

MKA COMPETITION RULES, REGULATIONS AND PROCEDURES

The purpose of these rules and regulations is to provide a minimum set of acceptable standards and requirements so that the Midwest Karting Association's racing events can be conducted in a safe, fair, orderly and competitive manner for the safe enjoyment of all participants.

To achieve this, an understanding and adherence to the rules and regulations, as set forth in this book, and any supplemental rules and regulations, as they may be implemented, by all MKA Members, if fundamental to the welfare of everyone and will be uniformly enforced by all MKA officials.

These Rules and Regulations shall cover the conditions of all Midwest Karting Association events. As all MKA members, drivers and participants in general, are required to understand and fully comply with these Rules and Regulations, as well as supplemental rules and regulations or instructions, by participating in any MKA event all MKA members, drivers and participants thereby accepts these Rules and Regulations and agrees to comply and be bound by them.

No express or implied warranty of safety shall result from publication of, or compliance with, these Rules and Regulations. Participation in motor sports has inherent risks and all participants must acknowledge such risks. The Rules and Regulations are intended as a guide for the conduct of the sport and in no way are a guarantee against possible injury to, or death of participants, spectators and others.

Section 1 : GENERAL RULES

1. Rules to be Used

(In place of WKA 101.1)

All persons on facilities utilized by the Midwest Karting Association (hereinafter MKA) or at any MKA event will follow all rules, regulations and safety requirements set forth by the MKA. Current World Karting Association (WKA) rules pertaining to safety, Kart, and engine specifications will prevail for kid kart, four cycle and two cycle karts unless otherwise specified in these rules. Where applicable, the rule or section of the WKA rules that is being addressed will be noted. Also, current WKA fuel rules and testing procedures will apply to all classes. Current TAG USA rules pertaining to safety, kart and engine specifications will prevail for all TAG Classes. Current Super Kart U.S.A. (SKUSA) rules pertaining to safety, kart and engine specifications will prevail for all shifter kart classes.

1.1 Member Duty to stay informed

It is each member's responsibility to keep themselves informed (see rule 3. 1.) As changes, additions or deletions to these rules, regulations and procedures occur during the period this rulebook is in effect, the changes, additions or deletions will appear on the MKA website, www.mkaracing.com or by direct mail.

1.2. Membership Requirements

(In place of WKA 101.2)

All members, drivers, and participants in general, are required to understand and be fully conversant with these rules and regulations, as well as any supplemental rules, regulations or instructions imposed as necessary.

1.3 Violation of Rules/Requirements

(In place of WKA 106.18)

Any competitor determined to be in violation of the rules as set forth, with the intent to compete

illegally or with the intent to defraud officials or other competitors by such modifications, unsportsmanlike driving or conduct, or flagrant violation of a rule to gain an unfair advantage, may be subjected to appropriate disciplinary action as determined by the Race Director or MKA Board of Directors.

Any competitor not meeting requirements for legality will be restricted from and/or disqualified from competition. Competition in subsequent heats will be permitted once the rule violation is corrected. All questions concerning violations or alleged violations of a rule by a competitor shall be referred to the Race Director for determination if the competitor then meets class rules. All heat points for the day up to the time of disqualification for any engine tech or performance related items shall be forfeited.

1.3.1 Disqualification Penalties

(In place of WKA 106.18)

Any competitor found to be in violation of requirements for legality at the conclusion of a race days events will be disqualified for that day, in that class. Post race technical disqualifications must be used towards MKA Championship points totals, and may not be counted as a "drop"

1.3.2 Required Board Review

Following the third disqualification of a competitor in a season or the second disqualification for similar infractions; the competitor's violations shall be reviewed by the MKA Board of Directors for possible suspension.

1.4 Disciplinary Actions

(In addition to WKA 111.1) The MKA Board of Directors may, at it's own instigation or that of a recommendation from any of it's officers or appointed officials, initiate disciplinary actions

against any participant's infraction(s) of the MKA Rules and Regulations as listed herein.

