

2016 ROCK ISLAND GRAND PRIX SUPPLEMENTAL RULES

The Rock Island Grand Prix encourages participation by drivers from all sanctioning bodies including CIK, WKA, IKF, SKUSA, IRA, USPKS, NKA, AKRA and TAG U.S.A. Where there is a conflict in rules, the more lenient rule will be enforced except where a specific rule has been specified. Detailed class rules specific to that class are stated in their section below.

1. The race steering committee has the power to change, modify or regroup the race program and reduce the number of laps in a race. Any modifications not covered by the rules will be considered illegal.

2. Races will run rain or shine. If the track is declared "WET" competitors may choose which tires they desire to qualify or race with. Teams will initially be given time to change tires and setup. From that point on, race officials will make "recommendations" with regards to track conditions, but the decision whether to change or not, and when to change, will be up to the individual race teams. Subsequent breaks to change between wet and dry setups will not be given. If you have questions about the race format, please see Race Director Terry Riggins and his staff.

3. The organizing committee has elected to not put caps on classes at this year's Rock Island Grand Prix. Practice, Heat races and Last Chance Qualifiers will be adjusted as needed based on entries. If there are more than 30 entries in a class, the top 25 after Heat Races will advance to the Final and the remaining entries will compete in a Last Chance Qualifier (Pre-Final) for the final five spots in the Final. After August 1, refunds for drivers who withdraw will be reviewed on a case-by-case basis and generally refunds will NOT be given. Classes will only be canceled with agreement of all registered drivers.

4. All racers are asked to register by Friday, August 19, 2016. There will be a \$25 per entry penalty (i.e. \$150 instead of \$125) for registrations postmarked after August 19. Racers who enter AFTER 5 p.m., Thursday, Sept. 4, will pay a \$100 late fee (i.e. \$225 instead of \$125).

5. **Professionalism:** Due to the stature of the event and the number of spectators and media it attracts, the Rock Island Grand Prix expects all race teams to conduct themselves in the most professional manner possible. Uniforms should be clean - they reflect on your team and your sponsors. Consumption of alcohol, foul language, and fighting in the paddock/pit area, scales or on the track will not be tolerated. Smoking in the pit/paddock area is strongly discouraged and forbidden within 50 feet of the fuel truck. Race teams may face penalties up to and including disqualification of the team's driver(s) if these rules are violated. Also please remember the spectators. Engage them in conversation; welcome them into your tent; let the kids see your kart. They may be a future racer or sponsor. Downtown businesses are kind enough to let us use their parking lots for this event. Please treat their property with respect and leave it in the condition it was found. Do not drive on the grass and do not move concrete parking stops. Your entry means you agree to assume responsibility, and pay for any damage left behind. **PLEASE NOTE: Any competitors caught cutting pit fence to leave early will be banned from future events.**

6. Inspection: Pre-race tech inspection/scrutineering will take place from 2-5 p.m. Friday at the off-site staging area and from 6-8:30 p.m. Friday under the tent on the pre-grid. Racers should bring their kart, all safety apparel, and be prepared to complete the Technical Inspection Passport (provided at pre-race inspection). All drivers who arrive and register Friday prior to 8 p.m. **MUST** complete pre-tech on Friday evening. Saturday pre-tech will be done only for karts receiving a Late Arrival Pass from Registration. All karts and helmets must pass inspection prior to running. All karts involved in on-track accidents must be re-inspected by tech officials/scrutineers. All drivers involved in accidents must be released by medical staff before returning to race.

7. Pre-grid Inspection: On pre-grid, karts may be checked for width, wheel size, fuel, oil & air box sniffed, clutch RPM, tire compliance, 4 visible numbers and final visual safety check. Tires will be marked prior to Heat Races. Use of tire warmers at any time will **NOT** be allowed.

8. Bodywork: Nose Cones are **MANDATORY** except in Vintage classes. You can run whatever the various sanctioning bodies allow for sprint racing but full nose cones are allowed in 4-cycle classes only. Side pods **MAY** extend beyond the wheels.

9. Qualifying: There will be no timed qualifying this year. Drivers will participate in a blind draw at Registration for Heat Race starting positions. Finishing Points and Passing Points will be awarded during Heat Races and combined will determine grid positions for the Sunday Final. Passing points will be determined by the difference between starting and finishing position. Ties in points will first be broken by grid position (lowest) and then by entry date. If a class has more than 30 entries, the top 25 racers will automatically qualify for the Final with the remainder of the class running a last chance qualifier race to qualify for the final 5 starting positions. No purse is paid for qualifying races.

