



COLORADO KARTING TOUR

***Supplemental Regulations
&
Local Options***

The mission of the Colorado Karting Tour (CKT), is to provide interested kart racers (youngsters and their families) with a fun, organized and educational opportunity to participate in the exciting sport of karting. By doing so, the Colorado Karting Tour (CKT) will enhance the racing experience, shorten the karting learning curve and produce an environment of camaraderie, healthy competition and sportsmanship.

By attending any Colorado Karting Tour event I acknowledge and agree to the mission of the Colorado Karting Tour, and hereby pledge to support the mission and to exhibit behavior consistent with the mission at all Colorado Karting Tour events and activities, on or off the track, in the local area of an event, including motels, hotels, restaurants or any private or public area, as well as social media.

FURTHERMORE, I UNDERSTAND THAT:

1. No one in the Colorado Karting Tour is interested in viewing my poor sportsmanship, whether it involves social media posts, shouting or cursing at, grabbing, shoving, punching, slandering, making false claims, or otherwise showing disrespect to any of the Race Officials, volunteers, other parents, spectators, other racers, or the Colorado Karting Tour. I acknowledge that this behavior does not help any racer or child learn how to be a courteous adult, nor does it set a good example of being a courteous adult. I understand that my behavior can have a negative impact. I need to think before I act and not behave in a manner that is unprofessional or that one would find offensive or embarrassing to another person.
2. I acknowledge as an adult, that the kids are the participants in the Colorado Karting Tour and that my own personal glory will not be found in my child's trophy.
3. Any racer, parent or other person who disrespects another person in any manner, on or off the track, in the local area of an event, including motels, hotels, restaurants or any private or public area, as well as social media will not be tolerated – if poor behavior or unnecessary aggressive driving becomes an issue, said person can/will be asked to leave or sit out the event, and can/will receive a penalty up to and including suspension from future Colorado Karting Tour events and races. These actions can/will also impact said person's associated racer or pit crew.
4. Intentionally circumventing the rules of the Colorado Karting Tour (aka cheating), even if no one finds out, is still cheating, and will not be tolerated. Cheating lessens the overall experience of true racing and lowers the bar for healthy competition and sportsmanship. I understand that cheating ruins camaraderie and the trust we have in each other as respectable racers and parents. Suspension and/or penalties will be issued to those found cheating.

Ethics & Risk Agreement

I understand that the Colorado Karting Tour (CKT) will be presenting a racing series and will be using the most current version of the National Karting Alliance (NKA) Rulebook; Article 10 General Operations, Article 20 Vehicle Standards, Section 20.2: Chassis Sprint. This includes the most current version of the National Karting Alliance (NKA) Rule Updates.

The Colorado Karting Tour utilizes Supplemental Regulations and Local Options which supersedes the National Karting Alliance (NKA) Rulebook, National Karting Alliance (NKA) Rules Updates, as well as the most current version of the engine manufacturers' technical regulations and supplements for the corresponding class. The most current Colorado Karting Tour Supplemental Regulations and Local options supersedes all previous versions of Colorado Karting Tour Competition Rules and Colorado Karting Tour Supplemental Rules.

The primary technical regulations for the Colorado Karting Tour is the most current version of the engine manufacturers' technical regulations for the corresponding class.

The terms "National Karting Alliance" and "NKA" within the rulebook may be replaced with the terms "Colorado Karting Tour" and "CKT" where applicable. The Colorado Karting Tour has the right to update, clarify, or implement regulations prior to or at race events.

Competitors are solely and directly responsible for the safety of their race karts and equipment. The Colorado Karting Tour does not assume any liability for the safety and/or technical compliance of a competitor's race kart or equipment. Competitors are solely and directly responsible for knowing the regulations. Unless the regulations state you can do it you cannot do it.

By attending any Colorado Karting Tour event I acknowledge and agree, I (the participant, spectator, and competitor) have read and will comply with all regulations. To compete within any karting event is not a fundamental right of a participant. Rather, it is a privilege that is given to those that demonstrate a commitment to respecting the integrity of regulations, competition, sportsmanship, and safety inherent with hosting a successful karting event.