1.5. Protests

(In place of WKA 112)

Any competitor has the right to protest any action by another competitor or race official. Protests, in order to be considered, must meet the following requirements:

All protests must be submitted by a legal entrant in the class the protest concerns (See Rule 4.3) All protests must be accompanied by a \$50.00 fee, refundable only if the protest is upheld or found valid.

All protests must be written and clearly define the offense with respect to the rule as listed in the current W.K.A. rules (or as specifically superseded herein) allegedly violated. No videotape/photographic images will be allowed to be used as evidence for protest. All protests must be submitted to a member of the Race Committee of the event within 60 minutes after the protested infraction occurred. The MKA Board of Directors or Race Committee is not required to consider any protest in an open meeting. A decision on the protest must be made by the Race Committee before the completion of the day's activities. The only exception is if the Race Committee notifies the protestor, before the completion of that day's activities, that the protest is being referred to the MKA Board of Directors for final decision, at it's next regularly scheduled meeting. The decision of the Race Committee or Board of Directors on any protest is final, subject to appeal (see 'Appeals' Rule 1.6).

1.5.1 Technical challenge rule

(In place of WKA 110.1 – 110.2)

A technical challenge may only be made by another competitor in that same class. The challengers kart and equipment will also be subject to inspection. All challenges must be

made within 60 minutes of the completion of the race day and must be accompanied by a \$75.00 fee. Of that cost \$25.00 will go to cover costs incurred by the club for tools, supplies & tech man. If the challenger wins their challenge they will recover their fee and the loser of the challenge will pay the \$25.00 club fee. Any entrant losing a tech challenge will receive a disqualification (0 points) for that race day. A disqualification must be used in MKA'S championship and may not be used as a throw away. Head tech person and Race director will be the governing body for tech challenges, Appeal of their ruling may be made to the Board of Directors immediately upon loss of a challenge. The board of directors shall consider an appeal at their next scheduled meeting. The board of director's decision will be final. Challenges must be submitted in written form stating the exact challenge to either the legality of the kart or its driver & equipment.

1.6. Appeals

(In place of WKA 110.2.1 – 110.2.3)

Any member may appeal a decision MADE ON A PROTEST that they feel has been made in error or unjustly. This Appeal will be made to and resolved by the MKA Board of Directors. An Appeal, in order to be considered, must meet the following requirements:

Any member may appeal the decision of a protest whether they are directly or indirectly affected by that decision. Only the decision of the protest may be appealed. It is intended that the appeal process take place only after the full protest process has been exhausted.

An Appeal must be made in writing and presented to a member of the MKA Board of Directors at least one week prior to their next regularly scheduled board meeting. If the time of the appeal occurs less than one week prior to the next regularly scheduled board meeting, the board will hear the appeal two (2) regularly scheduled board meetings from that date. The written Appeal must describe the issue in detail and include all necessary considerations. The Appeal must request in detail any and all actions the petitioner requests.

The MKA Board of Directors, by it's own decision and for what ever reasons, may refuse to consider an appeal.

No videotape/photographic images will be allowed to be used as evidence for an appeal. The MKA Board of Directors is not required to consider any appeal in an open meeting. An appeal can only be made to the Board of Directors and the Board's outcome of any appeal is final.

The only exception will be where a disciplinary action has been taken directly by the Race Committee or the Board of Directors. In this case an appeal will be allowed directly to the Board of Directors, without the 'protest process',

providing all provisions listed above (rule 1.6) are followed.

1.7 Legal Competition Age

(In addition to WKA 103.2.1)

The MKA board reserves the right to modify the rules concerning age on a case by case basis allowing qualified racers to move into and out of classes. This process first requires a written request by the parent or guardian of the under age driver. Then, the race committee or a committee designated by the MKA board will evaluate the drivers skill and make a recommendation determining whether the driver should move up in class or not. The MKA board will not consider any request for modification of a driver's eligibility when the driver is more than 365 days outside of the acceptable age of the class. With the exception of the "Kids Kart drivers;" No individual less than 7 years old may operate a kart in an MKA event. A participant's legal competition age , with the exception of 7 year olds, can be the highest age that they attain during that calendar year. For example, a 15 year old who becomes 16 during the calendar year may be considered 16 for that competition year (MKA events only).