10. Scales: All competitors must weigh-in after the race. A maximum of 3 attempts to meet the minimum weight requirement for that class are allowed. No team members are allowed near the kart until after weigh-in. No leaving the scale area and/or re-weighing. Failure to weigh will result in DQ.

11. Numbers: Numbers will be assigned by race officials. Numbers must be visible on all four sides of the kart. Numbers should be at least 5 inches tall with no shadowing, outlining, pin-striping, etc. allowed. Numbers must have a background of contrasting color to numbers on all 4 sides. **On-board cameras MUST NOT block number panels.** Rear number panels must be fastened so that they do not “sail” when the kart is in motion. On 4-cycle karts with full bodywork, the front numbers must be flat and **SHOULD NOT** wrap over the top of the wheel well. Numbers will be a pre-tech item. Race officials may require you to change numbers to avoid duplication. Karts not running assigned numbers can be disqualified.

12. LTO Chassis: Offset, or left-turn-only chassis, are allowed but tech officials can require drivers to make whatever adjustments they deem necessary to the chassis setup to assure safe handling of the kart.

13. Weights: Weights can be either double-nutted or single-nutted and wired or pinned as per IKF and WKA rules. If weights are attached to bumpers then bumpers must also be double-nutted

and/or single-nutted and pinned. Weights may be bolted to the inside of bumpers at the discretion of the tech inspector. Any weights or clamping devices outside the dimensions of the kart frame are subject to legal approval of the tech official/scrutineer.

14. Payout: All classes will race for the same payout in 2016 with the exception of Vintage which has a lower entry fee and trophy only. Amount to be paid will be determined by the racers and the number of entries they provide. Classes with **30 or more** entries will pay \$500 for first, \$300 for second, \$200 for third, \$150 for fourth and \$100 for fifth. Classes **with 20-29 entries** will pay \$300 for first, \$200 for second, \$150 for third and \$100 for fourth. Classes with **10-19 entries** will pay \$250 for first, \$150 for second and \$100 for third. Classes **with 9 or less entries** will have no payout and also may be dropped from the event at the discretion of the race organizing committee. No purse is paid for the Vintage classes.

15. Safety: Safety is of the utmost concern at the Rock Island Grand Prix.

A. Helmets: Drivers' helmets must pass inspection prior to racing. A driver must wear a helmet with efficient and unbreakable protection for the eyes. Helmets must comply with the following prescriptions: Snell Foundation K98, SA2000, K2005, SA and M 2005, M 2010, K2010 and SA2010 (USA); British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (GBR); FIA 8860-2004 (FRA); SFI Foundation Inc., spec. SFI 31.1A and 31.2A (USA); Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007). Any newer models are also acceptable.

Helmets are subject to pre-race inspection and must be in good condition. Helmets may also be inspected if driver is involved in an accident. Driver (or parent) is responsible for making sure the helmet fits properly. If the driver's hair extends beneath the helmet, it is mandatory that the driver wear a balaclava or head sock to keep the hair inside the helmet.

All drivers must wear an unaltered collar-type helmet support designed for motorsports use when on the track. Any driver losing a helmet support while on the track will receive a black flag and be removed from the track immediately. After replacing the helmet support, at the discretion of the race official in charge, the driver may resume racing in whatever position they may safely reenter the track.

B. Gloves, neck collar, approved footwear covering the ankles and approved leather or cordura racewear are MANDATORY in all classes.

16. More safety: No scooters, golf karts, bicycles, skateboards or roller blades are allowed in the pit area. No warnings, no exceptions for safety and insurance reasons. If found they will be impounded at the tech area until the completion of racing Sunday.

17. Scoring: Transponders are provided to assure accuracy in scoring and timing. Rental is \$35 for the weekend. If you own your own transponder, you may use it but must provide the number at registration and you are responsible for its operation. Transponders should be mounted 6-8 inches back from the front of the sidepod on either side, or no less than 9 inches to the rear of the centerline of the top of the kingpin to leading edge of transponder. There should be no metal

between the transponder and the track surface. Drivers are responsible for returning rented transponder to race officials upon crossing scales. If you do not, you will be charged for it.