By attending any Colorado Karting Tour event I acknowledge and agree and/or have been advised of these rules and agree that the equipment I will be using in competition will be within these rules and guidelines. I also understand that it is typical for a racing event to require a post-race technical inspection of any and/or all pieces of racing equipment and related items. Whether it is during one of these typical inspections or for any reason my equipment is suspect, I agree to submit any and all equipment for inspection by any person or party as designated by the Colorado Karting Tour. I also agree to accept the decision of the Colorado Karting Tour resulting from such an inspection. I accept all rulings/actions made by the Colorado Karting Tour officials as final, and that no further action, legal or otherwise, may be taken by you against either the NKA, the Colorado Karting Tour or its sponsors. I also understand that racing is inherently dangerous and may result in injury or even death. In any and all cases I agree to hold harmless and release and covenant not to sue any and all, participants, organizers, racers, volunteers, sponsors, tracks, officials, and the Colorado Karting Tour FROM ANY AND ALL CLAIMS, LOSSES OR DAMAGES, OF MYSELF OR MY MINOR CHILD, RESULTING DIRECTLY OR INDIRECTLY FROM THE ACTIONS OR NEGLIGENCE OF THE COLORADO KARTING TOUR OR PARTIES LISTED ABOVE.

Supplemental Regulations

10.1.15: Refunds

Once the Legal Entrant has taken to the track for any official session of an event, they are not eligible for a refund. If they have not taken to the track for an official session, but the event has begun, they are eligible for a 50% refund. If they request a refund prior to the published day the event starts, they are eligible for a 100% refund. a full It is at the sole discretion of the sanctioned event to determine whether the refund is in cash or in credit.

10.1.11.3: Any previous, current, or future content submitted online privately or publicly through the medium of the internet by those previously, currently, or in the future participating or officiating at the NKA events should not contain material whether direct or implied that could be deemed to be threatening, harassing, bullying, illegal, obscene, defamatory, slanderous or hostile towards the sanctioned event, any individual, team or entity participating or officiating at the NKA events. the NKA defines content as text, images, audio, video, emojis, reactions, and any user generated content knowingly uploaded to the internet.

10.1.18.1 Alcoholic Beverages:

No driver, entrant, or crew member may consume alcohol until ALL practice, qualifying, or racing is finished for the day. Consumption of intoxicating beverages in the pits, on the racecourse or surrounding premises by any participant during race day competition is forbidden. No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized as specified in. Alcohol may not be consumed in the pits until after all the day's on-track activities are concluded. After the track is

closed for the day, track/facility rules and local laws governing the use of alcohol shall apply.

10.1.18.2 Narcotics, Dangerous Drugs and Other Mood-Altering Substances

The use of narcotics and all illegal substances at a CKT event is forbidden. This includes any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event. Any event participant who shows evidence of being under the influence or violates this prohibition shall not participate in the event and may be disqualified, subject to suspension, ejected from the premises immediately, or even turned over to local authorities. No competitor, crewmember or other related persons shall be allowed within the confines of a NKA sanctioned event while under the influence of any substances commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. Any competitor, crewmember or other related persons under such influence is also subject to immediate and permanent ban all future race events. Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event. As a condition of continued participation, the participant may be required to submit to such testing procedures that may be established by CKT in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, CKT assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case. All drivers are responsible for the conduct of their crew and family. CKT shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense

for misuse or misconduct. This is a "No Tolerance" policy.

10.1.19 Series Decals

All karts shall display all event, series, and sponsor required decals in the correct positions. Decals shall be displayed on the karts fairing or nose where visible from the front. The competitor is responsible for making sure the decals are clearly visible.

10.3.4: Refusal of Entry

NKA Member Facilities, NKA Sanctioned Events and/or their respective Promoters, Series Presidents, Track Owners, Race Directors, and Technical Directors reserve the right to refuse any entry.

10.4.3.2: Lightning will be monitored during the event by the event staff via a lightning strike monitoring app. If a lightning strike is registered within a 10-mile radius of the racing facility, immediately cease all on-track and outdoor activities. Participants are advised to seek their own shelter if a common indoor area is not available. Competition can resume 30 minutes after the last registered lightning strike within the 10-mile radius via the lightning strike monitoring app. Attendees may not enter the grid and/or track area.

10.4.6.3: Suits/Jackets

Driving suits of one piece design, made of abrasion resistant material. Jackets are not allowed.

10.4.6.4: Footwear

Closed toe high top shoes and/or shoes designed for motorsports use are required. No portion of the leg or ankle may be exposed when in the driving position. All shoes, regardless of type, must be properly laced and/or buckled at all times in any on-track session and must be free of holes or signs of extensive wear.

10.4.15: Paddock Transportation

All methods of transportation within the paddock/pit without express permission (approval for mobility, other health issues, or official event use) is prohibited. Any incident involving transportation in the pits/paddock is the responsibility of the operator, or the parents/legal guardian of the operator. The paddock/pits are considered "cold" at all times during the race event.

10.5.4: Official Session

For NKA events, an Official Session typically includes practice, warmups, qualifications, heats or pre-finals, last chance events, and Features/Finals. The terms 'official session', 'session', 'practice', 'test and tune', or 'race' may be interchanged in this document but all imply an Official Session. Drivers are to only enter the sessions they have entered for.