1.8. Parent requirements for minors

(In place of WKA 103.1)

All MKA participants, up to the age of 18, must have their parent's or guardian's written permission. This will be validated by the parents signature on an insurance waver. During the operation of a kart at any MKA event, any Kid, Rookie or Junior driver under the age of 16 must be accompanied by an adult, 18 or over. This person must also purchase a pit pass in order for the junior driver to be on the track.

1.9. Waivers and Fees

(In addition to WKA 103.0)

All competitors must sign any and all waivers of liability and pay any and all required fees before operating their equipment at any MKA event, at all times - be it for a race or for practice.

No refunds will be made available for any reason for practice or race days.

1.10 Use of the Facilities

All MKA participants will abide by any rule or regulation, permanent or temporary, imposed on the MKA, at any facility, by: Federal, State, County or local municipality. Any deviations from these rules will be grounds for refusal of any future use of the facilities.

1.11 Camping

Any participant who chooses to stay overnight at the MKA Raceway will see that he/she and his/her guests conduct themselves in a quiet and respectable way so as to not disturb local residents and other campers.

1.12 Consideration for the Neighbors

All participants at MKA Raceway will conduct themselves in a quiet and respectable manner, both at the track, on the way in and on the way out, as well as anywhere in the area, so as to respect the neighbors and other local resident's privacy.

1.13 Extended Usage

No vehicles, trailers and/or campers will be allowed to park more than three (3) consecutive days on the MKA Raceway premises without specific authorization.

Section 2 : Officials

2 Race Committee Duties

(In place of WKA 109.0)

It is the duty of the race committee (which consists of the Race Director, Flagman, and Any available tech inspector) to carry out and enforce the rules of the MKA. All violations or irregularities, be they on or off the track, are to be reported to the Race Committee. The Race Committee shall have the power to disqualify anyone who in their opinion is in violation of the rules. Their decision shall be final for the day. All flag signals are to be obeyed without exception, infractions are subject to disqualification.

Section 3: Personal Conduct

3. Personal conduct / driving rules

(In addition to WKA 105.1)

Immediate disqualification and/or suspension, determined by the Race Committee or MKA Board of Directors, may be enacted for any infraction(s) of a personal conduct or driving rule(s). Any MKA Official or Officer or any member of the Race Committee or Board of Director can initiate such action before said Race Committee or the MKA Board of Directors.

3.1. Overall Responsibility

The driver will at all times be the Legal Entrant (see Rule 4.3)

The driver (Legal Entrant) will be at all times responsible for the legality of his/her equipment and is required to be fully conversant and answerable to these regulations and any supplementary rules and regulations governing an event and is bound by such regulations, supplementary rules or instructions. The driver (Legal Entrant) will at all times be responsible for their own and the conduct of their crew(s) and guest(s).

3.2. Unsportsmanlike Conduct

Any unsportsmanlike conduct, i.e., abusive and/or foul language, fighting, refused cooperation, etc. will not be tolerated. Anyone exhibiting such conduct can and will be disqualified from an event, required to leave the facility and be subject to further disciplinary action

3.3. Spirit and Intent

It is the requirement of all MKA members and competitors to conduct themselves at all times within the Spirit and Intent of these rules and regulations, both as specifically stated and as implied, as no pretense is made of having designed a fool proof set of rules and regulations. Any member who falsifies his/her requirements or modifies his/her equipment in an attempt to defraud MKA officials, other competitors or other MKA members by such actions; or to circumvent, 'Beat the Rules', or otherwise undermine these rules, the family sport of competitive karting or the MKA in any way, as determined by the Race Committee or the MKA Board of Directors, can and will be disqualified from an event, required to leave the facility and be subject to further disciplinary action. The MKA Race Committee and Board of Directors shall have the right to initiate any action correcting a hazardous condition or a condition not in compliance with the Spirit and Intent of these regulations.