18. **Protests:** Protests must be filed IN WRITING WITH THE RACE DIRECTOR within 30 minutes of the posting of race results. Official Results will be posted on the windows of The Argus Building. A \$50 Cash Protest Fee must also be paid at the time a protest is filed. If the ruling is in favor of the driver filing the protest, that driver will get the Protest Fee back. In the case of a protest over another driver's engine, there will be a \$100 cash protest fee. The protester will receive the Protest Fee back if the engine is found illegal. The driver whose engine is torn down will receive the Protest Fee if the engine is found to be legal. If a protest not involving an engine is disallowed, the race organization will keep the protest fee.

19. **Check-in:** Pits will be open from 6-11 p.m. Friday night. Drivers arriving before 6 p.m. Friday should report to the Quad City Expo Center parking lot five blocks east of the track and await pitting instructions. Registration will be open for check-in from 2-9 p.m. Friday at the Rock Island Holiday Inn one block from the track. Saturday check-in is from 7 a.m. to 9 a.m. at the Holiday Inn, Rock Island. All racers should check-in prior to entering the pit/paddock area. All drivers who check in Friday prior to 8 p.m. must complete Pre-Tech inspections Friday evening. Saturday morning pre-tech will be ONLY with Overnight Late Pass issued by registration.

20. **Practice:** There will be a MANDATORY DRIVERS' MEETING at 7:15 a.m. Saturday morning. There will be NO Sunday driver's meeting. No drivers will be allowed on the track for practice without a helmet and kart tech sticker. Saturday practice rounds will be continuous 5 minute sessions with no more than 30 karts on the track at a time. Sunday practice time may be limited depending on the number of class entries and qualifying races required.

21. **Camera Usage On Kart:** In the interest of safety, helmet-mounted cameras will not be allowed. Racers may still use their helmet with only the bracket attached. Kart-mounted cameras can still be used but they may not block the number panel(s)

22. **Rear bumpers:** If CIK style Bumper is not used all components shall be constructed of round, steel tubing of .750-inch nominal diameter minimum. The uppermost tangent point of the top hoop shall be 7.5 inches maximum from ground level and above the lowermost tangent point of the rear axle minimum. Minimum width shall be no less than the lateral distance between the main chassis frame rails as measured at the rear of the kart. Maximum width shall be no wider than the rear overall width of tires. Continuous loop type bumpers with vertical or angled supports are allowed. The lower bar of this type must be below the rear axle, the upper bar no higher than the top of the rear tires. Bar must be in place from frame rail to frame rail.

23. **Data Acquisition:** The use of on board data acquisition systems are allowed.

24. **Chain Guards:** An engine mounted chain guard must be present in all classes (Both 2-cycle & 4-cycle). No additional chain guard is required. Additional chain coverage is strongly recommended.

QUESTIONS

If you have questions regarding registration, sponsorship, rules or technical questions, or the Rock Island Grand Prix in general, call the Grand Prix Office at (309) 292-8133 or email grandprix@qconline.com.

GENERAL REGULATIONS

This year the Rock Island Grand Prix will be following TAG USA Local Option Rules which can be found at tagracing.net or through the link on the Competitors page of the Rock Island Grand Prix website. Rules as of August 1, 2016 will apply. If there is a conflict with the Supplemental Rules, the Supplemental Rule will be applied.

Ages: In general, ages for senior classes are age 15 and over. Age is determined by the driver's age on RACE WEEKEND.

Tech: In all classes, after Finals, top 5 finishers will be impounded. Teams should be prepared for teardown and have a crew member ready with tools to assist.

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

Starting procedure: Gearbox classes will use double file grid, standing start with one lap warm up. Vintage and TAG classes will have one warm up lap, double file grid and then a rolling start. 4-cycle classes, and Yamaha Can classes, will have no warm up lap and will grid on front straight along both north and south curbs. Standing start.

Drafting: Drafting is permitted during competition. Contact between competitors is not permitted. 'Bump' drafting is allowed EXCEPT in Ignite Junior, 125 shifter classes, TAG and Vintage classes.

FLAGS

Yellow Flag: Due to the nature of the track at Rock Island, the yellow flag is used in two different ways. A WAVING yellow means there is imminent danger in that corner. Racers should acknowledge, slow and hold their position. A HELD yellow means that potential danger lies in the NEXT corner. Drivers should continue racing until they see a waving yellow.

Red Flag: A race can be ruled official after a red flag if more than half of the laps have been completed. If two red flags occur in the same race, that race can be ruled official regardless of the number of laps completed.