10.4.10.1: All bolt-on weight must be white in color with the kart number clearly marked. Weights must be painted white or rubber/plastic coated white, tape is not allowed.

10.5.12: Points

No points will be awarded for pre-finals or heats. Only points for the final will be awarded.

10.5.14: Did Not Start (DNS)

A competitor must start either the pre-final or final in their class to be scored as DNS. They will be scored in last place position for the final. Multiple DNS competitors will be scored by their place when they started the race with those in the final being scored higher than those in the pre-final. In the event that a driver is unable to start the pre-final or final, they will receive zero points for the race event. Starting a race is defined by a driver crossing the start line under their own power when the green is displayed by the starter.

10.5.16.2: Only video from cameras mounted to a kart may be used for protests during an event (see section 10.10.1.7). The event may, if it deems helpful, request video of an incident to properly judge a situation.

10.6.2: Established Course

Drivers are to follow the established course as designed, with a minimum of two wheels remaining on course. Deviation is only acceptable in avoiding an incident. The Established Course does include all curbs and exit curbing. **The Established Course does not include paved areas beyond all curbs and exit curbing. Unless specifically stated at the driver's meeting these areas may NOT be used.**

10.6.5: Defending/Impeding/Blocking

Drivers are allowed to make moves to defend off the preferred line in a straight coming to a corner. However, that driver is only allowed to return back ¼ kart width to set for the corner. Lines may not be adjusted while in a braking zone. Once an overtaking driver has broken the rear plane of the lead kart with their front nose, the lead driver is not allowed to move any further. Should contact occur after the rear plane of the lead kart has been broken, but not to a point where the lead kart may be unaware, the lead kart must immediately abandon any further movement. If so, no infraction will be issued. If the lead driver continues the defensive move after contact, or had looked to his/her rear prior to contact, an infraction will be assessed. Once the attacking kart has broken the rear plane of the defending kart, the parameters of defending end and the defending kart may move freely on the track surface.

10.6.12: Lapped Drivers

Lapped drivers are expected to not impede the lead drivers. When receiving a Blue Flag, they are to **make room for the faster kart** and make it easy for the lead drivers to go by. The Black Flag may be used to remove lapped karts depending on class size and type of facility and is at the discretion of race officials.

10.8.6: Black Flag - Waived

This flag indicates you are being removed from the course immediately for a number of potential reasons. A driver **must exit the track immediately and report to the scale line.**

10.8.4: Yellow Flag - Full Course

A full course caution is called via the use of **a yellow flag** held sideways, and not waiving. When you see this, note that scoring has stopped and there is a significant reason to slow. Slowly reform in a pack and prepare for either a Red flag to be displayed, or instructions that we are returning to a restart.

10.9.2.1: The grid area is reserved for the exclusive use of competing karts and their crews, and is subject to the control of the Race Director **and Grid Marshall**, who can limit the number of crew per vehicle at any time.

10.9.2.2: All karts will grid in the grid area to enter the track for their respective on track session. **CKT uses a grid light system to notify competitors when they can start their kart, enter the track, and when entry to the track is closed for entry. Red lights indicate the track is closed for entry and engines may not be started. Yellow lights, which will remain illuminated for one minute, indicate competitors may start their kart. Green lights and an audible horn indicate competitors may enter the track. Green lights will remain illuminated for approximately one minute before returning to red. Race officials may override the lights and place them back to red at any time. Once the track is closed to a class, no more entrants for that session may enter the track.**

10.9.10.3: Fuel Testing

It shall be the right of the technical director at their sole discretion to conduct any type of fuel testing deemed necessary at any time. A competitor's failure to comply is grounds for disqualification. Any competitor found to be using carcinogens may be reported to the EPA.

10.9.10.4: Fuel

It shall be the right of the technical director at their sole discretion to announce the specific fueling station, fueling location, fuel type, and/or pump number/s for each class. It is the competitor's responsibility to provide proof of purchase when requested by the technical director.

10.9.10.5 Digatron Meter Testing

The technical director will use a sample of their choosing for the specified fuel as their base. The technical director will calibrate the Digatron Meter to their base. Testing will be completed by inserting the probe into the competitor's fuel tank mounted to their kart measuring the variance from the base on DC1 and DC2. Shall a competitor not have enough fuel in their fuel tank to complete the test the competitor will be allowed to remove their fuel tank and empty it into a supplied plastic container. Failure to provide enough fuel for testing is subject to disqualification. After the testing is complete, if a competitor's fuel falls on DC1 and/or DC2, the competitor is subject to disqualification.