3.4 Pole Driver

(In place of WKA 106.10)

The driver who has the pole position in each heat race shall set a reasonable pace to start the race

3.4.1. Outside Pole Driver

(In place of WKA 106.10)

The kart in the outside pole shall set his/her pace with the kart on the pole position.

3.4.2 All Drivers Must Keep Pace

(In place of WKA 106.10)

If any kart cannot set or keep a reasonable pace the Flagman may move him/her to the rear of the pack.

3.4.3. Tire Scrubbing

Excessive on track 'Tire Scrubbing' is not allowed. Anyone determined to be excessively 'scrubbing tires' by the flagman or Race Director will be black flagged.

3.5. Driving in the Pits

There will be absolutely no driving of Karts in the pit area past the line before the scale at any time, engine running or not - except as specifically authorized by the Race Director.

3.6. Participation and Involvement

All members are required to participate in the support of the MKA and it's activities, not only as stated herein but also as implied in both spirit and intent. All members are required to help with track maintenance, upkeep of the buildings, and assist with the running of MKA races or other events, i.e., corner working, weight tech, pre-tech, registration, scoring, etc

3.7. Skill and Conduct

It will be at the discretion of the Race Committee to refuse participation, require class change and/or starting position, to any competitor based on the Race Committee's interpretation of said competitor's skill and/or conduct.

Section 4 : Race Procedures

4 Event Considered Official

An event is considered 'official' (for purposes of awarding season championship points) when one or more of the following has occurred:

An official 'rain out' has been declared. The event canceled for safety reasons.

All classes that complete the second round of heats will be considered official for the awarding of championship points if the final heat is not able to be carried out.

Any classes that do not complete the second round of heats will be awarded rain points. (Rain points are defined as 200 points plus a point for each legal entrant in the class.)

4.1. Rain Out

The Race Director may at his/her own discretion consider any MKA event a 'Rain-Out' if he/she feels inclement weather conditions would preclude a proper day's racing activities.

All legal entrants shall receive rain points if a "Rain-Out" is declared.

If the event's activities have not been started (e.g., qualifying or heat races) the Race Director must call a "Rain-Out" by 1:00 PM.

4.3. Legal Entrant

A legal entrant is that person (and legal guardian where appropriate) who meets in good faith, all requirements as set forth in MKA Rulebook and the Current Years WKA Competition Rulebook and any and all other requirements made by the MKA for reasons of legality and/or safety.

In order to be considered a legal entrant a competitor (and legal guardian where appropriate) must: pay all necessary fees and sign all waivers of liability.

A Legal Entrant may only enter once per class in any MKA event.

Only Legal Entrant's may practice on race day.

4.4. "One Pace Lap Rule"

(In addition to WKA 106.20)

A one pace lap delay shall apply for all starts where a kart or karts are unable to join the class for a race.

4.5. Race Details

A 'Race' shall be made up of those heat races concluded wherein the accumulated points awarded in those heat races (see 'Heat Race Scoring' rule 4.10.2) will determine the overall race results.

4.5. 1. Griding Positions (Moto)

4.5.1.1. 1st Heat

The first heat will be gridded according to a blind draw with the low number going to the pole.

4.5.1.2. 2nd Heat

The second heat will be gridded with the inverted draw order of the first heat.

4.5.1.3. 3rd Heat Feature

The Feature line-up will be based on points earned from the first and second heats. High point driver will start on the pole with the lowest point total to the rear of the field.

4.5.1.4. Exceptions

Unfilled track starting position shall be filled by moving straight up. With the approval of the race director, a driver may elect to start in the rear of the field.

4.5.1.5. Disqualification

In the event of a disqualification (i.e., safety and/or equipment violations), last place points will be awarded to that participant. In the case of technical or conduct violations, the participant receives 0 points during that heat.

4.5.2. Heat Race Scoring

Scoring will be based on the points, listed below, and awarded in each heat race:

1 st = 400	6 th = 95	11 th = 22
2 nd = 300	7 th = 71	12 th = 17
3 rd = 225	8 th = 53	13 th = 13
4 th = 169	9 th = 40	14 th = 9
5 th = 127	10 th = 30	15 ^{th+} = 1

4.5.2.2. Tie

In case of a tie, the better draw position shall determine the higher placing.

