, Officials cannot see everything and cannot always determine fault for an incident. **Race officials have the authority to implement additional penalties, disqualifications or suspensions to habitual offenders. 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 and was "a racing incident", racers involved will not be documented.**

Conduct violations: Any penalties/disqualifications assessed to a driver because of either an on-track or off-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.

Divisional Race Format and Scoring:

Divisional Format: Divisional events feature two separate race days. Saturdays consists of ~~practice~~ **Warmup/Happy Hour**, Qualifying, two Heat Races and a Feature. Sundays consist of ~~practice~~ **Warmup/Happy Hour**, Qualifying, Single Heat Race and a Feature. Sunday's Heat and Feature race will be longer in length to achieve a similar number of total laps to Saturday's lap count.

Warm-up / "Happy Hour": Lap times from the ~~Final Practice~~ **Warmup/Happy Hour** will be used to establish a release order for Qualifying. This is not a scored session, but drivers will be required to make weight and are required to pass any technical inspections performed. Scanned race tires are not required. Drivers not participating in ~~final practice~~ **Warmup/Happy Hour** will be **grided** for qualifying in numerical order behind driver's **whom participated**. Any driver failing tech after ~~final practice~~ **Warmup/Happy Hour** will start qualifying at the rear behind any drivers who did not participate in ~~final practice~~ **Warmup/Happy Hour**.

Qualifying: Qualifying is scored by each competitor's single fastest lap. Qualifying results will determine the starting order of the round 1 Heat. Drivers running faster lap times will start ahead of slower drivers. Depending on the number of competitors in a class, Qualifying may be split into multiple flights. In this scenario, the slowest group from ~~final practice~~ **Warmup/Happy Hour** will go first.

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 will be assigned. Karts will not be allowed to push or bump draft in Qualifying.

Drivers are to leave the grid and enter the track immediately after being directed by the Grid Marshal. Delaying to create a larger gap will result in the loss of a driver's fastest lap.

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 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.

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, Group B will be lined up in the outside row as they finished the previous heat.

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 Heat 1. At least 2 drivers will transfer back into the Feature. The exact number will be announced prior to the LCQ. Those not transferring back to the Feature will be awarded points in the order they finished as if they placed 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 Feature.

Event considered official: 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 (for purposes of awarding season championship points). 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/Cancellations: 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, or the event was canceled for safety reasons. All legal entrants shall receive 175 rain points if this occurs before the event was considered official. If weather prevents the event's activities from being started (e.g., heat races) within four hours of the time that racing was scheduled to begin, the Race Director must call a “Rain-Out”.

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.

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.

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 7 points days, each racer's highest 5 scores will count (2 drops)
- East Division drops: Of the 6 points days, each racer's highest 5 scores will count (1 drops)
- Canada Division drops: Of the 6 points days, each racer's highest 5 scores will count (1 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...

Event Awards: All Divisional races and will provide awards for 1st-3rd place.

Divisional Championship Awards: For a driver to be eligible for Championship Awards, they must attend at a minimum the number of race days that can count for the Divisional Championship (Total number of races minus drops). Divisional Championship awards will be awarded to the ~~top 3~~ **top 5** in points **who meet that criteria**. ~~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

CKNA National Event format:

CKNA National events are multi day events with a single feature race per class. Participation in a Divisional series is not required. Procedures will be the same as the CKNA Divisional format with the following changes:

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

Splitting classes for Heats: In the event a class exceeds the size race officials deem appropriate to compete at the same time, Qualifying times will also be used to split the class into A / B / C / D run groups:

- Run Group A = 1st, 5th, 9th, 13th, etc...
- Run Group B = 2nd, 6th, 10th, 14th, etc...
- Run Group C = 3rd, 7th, 11th, 15th, etc...
- Run Group D = 4th, 8th, 12th, 16th, etc...

Starting positions for subsequent rounds will be based on the finishing position of the previous round.

- Classes using the A / B / C / D run groups will also be gridded based on their finishing position from the previous round. As competitors from other groups are included in your next race, there is a chance that your grid position could improve or worsen based on the other groups results from the previous race. If a tie in starting position occurs, qualifying times will be used to break that tie.