10.9.10.5.1 Non-Compliant Fuel Minor

Failing the Digatron test (or specific Gravity test) indicating the use of pump fuel, incorrect pump fuel, incorrect oil, contaminated tank or fuel container. The technical inspector may use his own discretion in applying this penalty.

10.9.10.5.2 Non-Compliant Fuel Major

Failing the Digatron or Specific Gravity test by a large margin and/or failing the Germaine (NHRA) test. This may indicate the presence of performance-enhancing chemical additive(s), many of which are known to be cancer-causing or otherwise harmful to human health. The technical inspector has the discretion to determine the extent of the non-compliance, and the penalty assessed. The technical inspector may choose to retain samples for additional laboratory tests. Results may remain Provisional pending the outcome of these tests.

10.9.10.6 Fuel Sample Testing

The technical director will use a sample of their choosing for the specified fuel as their base. Upon request, the competitor shall draw as many samples as requested from their fuel tank and/or container (technical director's preference) into a suitable, clean container. Failure to provide enough fuel for testing is subject to disqualification. The technical director shall seal

with tape and mark the container with the kart number. Samples may be tested onsite, at an offsite location, or in a laboratory at the technical director's discretion. Testing may include but is not limited to specific gravity, fuel to oil ratio, octane, additives, ethanol percentage, methanol percentage and any other test at the technical director's discretion. Race results will not be final until testing results that are being performed offsite or in a laboratory are received.

10.9.10.7 Tires Testing

It shall be the right of the technical director at their sole discretion to conduct any type of tire testing deemed necessary at any time. A competitor's failure to comply is grounds for disqualification.

10.9.10.8 Durometer Testing

The technical director may use a durometer to determine if a tire has been prepped. See section 20.1.24.6.

10.9.10.9 Temperature Testing

The technical director may use an infrared thermometer, pyrometer, thermometer, and/or the like to determine if tires have been artificially warmed. See section 20.1.24.12.

10.9.12.1 Chassis Sealing

Chassis tags are to be attached on drivers right, behind the spindle yoke around the tubing. It is important to install the seal so that the bar code is facing outward so that it may be read with the scanner. All other tags should be removed from the chassis. (Refer to the appendix for specifics. Chassis tag may differ from photo.)

10.9.12.2 Engine Sealing

It shall be the right of the technical director at their sole discretion to require competitors to seal their engine in addition to factory seals. If sealing of engines is not declared for the event/class, conventional marking (painting) of engines and recording may occur at any time for each entry. Competitors are responsible for purchasing and installing nuts and bolts to facilitate the sealing of engines.

10.9.12.3 Briggs and Stratton LO206 Engine Sealing

Valve Cover Bolt Right Center Carb Bolt next To Choke Arm (Refer to Briggs and Stratton appendix for specifics)

10.9.12.4 Mini Swift, Mini ROK, and 100cc Engine Sealing

Two head nuts must be sealed. At the discretion of the technical director carb sealing may be required. Carb can be sealed through two carb top nuts or the factory drilled hole in carb body. (Refer to appendix for specifics.)

10.9.12.5 KZ and ROK Shifter

At the discretion of the technical director KZ and ROK shifter engines may be sealed.

10.9.12.5 Additional Sealing

The technical director at any time may require additional seals to be applied to other components (pipes-silencers-ignition components, etc). Once installed and recorded, these become part of the "package" and may not be removed. (Refer to appendix for pipe-silencer specifics.)

10.10.2: Appeals

All appeals to CKT will follow the NKA Process.

Off-Track Infractions

Violation of Social Media Regulations	Probation and/or Suspension (per case)
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Technical Infractions

Note: Technical infractions on course that require the removal of a competitor will be scored up to when you were removed. See 10.8.6: Black Flag – Waived of the supplemental regulations.

The technical and/or race director at their discretion will determine negligence over component failure for Loss of weight/battery/part and apply penalties accordingly.

Bodywork (not bottom fairing mount)	Per Tech
Loss of weight/battery/part	Exclusion From Event

Competition Infractions

The technical and/or race director at their discretion will determine negligence over component failure for loss of component (competition), loss of component (final practice), loss of component (practice) and apply penalties accordingly.

Manipulating PBB System and Push Back Bumper (2 sides) see 20.2.23 of the supplemental regulations.

20.1.1.1: Up to two (2) cameras (Go Pro or similar) per kart is allowed. Each camera is to have the **kart number** of the Legal Entrant clearly printed on it.