Blue Flag: The blue flag will be shown to racers when they are about to be lapped by faster traffic. It may be shown at the flag stand or by one of the assistant race directors. When a racer receives the blue flag, he/she MUST acknowledge it with a hand signal, hold their racing line, and allow faster traffic to pass. Failure to do so will result in a penalty ranging from loss of position up to disqualification, at the discretion of the race director. If a driver flagrantly disregards the blue flag and fails to hold his/her line, or in the judgment of the race director becomes a problem on the track, they will be immediately black flagged. The faster, overtaking kart should make every effort to choose a racing line that will avoid lapped traffic. Failure to avoid a slower kart, which has

acknowledged the blue flag and is holding its racing line, could result in a penalty assessed against the overtaking kart, up to and including disqualification at the discretion of the race director.

RACE CLASSES

TAG Senior

Rules: The Touch and Go (TAG) classes will run TAG U.S.A. rules which can be found at tagracing.net or through the link on the Grand Prix web site. TAG U.S.A. rules as they exist on August 1 will be applied. Motori 7 motors are legal under 2012 specs.

Age: Ages 15 and up determined by age on race weekend.

Weight: TAG USA weights will apply based on the engine.

Fuel: 98 octane Spec fuel purchased from fuel trailer on race weekend.

Spec Oil: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Tech Passports at pre-tech.

Tires: Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after qualifying or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: Per TAG USA rules.

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.

Seals: TAG engines should have one reed cage bolt/stud drilled, one cylinder stud and one head bolt/stud drilled for sealing. Seals will be applied/checked just prior to or after qualifying. It is the racer's responsibility to make sure engine is sealed when leaving the scale/tech area after qualifying. Engines that are already sealed will have seal numbers recorded. If engines are damaged and must be worked on, seals can only be removed with prior approval of tech officials. Rotax Max seals will be used and will be recorded. Please have engines drilled before pre-tech to speed process. If engine is not drilled before qualifying time, the entry will be DQ and will start at the back of grid. No exceptions. Paint may be used instead of seals at discretion of tech officials.

TAG Masters

Rules: The Touch And Go (TAG) classes will run TAG U.S.A. rules which can be found at tagracing.net or through the link on the Grand Prix web site. TAG U.S.A. rules as they exist on August 1 will be applied.

Age: Ages 35 and older determined by age on race weekend. The optional rule that allows drivers over 200 lbs. to run in the TAG Masters class will be allowed only for drivers age 30 and over.

Weight: TAG USA weights will apply based on the engine; plus, see rule above.

Fuel: 98 octane Spec fuel purchased from fuel trailer on race weekend.

Spec Oil: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Tech Passports at pre-tech.

Tires: Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: Per TAG USA rules.

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.

Seals: TAG engines should have one reed cage bolt/stud drilled, one cylinder stud and one head bolt/stud drilled for sealing. Seals will be applied/checked just prior to or after qualifying. It is the racer's responsibility to make sure engine is sealed when leaving the scale/tech area after qualifying. Engines that are already sealed will have seal numbers recorded. If engines are damaged and must be worked on, seals can only be removed with prior approval of tech officials. Rotax Max seals will be used and will be recorded. Please have engines drilled before pre-tech to speed process. If engine is not drilled before qualifying time, the entry will be DQ and will start at the back of grid. No exceptions. Paint may be used instead of seals at discretion of tech officials.

Clone Heavy & Medium

Rules: This class will generally follow the 2016 AKRA Stock Clone Rules with most current updates. All karts and motors will be inspected and pre-teched on Friday. Any commercially available shoe clutch can be used. Number of shoes is a non-tech item. Both machined and stamped drums are allowed. NO disc-type clutches or axle clutches allowed.

Only the ARC 6619, ARC 6618, PVL Flywheel, Raceseng Flywheels RSP-13-075 Rev-wheel NF-S1 & RSP-13-077 Rev-wheel F-S1 are allowed in the clone classes. No other flywheels are allowed. The stock cast iron flywheel is not allowed under any circumstance.

Exhaust: Clones must run a commercially available silencer pipe and silencer must be RLV B91 XL WKA silencer with no modifications allowed. No coatings of any type are allowed. No loop pipes allowed. Header length is non-tech item.

Age: Ages 15 and up determined by age on race weekend.

Weight: Heavy will run at 375 lbs and Medium at 350 lbs.

Fuel: 91 octane non-Ethanol Spec fuel purchased from fuel trailer on race weekend.

Tires: Both 5-inch and 6-inch wheels and tires will be allowed in this class. Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK and full nose body work are allowed.