4.5.2.3 Non-Heat race Scoring

Timed practice will establish the grid for a pre-final race. The best time starts on the pole. Finishing positions of the pre-final race sets the grid for the feature race. The results of the feature race only, determine the finishing positions for the day.

4.6. Loss of Exhaust System

If a driver loses his/her muffler or exhaust system or if it becomes inoperable after the start of a heat race, he/ she will automatically be given a mechanical black flag (See 'Exceptions' rule 1.3.1.2).

4.7. Accident Inspection

Karts involved in accidents may be required to stop for inspection by officials

4.7.1 Accident Caused Chassis Switch

If, during a heat race, a competitor's chassis is damaged he/she shall report this damage to the Race Director. The Race Director may then allow the competitor to install the motor and exhaust system on a different chassis and start at his/her gained position (see exception Rule 4.17.2.1.1).

4.8. Engine

Any changes or alterations of engines or engine components marked by the tech personnel must first be approved by the technical director. Both the original and replaced / altered engine or component will be considered marked and subject to tech. This includes broken components. The only exceptions will be non-tech items.

4.9. Red Flag

If at anytime an incident causes a red flag or a kart overturns (flips), the red flag will be displayed promptly. At the race director's discretion; If the race is half completed, the finish may revert to the last lap scored and the kart or karts involved in the incident which caused the red flag, shall be scored in last place. If the race is less than half way through, there may be a restart, reverting to the last lap scored, with the kart(s) involved in the red flag incident being moved to the rear of the pack.

A kart that has been involved in a red flag incident cannot continue to race until it has been checked by a race official.

4.10 Loss of Brakes

If a kart's braking efficiency is lost, it will be the driver's obligation to safely pull clear of the track and discontinue racing. Any competitor's failure to comply with this rule will be subject to immediate disqualification.

4.11. Fluid Spills

Any competitor knowingly spilling oil or fuel on the track or starting grid will be subject to suspension for the entire event.

4.11.1 Fluids or Waste Material Collection and Disposal

Fluids or waste materials must be disposed of by the user. It is the user's responsibility to dispose of all items in compliance with all or any Federal, State or Local laws while on MKA Raceway property. Anyone not complying with this policy cannot use the MKA facility Raceway for six (6) months from the date of infraction.

4.12 Transponders

All participants must use an AMB transponder. It is the competitors responsibility to ensure that the transponder is securely and correctly mounted as well as being operational, before entering the track for racing. If a kart does not have a transponder in place during a heat race,

they will not be scored and will receive zero points for that heat. If the transponder fails or falls off of the kart and the finishing position of the kart can be verified by the race officials and scoring tower, it may be awarded its position.

Section 5 : Championship Points Series

5. Eligibility

MKA membership is required to be eligible for Seasonal Championship Points. You must have become a club member by the third scheduled race after your first.

5.1. Championship Points Details

All scheduled Points Races count for the Midwest Karting Association Season Championship. The points are based on the following, plus number of entries per competition class, per race event.

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

5.1.1. Tie

In case of a tie, the competitor who has a better record of the tie-breaker criteria below shall be awarded the better position. Once either of the tied competitors achieves a better record at any 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 Championship season.

-Most 2nd place finishes throughout the Championship season.

-Most 3rd place finishes throughout the Championship season.

5.1.2 Point Standings

Each year's schedule will detail the number of races that will be counted towards the MKA Season Championship Series. A competitor must compete in at least half of the minimum number of points races to be eligible for a trophy at the end of the season. Any disqualification for the day, may not be used as a throw out race. The total number of accumulated MKA Season Championship Series Points shall be posted on the MKA website: www.mkaracing.com within a reasonable time after each race event.

Section 6 : Competition Classes

Current WKA rules apply, unless specified herein. The MKA Competition Rules and Regulations supersedes WKA rules.

6.0.1 Class Weight Identification

All karts are required to have their minimum class weight depicted on their kart. This number must have characters at least 1" tall, placed on the top left side of the drivers fairing facing the scale attendant, and must be easily visible.