20.1.1.2: Cameras must be mounted in one of the following ways. Hard mounted by bolt and nut to a driver fairing. **Use of a camera mount** clamped to seat uprights. Mounted to a radiator via GoPro brand adhesive mount with tether through the radiator to the camera case. **All cameras and mounts must be secured to kart with safety wire.**

20.1.3: Number Panels

Correct numbers must be properly installed for all on-track sessions, including practice and warmups. Failure to do so will result in penalties, including loss of track time.

20.1.3.1: Number panels are not permitted, only numbers as described in 20.1.4.

20.1.3.2: All competition karts must be equipped with four (4) numbers, 1 on the front of the kart, 1 on each side **towards the rear of the bodywork**, and 1 on the rear. **They must be in place for all sessions, including practice and warmups.**

20.1.4: Numbers & Colors

Numbers shall be black on a yellow background, at least 5.5" (5.0" for Kid Kart, Micro Max, Mini Max

and 60cc cadet) tall and have a 2 cm (.787") wide stroke represented with an Arial font. No shaded or outlined numbers are allowed. The competition number shall be bordered by a yellow background of 1 cm (.393") minimum.

20.1.20: Radiator and Cooling The primary radiator must be mounted to the side of the driver, and be maintained within the bodywork, and above the frame rails with a maximum height of 50mm above the ground. Any additional radiators must be approved for use. Cooling must be water only, no additives are allowed.

20.1.21.1 LO206 Exhaust

LO206 Mufflers must be safety wired through the baffles of the muffler around the support bracket of the header. Mufflers secured by safety wire around a hose clamp on the muffler will not be permitted.

20.1.24: Tire Construction & Use The spec tires for all NKA events are at the specific determination of the NKA member facility or series. Tire compounds are subject to availability and homologation as such they are subject to change at any time with or without notice. Only tires purchased directly from the Colorado Karting Tour or Colorado Karting Tour authorized resellers are permitted on race days. Be advised the Colorado Karting Tour scans tires.

20.1.24.3: Rain tires shall be tires manufactured specifically for use in wet weather conditions. The number of sets of rain tires allowed is at the discretion of the event. It is not the responsibility of the series to have a ready supply of rain tires. Rain tire inventory is at the sole responsibility of the entrant. The Race Director at their discretion can declare a rain race and it will only be applicable for that days race. Once a rain race has been declared, competitors will have the choice of dry or rain tires for the remainder of the race day. The Race Director at their discretion may allow competitors time to change tires. The Race

Director retains the right to remove a driver whose tire choice may result in a dangerous situation.

20.1.24.11: Tire allotment: Competitors are allowed one set of dry and one set of wet tires per class and per round.

20.2.23: Push Back Bumpers (PBB)

CKT does not enforce Push Back Bumpers for its race events.

Local Option and Classes

1.0 Kid Kart

- 1.1 Ages:** 5 – 8
- 1.2 Weight:** 160 lbs
- 1.3 Chassis:** Kid Kart
- 1.4 Engine:** Honda GXH50 as supplied by Honda Performance Development with engine seal as supplied by Honda Performance Development.
- 1.5 Gear – Chain:** Colorado Karting Tour Local Option – 15/89 – #219 Chain – All tracks
- 1.6 Main Jet:** Colorado Karting Tour Local Option – 52s
- 1.7 Technical Regulations:** The most current version of Honda Performance Development (HPD) GXH50 Technical Rules, Honda Performance Development (HPD) GXH50 Supplemental Technical Rules, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
- 1.8 Tires and Wheels:**
 - 1.8.1** Dry Tires: Evinco Blue SKH2 10×4.60-5 Front and Rear
 - 1.8.2** Wet Tires: MG SW2 10×4.2-5 Front and Rear
 - 1.8.3** Minimum Tire Circumference: 32.250"
 - 1.8.4** Max Tire Circumference: 33.250"
 - 1.8.5** Max Tire Pressure: 20 psi measured hot or cold
 - 1.8.6** Minimum Wheel Width 76.2 mm
 - 1.8.7** Maximum Wheel Width 135 mm
- 1.9 Numbers:** 1 – 99
- 1.10 Fuel:** Maverik 87 Ethanol Free or as announced
- 1.11 Oil:** Briggs & Stratton Synthetic 4T Racing Oil, 10w30, or SAE 30

2.0 206 Cadet

- 2.1 Ages:** 7 – 13
- 2.2 Weight:** 245 lbs
- 2.3 Chassis:** Cadet 889 mm – 950 mm wheelbase
- 2.4 Engine:** Briggs and Stratton LO206 Senior Engine with 6100 rev limiter. Engine must be USA spec as determined by serial number. Carb Lock Required (P/N 555726). Slide .490 (Green). Engine sealing as required by CKT Supplemental Regulations and CKT Local Option.
- 2.5 Gear – Chain:** Colorado Karting Tour Local Option
 - 15/45 – #35 Chain or 22/66 – #219 Chain**
 - Grand Junction Motor Speedway
 - IMI Motorsports Park
 - 15/47 – #35 Chain or 22/69 – #219 Chain**
 - SBR Motorsports Park
 - Colorado Karting Circuit
 - TBA – #35 Chain or TBA – #219 Chain**
 - Pikes Peak International Raceway
 - Amarillo Karting Complex

2.6 Technical Regulations: The most current version of Briggs and Stratton LO206 United States Technical Rule Set, Briggs and Stratton Supplemental Technical Rule Set, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.