This version of the A / B / C / D is unique to CKNA. It allows us to mix all the racers without putting too high of an impact on qualifying. It might seem confusing, but it does work!

Heat points: Points will be earned based on the results of each heat race. These points are used to determine the starting order of the Feature and LCQ. The points scale is:

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 **only in the Kid Kart class**, and ~~all Senior Classes to assist drivers on the lead lap in passing lapped traffic~~. Every effort will be made to issue a blue black flag when the speed difference indicates the driver will be overtaken in the next 2 laps. ~~Drivers receiving a blue flag should yield in the next lap in the safest section available to them.~~

~~Due to the wide range of driver experience and speed in the Cadet, Sportsman and Junior classes, drivers will receive a Black Flag when these differences indicate 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.

Tires:

Approved Tires: All CKNA events will utilize the Vega VAH **slick for dry sessions**, and the Vega W6 **rain for wet sessions**. These are the only tires permitted throughout the weekend at CKNA events, including practice days. **All sessions are "driver option" between these two tires unless the Race Director calls for mandatory rain tires.**

Country of Origin: As each country has its own Vega importer, additional markings may be placed on the tires by the Vega to differentiate which country the tires were imported to. Other than the additional marking, these tires are identical in all aspects.

Divisional Tire Rules: Competitors may choose to race on used or new tires **from the correct "Country of Origin" for that Division**. ~~without the additional Canadian labeling at a US Divisional event~~. The same set of slick tires must be utilized for the entire race day in all scored sessions (Qualifying, Heats and Feature). Competitors will scan in tires before qualifying on Saturday for that day's races. If a competitor chooses to change to a different set of new or used slick tires for Sunday's races, they will have an opportunity to scan in that second set on Sunday prior to qualifying. If no additional tires are scanned, the racer will be required to race on the same set as was scanned for Saturday's competition. Rain tires will not be scanned at Divisional events.

Canadian Divisional Tire Rules: Competitors may choose to race on used or new tires with the additional Canadian labeling at a Canadian Divisional event. The same set of slick tires must be utilized for the entire weekend in all scored sessions (Qualifying, Heats and Features). Competitors will scan in tires before qualifying on Saturday for the weekend's races. Rain tires will not be scanned at Divisional events.

National & Grands Tire Rules: All competitors will be required to purchase a set of slick race tires for all Nationals and Grands races. These tires all come from the same batch to ensure continuity. The slick tires purchased when registering must be utilized for the entire weekend in all scored sessions (Qualifying, Heats and Features). A competitor may choose to practice on these race tires, or on an additional set either bought through registration or a set they already own.

Competitors may provide their own rain tires (used or new) **provided they are from the correct "Country of Origin" for that event**, or purchase a set through registration. Only one set of rain tires will be permitted per event. Competitors' tires will be scanned as they are picked up, and they will be required to bring their rain tires to the tire desk to be scanned in as well.

Damaged tire(s) during competition: 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.

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

Tire warmers/scrappers: Tire warmers are not permitted anywhere on the premises at a CKNA event. Competitors may use a heatgun/scrapper to clean tires if they choose, but tires must be at an ambient temperature before entering the starting grid.

Tech Procedures and Penalties:

Spirit and Intent: It is impossible to design a set of rules 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 perform 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.

Periodic Compliance Checks: **Throughout the day, tech inspectors will randomly select karts to inspect for compliance with all safety requirements INCLUDING pre-tech items. Any competitors found to be non-compliant with any safety related or pre-tech items will be issued a penalty for that session if the issue is found post-race.**

- **Lost/damaged kart numbers: No penalty if corrected by the next session, otherwise 2-positions.**
- **Missing kart number and initials from ballast: 1-position per piece of unlabeled ballast.**
- **All other safety items from the pre-tech form: disqualification from the session.**

Failure to correct any items as requested by officials will result in exclusion from future sessions if not immediately corrected. Competitors receiving a disqualification as a result of a compliance check will have no right to request a review of that decision.

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 entrant's 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, 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 swapped in the tech area, and the replaced components** must be presented to tech officials upon installing the replacement. **The replaced engine or chassis will be held in tech until the completion of the event.**

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 unless the penalty is specifically for having the incorrect scanned tires on the chassis for one of the classes.