6.0.2 Weight Adjustments

The MKA Board or Race committee reserves the right to adjust class weights in order facilitate more even competition.

6.1 Kid Karts (Speedsters)

(In addition to WKA 900)

Comer C50/C51 weight = 150lbs

Briggs LO206 weight = TBD

6.1.1 New or novice Kid Kart drivers must use carburetors as described in the WKA Tech Manual that contains the restrictor "pill". The back of their helmets will be marked with a X, designating novice status. They will start events at the rear of the grid. At such time that these drivers demonstrate adequate driving skill and request is made by parent or guardian to the race director, the restrictor "Pill" may be removed by order of the Race Director.

This is a noncompetitive training class. Although it is not a Championship Series Class all participants will receive trophies and awards throughout the season and at the banquet at the end of the season.

6.2 Four Cycle Classes

6.2.1 Wheels and Tires

(In place of WKA 252.1 – 252.2.2)

Five or six inch diameter wheels may be used in four cycle classes. Tires are open.

6.2.1.1 Brakes

(In place of WKA 255.2)

No front braking systems are allowed.

6.2.1.2 Bodywork

(In addition to WKA 258)

Full body work or CIK type bodywork required for all classes. Bodywork must conform to a known WKA or CIK standard.

6.2.1.3 Fuel Pump

(Amendment to WKA 704.7 and 708.4.2)

Fuel Pump may be pulsed from intake manifold until 12-31-2011

6.2.1.4 Single Source Fuel

(In place of WKA 708.4.1 and 707.9)

Must be 87 octane gasoline purchased from the approved source. As of 1-1-2010, this source is Holiday Gas Station, 6123 Traux Lane. Fuel will be compared to a known sample for tech.

6.2.2 Briggs Rookie

(In place of WKA 263.2)

Ages: 8 thru 12 years old

Briggs stock Animal engine

Restrictor plate: .275/.325 openings (Blue) Fuel:

Methanol

Weight: 265lbs

Briggs Flathead Engine

Restrictor plate: .500" opening (blue).

Fuel: Methanol

Weight 265lbs

Briggs LO206 Engine (Sealed)

Restrictor plat: .505" opening (gold).

Fuel: "Single Source" Gasoline

Weight: 280lbs

6100 RPM Coil, Open Jet

6.2.2.1 Additional Safety Requirements

All drivers must wear a SFI chest protector.

6.2.2 Briggs Junior

(In place of WKA 263.2)

Ages: 12 thru 15 years old

Briggs stock Animal engine

Restrictor plate: .505" opening (Gold)

Fuel: Methanol

Weight: 315lbs

Briggs Flathead Engine

Restrictor plate: .575" opening (Gold).

Fuel: Methanol

Weight: 300lbs

Briggs LO206 Engine (Sealed)

Restrictor plate: .575" opening (Black).

Fuel: "Single Source" Gasoline

Weight: 315lbs.

6100 RPM Coil, Open Jet

6.2.3 Briggs Sportsman

Ages: 15 and older

Briggs Flathead Engine

Restrictor plate: None

Fuel: Methanol

Weight: 350lbs

Briggs LO206 Engine (Sealed)

Restrictor plate: None

Fuel: "Single Source" Gasoline

Weight: 375lbs.

6100 RPM Coil, Open Jet

6.2.4 Briggs Senior Animal

(See WKA 263.9)

Ages: 15 and older

Briggs Animal Stock Engine

Restrictor plate: None

Fuel: Methanol

Weight: 360lbs

6.2.40 Briggs World Formula

(Amendment to WKA 263.11)

Ages: 15 and older

Briggs World Formula Engine

Restrictor plate: None

Fuel: "Single Source" Gasoline

Weight: 375lbs

6.3 TWO CYCLE KARTS

Current WKA Two Cycle rules apply to these classes except for rules stated here. No spec tires, but WKA tire sizes are required.

6.3.1 Fuel testing

Fuel will be subject to testing procedure outlined in *WKA 502.4.1*

6.3.2 Yamaha Junior Sportsman

(Takes place of WKA 214.2)

Age: 8 thru 12 years old

Weight: 250 lbs

Engines: 100cc Yamaha KT100S (Must have heads with OEM casting: "YAMAHA" and cylinders with Y3, Y4, and 787.)