2.7 Tires & Wheels:

2.7.1 Dry Tires: Evinco Blue SKH2 10×4.60-5 Front and Rear

2.7.2 Wet Tires: MG SW2 10×4.20-5 Front and Rear

2.7.3 Maximum Wheel Width: 135mm

2.8 Numbers: 200 – 299

2.9 Fuel: Maverik 87 Ethanol Free or as announced

2.10 Oil: Briggs & Stratton Synthetic 4T Racing Oil

3.0 206 Junior

3.1 Ages: 12 – 15

3.2 Weight: 320 lbs

3.3 Chassis: NKA Sprint

3.4 Engine: Briggs and Stratton LO206 Senior Engine with 6100 rev limiter. Engine must be USA spec as determined by serial number. Slide .570 (Yellow). Engine sealing as required by CKT Supplemental Regulations and CKT Local Option.

3.5 Gear: Gear is open.

3.6 Technical Regulations: The most current version of Briggs and Stratton LO206 United States Technical Rule Set, Briggs and Stratton Supplemental Technical Rule Set, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.

3.7 Tires and Wheels:

3.7.1 Dry Tires: Evinco Blue SKH2 10×4.60-5 Front and 10X6.0-5 Rear

3.7.2 Wet Tires: MG SW2 10×4.2-5 Front and 11×6.0-5 Rear

3.7.3 Maximum Front Wheel Width: 135 mm

3.7.4 Maximum Rear Wheel Width: 215 mm

3.8 Numbers: 400 – 499

3.9 Fuel: Maverik 87 Ethanol Free or as announced

3.10 Oil: Briggs & Stratton Synthetic 4T Racing Oil

4.0 206 Senior

4.1 Ages: 15+

4.2 Weight: 355 lbs

4.3 Chassis: NKA Sprint

4.4 Engine: Briggs and Stratton LO206 Senior Engine with 6100 rev limiter. Engine must be USA spec as determined by serial number. Slide Stock OEM Senior (Black). Engine sealing as required by CKT Supplemental Regulations and CKT Local Option.

4.5 Gear: Open

4.6 Technical Regulations: The most current version of Briggs and Stratton LO206 United States Technical Rule Set, Briggs and Stratton Supplemental Technical Rule Set, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.

4.7 Tires and Wheels:

4.7.1 Dry Tires: Evinco Blue SKH2 10×4.60-5 Front and 10X6.0-5 Rear

4.7.2 Wet Tires: MG SW2 10×4.2-5 Front and 11×6.0-5 Rear

- 4.7.3 Maximum Front Wheel Width:** 135 mm
- 4.7.4 Maximum Rear Wheel Width:** 215 mm
- 4.8 Numbers:** 600 – 699
- 4.9 Fuel:** Maverik 87 Ethanol Free or as announced
- 4.10 Oil:** Briggs & Stratton Synthetic 4T Racing Oil

5.0 206 Master

- 5.1 Ages:** 35+ or 15+ and 200 lbs body weight
- 5.2 Weight:** 390 lbs
- 5.3 Chassis:** NKA Sprint
- 5.4 Engine:** Briggs and Stratton LO206 Senior Engine with 6100 rev limiter. Engine must be USA spec as determined by serial number. Slide Stock OEM Senior (Black). Engine sealing as required by CKT Supplemental Regulations and CKT Local Option.
- 5.5 Gear:** Open
- 5.6 Technical Regulations:** The most current version of Briggs and Stratton LO206 United States Technical Rule Set, Briggs and Stratton Supplemental Technical Rule Set, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
- 5.7 Tires and Wheels:**
 - 5.7.1 Dry Tires:** Evinco Blue SKH2 10×4.60-5 Front and 10X6.0-5 Rear
 - 5.7.2 Wet Tires:** MG SW2 10×4.2-5 Front and 11×6.0-5 Rear
 - 5.7.3 Maximum Front Wheel Width:** 135 mm
 - 5.7.4 Maximum Rear Wheel Width:** 215 mm
- 5.8 Numbers:** 500 – 599
- 5.9 Fuel:** Maverik 87 Ethanol Free or as announced
- 5.10 Oil:** Briggs & Stratton Synthetic 4T Racing Oil