If an engine or chassis that is being raced in multiple classes is replaced, the driver will have to start in the rear of all classes that replaced equipment is raced in.

Competitors racing in multiple classes with the same engine/chassis combination must use the same engine/chassis in all classes. You may not swap engines between multiple chassis between classes, or have two different engines for the same chassis. Competitors may have multiple engine/chassis combinations for multiple classes, but must designate which combination is running in each class at the time of Pre-Tech inspection.

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 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 of if it meets specifications or not, or any part they feel is out of spec initially or through the course of normal use. This is to protect the spirit and intent of the series. If no intent to circumvent the rules is established, a replacement part will be provided to the competitor whenever feasible.

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 found with the wrong tires at the conclusion of a Heat race will be disqualified from that race. If the wrong tires are identified in a feature race, the disqualification is for the whole day. This is a non-droppable disqualification. Any competitor caught using tire prep will be disqualified and be banned for life from CKNA events.

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!

Engine technical Rules:

206: All classes racing the 206 engine will follow the most current Briggs & 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" **at all points**. This can be measured with the pin gauge from the Briggs Tech-Tool kit for emulsion tubes (.0185" Class Z No-Go). **A visual inspection of the spark plug will also be performed to compare the plug to a known stock part. Spark plugs will be marked, and the same plug must be used in all scored sessions. If a plug must be changed, it must be done in the presence of a tech official.**

Piston Pop-up: In addition to the Briggs and Stratton rule set in both Section 26.a and 26.c; the Briggs & Stratton Engine Seal Database may be referenced by Tech Officials to confirm factory pop-up dimensions for individual engines. A tolerance of +.001 will be permitted. Tech officials will remove any carbon from the piston, to the point where the factory piston's markings are visible.

An initial measurement will be taken the center of the piston. If that measurement is found to be more than .001 above the engines build sheet, inspectors will proceed to take three measurements across the center of the piston, parallel to the wristband. If that average is still more than .001 above the engines build sheet, the competitor will be disqualified and have the seals cut making it ineligible for future use at CKNA events.

Carburetor: Walbro carburetors are no longer legal for competition at any CKNA event. Legal carburetors will have the Briggs & Stratton logo cast into it rather than the Walbro logo.

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.

Camshaft check: In addition to the various cam profile checks specified in the Briggs and Stratton rule set, CKNA Tech inspectors will ~~verify~~ **also** measure the intake lobe center, **which must measure** between 105°-107.5°.

- Any camshaft **with more than one check (including profile checks and the aforementioned centerline)** measuring outside of this specification will result in disqualification and confiscation of the short block (defined as all components in the sealed engine including cam, lifters, crank, rod, piston, etc..) for further inspection by CKNA National tech. 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.
- ~~A replacement short block may be provided at the organization's discretion based on availability. Only competitors whose camshaft checks .5 degrees or less outside of the specification may be eligible to receive a replacement shortblock.~~

Header Wrap: Header wrap is considered a safety item. Although having the header wrapped per the guidelines in the Briggs & Stratton rulebook is required; improperly installed, failing or excessive header wrap is not a protestable item. Tech officials will direct competitors to repair header wrap if a safety concern is identified.

Request for review Procedures:

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~~ **notified** of the offence or the incident or the end of the race, whichever is longer. **In the case in which a driver would like to request the review of a penalty that was called stemming from a race that finished under Official Review, drivers will have no more than 30 minutes from the time the grid sheets are posted, or 60 minutes prior the start of the next race for the class to file the review. It is feasible that there will be very little to no time to request the review in a tight schedule.**

A Review Official will be stationed in the tech area throughout the event. In the event a Review Official is not available, ~~the scale official will act in their place~~ **the Head Tech official will collect the form and fee from the racer on their behalf.** Completed Request for Review forms should be brought to them ~~along with the penalty slip issued by CKNA~~ and the associated \$200 cash payment (\$300 at National Events). The review official will gather all the pertinent information and present it to the Race Director or other officials as appointed by the Race Director.