Seats: Laydown or Sit-up Seats allowed

Brakes: Only rear brakes are allowed

Yamaha SuperCan Medium, Heavy 1 & Heavy 2

Rules: Classes will run TAG USA local option rules for Yamaha Senior Sportsman which are the same as WKA Manufacturer's Cup Yamaha SuperCan engine rules. If any discrepancies are found between the two, the more lenient rule will be applied. Yamaha KT100 engines only. See Section 9 for KT100 engine specs. Old-style Yamaha cylinders are NOT legal.

Age: Ages 15 and up determined by age on race weekend.

Weight: Medium class will run 340 pounds and Heavy 1&2 will run 360 pounds.

KT100 Pressure / Vacuum Testing For Leakage: Testing may be performed to insure extra air is not being pulled into the engine for a performance gain. Any means to bypass the intent of the class rules is illegal. Both pressure and vacuum tests may be performed -- engine must hold 5 psi for 60 seconds and/or 5 HG of vacuum for 60 seconds.

KT100 Blowdown checking procedure for Yamaha engines.

- 1 -- By a careful visual inspection (light check) , identify the highest exhaust port and the highest intake port.
- 2 -- Using the Lad tool, zero the dial indicator on the highest exhaust port, taking care to hold the shaft of the tool against the cylinder wall.
- 3 -- roll the crankshaft backwards (.500" on the dial indicator)
- 4 -- insert the Lad tool into the highest transfer port, holding the shaft of the tool against the cylinder wall.
- 5 -- roll the crankshaft forward until the piston stops on the Lad tool and note the value.
- 6 -- the value must be between .380" and .420" to be considered legal
- 7 -- engine to be checked as raced

Exhaust: RLV SSX-V (4 hole) Can muffler. Airboxes required.

Fuel: 110 Octane Gasoline Spec fuel purchased from fuel trailer on race weekend.

Spec Oil: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Tech Passports at pre-tech.

Tires: Open tire brands and compounds. Tires 10x4.50-5 or 10x4.60-5 front; 11x7.10-5 or 11.50x7.10-5 rear. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK bodywork only

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.

Yamaha SuperCan Heavy 2: To compete in this class, drivers must use the same marked tires that were run in either Yamaha SuperCan Heavy 1 or Yamaha SuperCan Medium – 4 tires from the same race.

Brakes: Only rear brakes are allowed

125 Open Gearbox (ICC/tuned moto/stock moto) – King of the Streets

Rules: Class will run under TAG USA Local Option Rules for CIK 125 Sprint Class. Chassis and engine tech per TAG rules.

Age: Ages 15 and up determined by age on race weekend.

Weight: ICC and tuned motos will run at 400 pounds and stock moto will run at 385 pounds.

Fuel: Gasoline and oil only. 98 octane Spec fuel purchased from fuel trailer on race weekend.

Spec Oil: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Tech Passports at pre-tech.

Tires: Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK bodywork only

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.

Seals: All shifter engines should have one cylinder stud and one head bolt/stud drilled for sealing. Seals will be applied/checked just prior to or after qualifying. It is the racer's responsibility to make sure engine is sealed when leaving the scale/tech area after qualifying. Engines that are already sealed will have seal numbers recorded. If engines are damaged and must be worked on, seals can only be removed with prior approval of tech officials. Please have engines drilled before pre-tech to speed process. If engine is not drilled before qualifying time, the entry will be DQ and will start at the back of grid. No exceptions. Paint may be used instead of seals at discretion of tech officials.

Engines: 125cc moto & 125cc ICC CIK/FIA engines (ICC engines stock 30mm Delorto carb only).

125cc Masters (ICC/tuned moto/stock moto)

Rules: 125cc Masters will run TAG USA Local Option rules for G-125 Sprint class.

Age: Ages 35 and up determined by age on race weekend.

Weight: ICC and tuned motos will run at 415 pounds and stock moto will run at 400 pounds.

Fuel: Gasoline and oil only. 98 octane Spec fuel purchased from fuel trailer on race weekend.

Spec Oil: Five spec oils have been identified. They are Burris Castor, Burris Blend, Maxima 927, Red Line 2-cycle Oil and Motul 2T Grand Prix. Racers should be prepared to declare an oil and ratio on the Tech Passports at pre-tech.

Tires: Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK approved only.

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.

Seals: All shifter engines should have one cylinder stud and one head bolt/stud drilled for sealing. Seals will be applied/checked just prior to or after qualifying. It is the racer's responsibility to make sure engine is sealed when leaving the scale/tech area after qualifying. Engines that are already sealed will have seal numbers recorded. If engines are damaged and must be worked on, seals can only be removed with prior approval of tech officials. Please have engines drilled before pre-tech to speed process. If engine is not drilled before qualifying time, the entry will be DQ and will start at the back of grid. No exceptions. Paint may be used instead of seals at discretion of tech officials.