6.0 206 Legends (Exploratory Class for 2025)

- 6.1 Ages:** 45+ lbs
- 6.2 Weight:** 390 lbs
- 6.3 Chassis:** NKA Sprint
- 6.4 Engine:** Briggs and Stratton LO206 Senior Engine with 6100 rev limiter. Engine must be USA spec as determined by serial number. Slide Stock OEM Senior (Black). Engine sealing as required by CKT Supplemental Regulations and CKT Local Option.
- 6.5 Gear:** Open
- 6.6 Technical Regulations:** The most current version of Briggs and Stratton LO206 United States Technical Rule Set, Briggs and Stratton Supplemental Technical Rule Set, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
- 6.7 Tires and Wheels:**
 - 6.7.1 Dry Tires:** Evinco Blue SKH2 10×4.60-5 Front and 10X6.0-5 Rear
 - 6.7.2 Wet Tires:** MG SW2 10×4.2-5 Front and 11×6.0-5 Rear
 - 6.7.3 Maximum Front Wheel Width:** 135 mm
 - 6.7.4 Maximum Rear Wheel Width:** 215 mm
- 6.8 Numbers:** 500 – 599 with blue stripe across rear numbers
- 6.9 Fuel:** Maverik 87 Ethanol Free or as announced
- 6.10 Oil:** Briggs & Stratton Synthetic 4T Racing Oil

7.0 Micro Max

7.1 Ages: 8 – 11

7.2 Weight: 235 lbs

7.3 Chassis: Cadet 889 mm – 950 mm wheelbase

7.4 Engine: Rotax Micro Max with engine seal and passport as supplied by Rotax or Rotax Authorized Service Center. Engine must be USA spec as determined by serial number.

7.5 Technical Regulations: The most current version of Race Rotax RMC Technical Regulations, Race Rotax RMC Supplemental Technical regulations, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.

7.6 Gear: 13/68 – 75

7.7 Tires and Wheels:

7.7.1 Dry Tires: Evinco Blue SKH2 10×4.60-5 Front and Rear

7.7.2 Wet Tires: MG SW2 10×4.20-5 Front and Rear

7.7.3 Maximum Wheel Width: 135mm

7.8 Numbers: 1 – 99

7.9 Fuel: VP MS93

7.10 Oil: Rotax XPS Mixed at 50:1

8.0 Mini Max

8.1 Ages: 10 – 13

8.2 Weight: 255 lbs

8.3 Chassis: Cadet 889 mm – 950 mm wheelbase

8.4 Engine: Rotax Mini Max with engine seal and passport as supplied by Rotax or Rotax Authorized Service Center. Engine must be USA spec as determined by serial number.

8.5 Technical Regulations: The most current version of Race Rotax RMC Technical Regulations, Race Rotax RMC Supplemental Technical regulations, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.

8.6 Gear: 13/68 – 75

8.7 Tires and Wheels:

8.7.1 Dry Tires: Evinco Blue SKH2 10×4.60-5 Front and Rear

8.7.2 Wet Tires: MG SW2 10×4.20-5 Front and Rear

8.7.3 Maximum Wheel Width: 135mm

8.8 Numbers: 100 – 199

8.9 Fuel: VP MS93

8.10 Oil: Rotax XPS Mixed at 50:1

9.0 60cc Cadet

9.1 Ages: 8 – 13

9.2 Weight: 245 lbs

9.3 Chassis: Cadet 889 mm – 950 mm wheelbase

9.4 Engine: IAME Mini Swift or ROK Mini ROK. Engine must be USA spec as determined by serial number. Engine and Exhaust Pipe sealing as required by CKT supplemental ruleset and CKT local option.

9.5 Technical Regulations:

- **IAME Mini Swift** – The most current version of SKUSA Technical Rulebook, SKUSA Supplemental Technical Rules, IAME Engine Specs, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
- **ROK Mini ROK** – The most current version of ROK CUP USA Technical Regulations, ROK CUP USA Technical Regulations Updates, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.

9.6 Gear: Open

9.7 Tires and Wheels:

- 9.7.1 Dry Tires:** Evinco Blue SKH2 10×4.60-5 Front and Rear
- 9.7.2 Wet Tires:** MG SW2 10×4.20-5 Front and Rear
- 9.7.3 Maximum Wheel Width:** 135mm

9.8 Numbers: 100 – 199

9.9 Fuel: VP C12

9.10 Oil: Motul Kart Grand Prix 2T, Mixed at 1L Oil to 5G Fuel (6.76oz per gallon)

10.0 100cc Junior

10.1 Ages: 12 – 15

10.2 Weight:

- IAME KA 100 - 310 lbs
- ROK VLR 100 - 310 lbs

10.3 Chassis: NKA Sprint

10.4 Engine: IAME KA 100 or ROK VLR 100 with Junior Restrictor. Engine must be USA spec as determined by serial number. Engine and Exhaust Pipe sealing as required by CKT Supplemental Regulations and CKT Local Option.