At their sole discretion, officials may choose to interview other competitors in direct relation to the request for review. **Officials also may review any officially obtained video, or footage obtained from another competitor's on-board camera.** Testimony from uninvolved competitors or bystanders will not be heard. Corner workers involved in the penalty will be interviewed by the Review Official or Race Director.

You have the right to supply **your own** on-board video evidence as a part of your request for review. **At the Review Officials discretion, you may also submit the video from a willing competitor.** In order to be eligible to submit on-board footage, you must declare at registration prior to qualifying that you will be running an on-board camera.

- By declaring that you have a camera on-board, you are also agreeing to provide your on-board footage to race officials at any time they request it.
- Refusal to provide video upon official's request will result in disqualification.

(continued on next page...)

If on-board video is supplied as evidence in a request for review, you must bring your own laptop or other device for officials to review the footage on. Be prepared to leave it with the official AND provide them any password required to unlock it in case the screen times out. The device must have the full video available, not just the clip in question.

Up to two angles (or one 360°) of on-board video footage may be submitted along with your request for review. Video will only be reviewed in Heat or Feature races (exception for bump drafting penalty in qualifying only)

The following circumstances are the only ones available for video review:

- Competitor was issued a penalty for bump drafting in qualifying
- Competitor was issued a penalty for a contact related infraction
- Competitor was issued a penalty for going off track and gaining a lasting advantage
- Competitor was issued a penalty for passing under waiving yellow conditions
- Competitor was issued a penalty for TRAM LINE violation
- Competitor disagrees with the results of a photo finish

On board footage cannot be used to create a penalty that was not originally called on track. Any request for review of this nature will not be heard by officials. You cannot request a review of a non-call.

A high standard of evidence will be required to have a successful video 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.

The officials will notify you of the result of the process. Leave a valid cell number to be contacted at. The review fee will only be returned if the review results in the protest being found valid. Any request for review of an official's decision that cannot be resolved within 60 minutes from the time the Review begins will be found invalid.

Competitors are only permitted to submit one request per day at a Divisional, or per event at a National, regardless of the number of classes they have entered. Only upon a successful review will a competitor be allowed to submit a second review later in the day at a Divisional, or event at a National.

Race officials reserve the right to review any other officially obtained video at the Race Director or Review Official's discretion. Competitors will not be permitted to request this additional review.

Although a Request for Review cannot be used to create a penalty that was not called during the race, Officials reserve the right to use any Officially obtained footage to confirm a call if the race finishes under review (Black and Checkered flags together). Officials will have no more than 60 minutes to resolve any race that finishes under these review conditions.

Request for Review of tech infraction: These reviews 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. **Competitors will not be permitted to file a Competitor Technical Protest against another competitor for any safety related items or items specifically listed on the CKNA pre-tech form.**

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

Race Classes:

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 *(USA Only)*
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 event start date
17/57 Gear Ratio, #35 chain
Clutch: MaxTorque "SS" (Briggs# 555727 or MaxTorque# MTSS1x34) 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.)

Cadet

Briggs and Stratton 206 Engine
Red Slide, max opening .440" (Part#555733)
(USA:) 245 lbs., kart and driver, aged 8-10 years old
(Canada:) 235 lbs., kart and driver, aged 8-11 years old
Cadet chassis only
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

Sportsman (USA only):

Briggs and Stratton 206 Engine
Green Slide, max opening .490" (Part#555740)
275 lbs., kart and driver, aged 10-13 years old
Cadet or standard chassis (max 50" track width)
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

Junior:

Briggs and Stratton 206 Engine
Gold Slide, max opening .570" (Part#555741)
(USA:) 320 lbs., kart and driver, aged 11-15 years old
(Canada:) 300 lbs., kart and driver, aged 11-15 years old
Standard chassis only
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

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

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

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

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

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

Tram Line / Starting Procedures Explanation and Diagram:

Below you will find a summary of our starting procedures and detailed pictures showing what is and isn't a tram line violation. We understand that this is different than how many other organizations conduct their starts, but we have proven that this methodology provides the most consistent and safest starts possible for our events.