Exhaust: RLV SSX-V #7548

Fue/Oil: Open (See 6.3.1)

Tires: 10x4.5(4.6)x5 Front and Rear

Gear Ratio 5.3 Minimum, No Axle Clutches

6.3.2.2 Additional Safety Requirements

All drivers must wear a SFI chest protector.

6.3.3 Yamaha Junior Super Can

(Takes place of WKA 214.4)

Age: 12 thru 15 years old

Weight: 305 lbs

Engines: 100cc Yamaha KT100S (Must have heads with OEM casting: "YAMAHA" and cylinders with Y3, Y4, and 787.)

Exhaust: RLV SSX-V #7548

Fuel/Oil: Open (See 6.3.1)

Tires: 10x4.5(4.6)x5 Front , 11x6.0x5 Rear

No Axle Clutches

6.3.3 Yamaha Senior Super Can

(Takes place of WKA 214.9)

Age: 15 and older

Weight: 345 lbs

Engines: 100cc Yamaha KT100S (Must have heads with OEM casting: "YAMAHA" and cylinders with Y3, Y4, and 787.)

Exhaust: RLV SSX-V #7548

Fuel/Oil: Open (See 6.3.1)

Tires: 10x4.5(4.6)x5 Front, 11x7.1x5 Rear

No Axle Clutches

6.3.4 Piston Port Junior

(Takes place of WKA 214.5)

Age: 12 thru 15 years old

Weight: 320 lbs

Fuel/Oil: Open (See 6.3.1)

Tires: 10x4.5(4.6)x5 Front, 11x6.0x5 Rear

HPV100 Engine

Exhaust: HPV 2 pipe

KPP100 Engine

Exhaust: Junior Spec. Header and Pipe

Yamaha KT100 Engine

Exhaust: Any WKA approved pipe

6.3.4 Piston Port Senior

(Takes place of WKA 214.11)

Age: 15 and older

Weight: 360 lbs

Fuel/Oil: Open (See 6.3.1)

Tires: 10x4.5(4.6)x5 Front, 11x7.1x5 Rear

HPV100 Engine

Exhaust: HPV 4 pipe

KPP100 Engine

Exhaust: Spec. Header and Pipe

Yamaha KT100 Engine

Exhaust: Any WKA approved pipe

6.4 Shifter Class Competition Rules

All shifter karts will be included in the same class. Unless otherwise stated in this document, shifter class rules will conform to the latest SKUSA kart and engine rules. Open tire rule.

6.4.1 Fuel testing

Fuel will be subject to testing procedure outlined in *WKA 502.4.1*

6.4.2 80cc Shifter (As per K1 rules)

Age: 15 years and older

Weight: 360 lbs. w/o front brakes

Weight: 370 lbs. w/ front brakes

6.4.3 125cc Moto Engine (S1 rules)

Age: 15 years and older

Weight 385 lbs

6.4.4 125cc Mod Moto/ICC Engine (G1 rules)

Age: 15 years old and up

Weight 405 lbs.

6.4.5 Jr. 125cc Spec restricted (S5 rules)

Age: 12 thru 15 years old

Weight 340 lbs

*Must start in back of field if combined.

6.5 TAG Class Competition Rules

(Unless otherwise stated in this document TAG rules will conform to the most current established by TAG USA.) See www.tagracing.net

6.5.1 Front brakes

Front Brakes not allowed in any tag classes

6.5.2 Fuel Testing

Fuel will be subject to testing procedure outlined in *WKA 502.4.1*

6.6 Rotax Max Competition Rules

(Unless otherwise stated in this document Rotax Max rules will conform to those established by the most current RMAX Challenge Rules Primer.) See www.rmaxchallenge.com

6.6.1 Front brakes

Front Brakes not allowed in any Rotax classes

6.6.2 Fuel Testing

Fuel will be subject to testing procedure outlined in *WKA 502.4.1*