10.5 Technical Regulations:

- **IAME KA 100** - The most current version of SKUSA Technical Rulebook, SKUSA Supplemental Technical Rules, IAME Engine Specs, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
- **ROK VLR 100** - The most current version of ROK CUP USA Technical Regulations, ROK CUP USA Technical Regulations Updates, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.

10.6 Gear: Open

10.7 Tires and Wheels:

- 10.7.1 Dry Tires:** Evinco Blue SKH2 10x4.60-5 Front and 10X7.1-5 Rear
- 10.7.2 Wet Tires:** MG SW2 10x4.2-5 Front and 11x6.0-5 Rear
- 10.7.3 Maximum Front Wheel Width:** 135 mm
- 10.7.4 Maximum Rear Wheel Width:** 215 mm

10.8 Numbers: 800 – 899

10.9 Fuel: VP C12

10.10 Oil: Motul Kart Grand Prix 2T, Mixed at 1L Oil to 5G Fuel (6.76oz per gallon)

- 11.0 100cc Senior**
- 11.1 Ages:** 15 +
- 11.2 Weight:**
- IAME KA 100 – 360 lbs
 - ROK VLR 100 – 350 lbs
- 11.3 Chassis:** NKA Sprint
- 11.4 Engine:** IAME KA 100 or ROK VLR 100. Engine must be USA spec as determined by serial number. Engine and Exhaust Pipe sealing as required by CKT Supplemental Regulations and CKT Local Option.
- 11.5 Technical Regulations:**
- **IAME KA 100** – The most current version of SKUSA Technical Rulebook, SKUSA Supplemental Technical Rules, IAME Engine Specs, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
 - **ROK VLR 100** – The most current version of ROK CUP USA Technical Regulations, ROK CUP USA Technical Regulations Updates, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
- 11.6 Gear:** Open
- 11.7 Tires and Wheels:**
- 11.7.1 Dry Tires:** Evinco Blue SKH2 10×4.60-5 Front and 10X7.1-5 Rear
 - 11.7.2 Wet Tires:** MG SW2 10×4.2-5 Front and 11×6.0-5 Rear
 - 11.7.3 Maximum Front Wheel Width:** 135 mm
 - 11.7.4 Maximum Rear Wheel Width:** 215 mm
- 11.8 Numbers:** 900 – 999
- 11.9 Fuel:** VP C12
- 11.10 Oil:** Motul Kart Grand Prix 2T, Mixed at 1L Oil to 5G Fuel (6.76oz per gallon)
- 12.0 Shifter Senior**
- 12.1 Ages:** 15 +
- 12.2 Weight:**
- KZ – 400 lbs
 - ROK – 385 lbs
- 12.3 Chassis:** NKA Sprint
- 12.4 Engine:** KZ or ROK. Engine must be USA spec as determined by serial number. Engine and Exhaust Pipe sealing as required by CKT Supplemental Regulations and CKT Local Option.
- 12.5 Technical Regulations:**
- **KZ** – The most current version of SKUSA Technical Rulebook, SKUSA Supplemental Technical Rules, KZ Engine Specs, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
 - **ROK** – The most current version of ROK CUP USA Technical Regulations, ROK CUP USA Technical Regulations Updates, Colorado Karting Tour Supplemental Regulations, and Colorado Karting Tour Local Options. No deviations permitted.
- 12.6 Gear:** Open
- 12.7 Tires and Wheels:**
- 12.7.1 Dry Tires:** Evinco Red SKM2 10×4.60-5 Front and 10X7.1-5 Rear
 - 12.7.2 Wet Tires:** MG SW2 10×4.2-5 Front and 11×6.0-5 Rear

12.7.3 Maximum Front Wheel Width: 135 mm

12.7.4 Maximum Rear Wheel Width: 215 mm

12.8 Numbers: 400 – 499

12.9 Fuel: VP C12

12.10 Oil: Motul Kart Grand Prix 2T

Appendix

10.9.12.1 Chassis Sealing



10.9.12.3 Briggs and Stratton LO206 Engine Sealing

Valve Cover Bolt
Right Center

Carb Bolt
Next To
Choke



10.9.12.4 Mini Swift, Mini ROK, and 100cc Engine Sealing



10.9.12.5 Additional Sealing