- Drivers are to approach the green flag at a slow steady speed.
- There will be no acceleration cones or points set.
- There is to be no pushing or bumper-to-bumper contact on the start.
- This speed will be set by the pole setter and must be maintained steadily once they have entered the tram lines until the green flag is displayed.
- The green flag will not be displayed if race officials determine the field was going too fast.
- Drivers may not go outside of the tramlines until the front of their kart has passed the starting line.
- Penalties will be assessed if a driver's tire(s) are outside the lines.
- Any portion of the tire touching the line will be deemed compliant with the rule.
- Whenever possible, officials will utilize video to enforce tram line starting procedures.

Diagram 1: Track with painted tram lines:

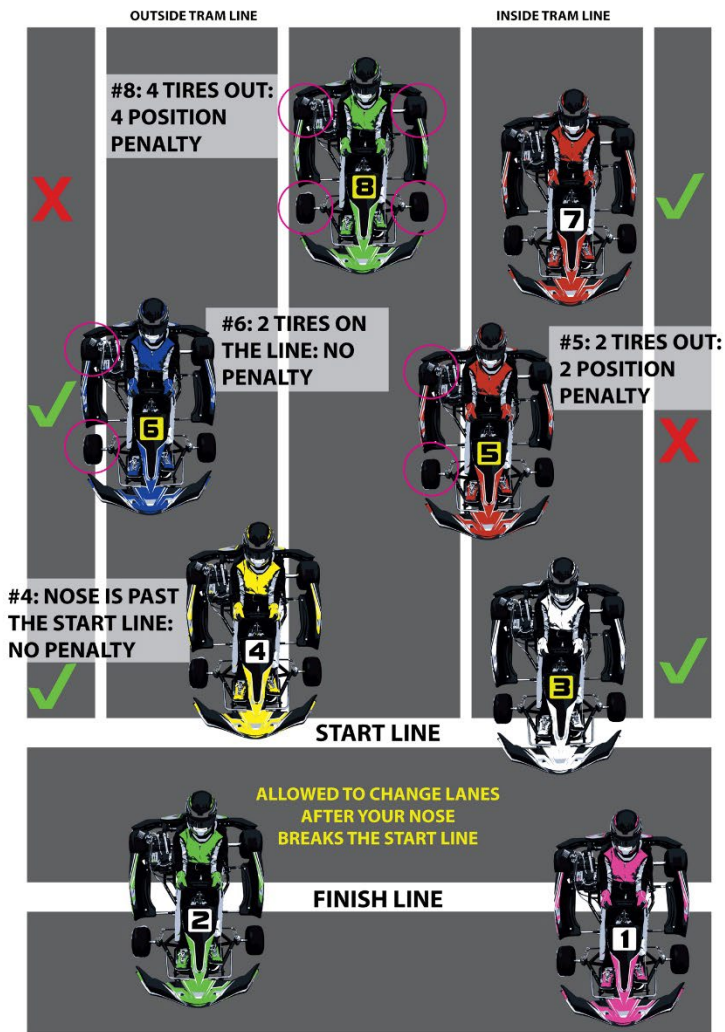
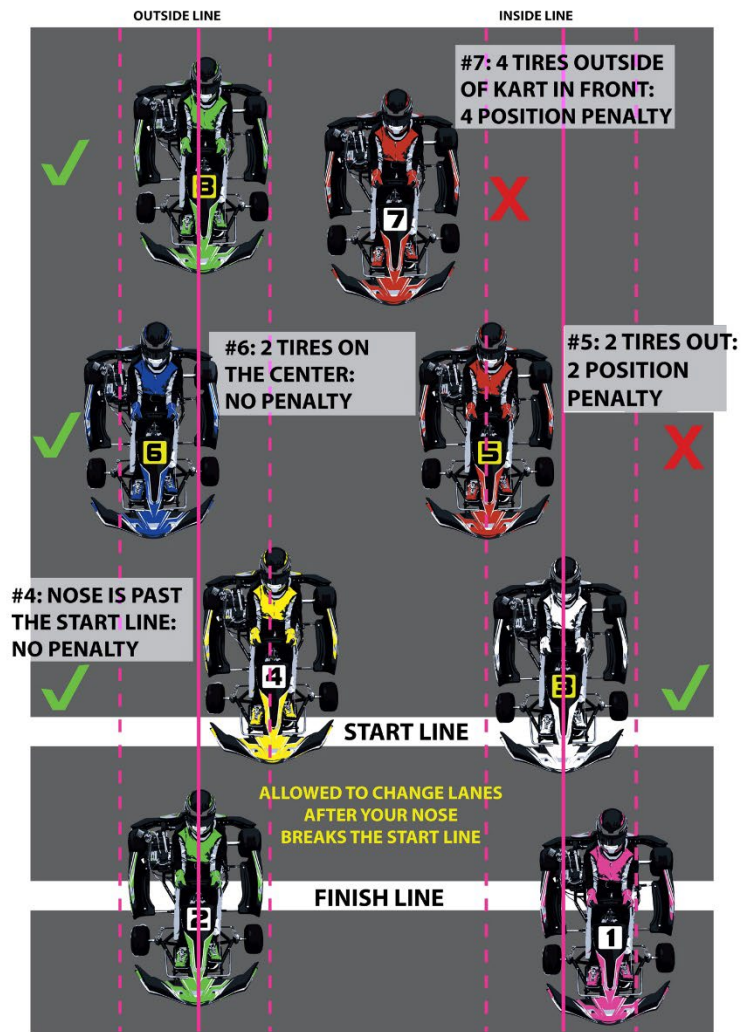


Diagram 2: Track without painted tram lines:



(The pink lines in this diagram are for visual reference)

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, and officials will only issue a tram line violation if a driver's kart is more than halfway outside of the first kart in that row

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
Classes Permitted:	Kid Kart	Kid Kart, Cadet, Sportsman	Sportsman, Junior, Senior, Masters, Legends
Wheelbase	29"-31"	35" - 41"	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.
Track Width	Max width is measured 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, Cadet, Sportsman=4.6" Front, 4.6" Rear Junior, Senior = 4.6" Front, 6.0" Rear	Vega w6 Tires for Rain: Kid Kart, Cadet, Sportsman=4.2" Front, 4.2" Rear Junior, Senior = 4.6" Front, 6.0" Rear
Tire Prep Chemicals	STRICTLY FORBIDEN	
Wheels	Any commercially available 5" diameter wheels. Kid Kart, Cadet, Sportsman classes = 5.625" max width Front and Rear Junior, Senior, Masters, Legends 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 safety	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 kart chassis). 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.

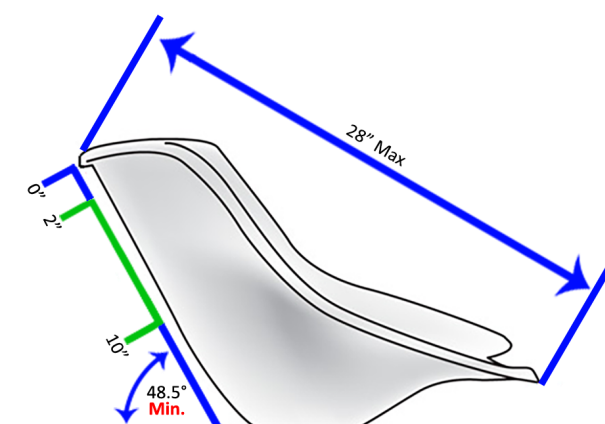
B O D Y W O R K

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	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. 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	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	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 waiving 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" - Cadet/Sportsman = 10" - Junior = 12" - Senior= 13" (Minimum)
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.
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.~~ Transponder must be mounted on the back of the seat, with no obstructions between it and the racing surface. The bottom edge of the transponder must be 7.5" to 10" from the ground. Racers with transponders mounted incorrectly may not receive assistance from officials in the event of a timing error.
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 at any time.
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, drivers initials or name , and painted a visible color. White is highly recommended.
Fasteners	CKNA requires that all ballast utilizes washers with a minimum diameter of 1.25" (30mm) on both sides of the fastener. This means at the head of the bolt AND under the nut. 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. 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.
Ballast Penalties	Any competitor loosing a piece of ballast on track will be subject to penalties as outlined in "Lost Components Penalties."

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 must be located in the line between the tank and fuel pump.