Engines: 125cc moto & 125cc ICC CIK/FIA engines (ICC engines stock 30mm Delorto carb only).

Briggs & Stratton LO 206 Medium, Heavy 1 & Heavy 2

Rules: 2016 Briggs & Stratton rules (including any amendments) with no exceptions. If any discrepancies are found between the two, the more lenient rule will be applied.

Age: Ages 15 and up determined by age on race weekend.

Weight: Heavy 1&2 will run at 375 lbs and Medium at 350 lbs.

Fuel: 91 octane non-Ethanol Spec fuel purchased from fuel trailer on race weekend.

Tires: Only 5-inch wheels and tires. Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK and full nose bodywork allowed.

Seats: Laydown or Sit-up Seats allowed

Briggs & Stratton LO206 Heavy 2: To compete in this class, drivers must use the same marked tires that were run in either B&S 206 Heavy 1, B&S 206 Medium or B&S 206 Masters – 4 tires from the same race.

Brakes: Only rear brakes are allowed

Briggs & Stratton LO 206 Masters

Rules: 2016 Briggs & Stratton rules (including any amendments) with no exceptions. If any discrepancies are found between the two, the more lenient rule will be applied.

Age: Ages 30 and up determined by age on race weekend.

Weight: 390 pounds

Fuel: 91 octane non-Ethanol Spec fuel purchased from fuel trailer on race weekend.

Tires: Only 5-inch wheels and tires. Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK and full nose bodywork allowed.

Seats: Laydown or Sit-up Seats allowed

Brakes: Only rear brakes are allowed

Margay Ignite Senior Shootout

Rules: Margay Ignite Spec Class rules. Tires, wheels, clutch, clutch driver, engine, exhaust and chassis are all specified and may not be deviated from.

<https://www.margay.com/karts/models/ignite-k3.html>

Age: Ages 15 and up determined by age on race weekend. No prior RIGP winners are eligible for this class

Chassis: Margay Ignite K3

Engine: Briggs LO206 Adult (2016 Briggs LO206 Rules)

Carb Slide: Black OEM Unaltered

Weight: 360 lb.

Fuel: 91 octane non-Ethanol Spec fuel purchased from fuel trailer on race weekend.

Clutch: A spec clutch and gear have been specified for the Margay Ignite Shootout classes. The spec clutch is Hilliard Flame, The spec clutch gear is 19T and the rear gear is open.

Tires: Bridgestone YDS compound only. Tires 10x4.50-5 front; 11x7.10-5 rear. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK bodywork only

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.

Brakes: Only rear brakes are allowed

Margay Ignite Junior

Rules: Margay Ignite Junior Spec Class rules. Tires, wheels, clutch, clutch driver, engine, exhaust and chassis are all specified and may not be deviated from.

<https://www.margay.com/karts/models/ignite-k3.html>

Age: Ages 12-15 determined by age on race weekend. No prior RIGP winners are eligible for this class

Racing Resume: In interest of safety, ALL Junior drivers must submit a racing resume to the RIGP and/or Margay when entering this class. The RIGP Race Organizing Committee / Margay reserves the right to refuse a racer to compete if they conclude that sufficient racing experience does not exist to prepare an entrant for this event.

Chassis: Margay Ignite K3

Engine: Briggs LO206 Adult (2016 Briggs LO206 Rules)

Carb Slide: Yellow OEM Unaltered. Briggs carb locking clamp must be in place with cap fully tightened at all times.

Weight: 320 lb.

Fuel: 91 octane non-Ethanol Spec fuel purchased from fuel trailer on race weekend.

Clutch: A spec clutch and gear have been specified for the Margay Ignite Shootout classes. The spec clutch is Hilliard Flame, The spec clutch gear is 19T and the rear gear is open.

Tires: Bridgestone YDS compound only. Tires 10x4.50-5 front; 11x6.00-5 rear. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK bodywork only

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.

Brakes: Only rear brakes are allowed

Vintage Karts

Rules: This is a gentlemen's race. There will be no weighing and no tech.

Age: Ages 15 and up determined by age on race weekend.

Classes: Three classes have been specified for Vintage karts.

- 1) A Class: Straight front axle karts, any rear engine kart, Single engine only, MC101 or WB 820 OK.
- 2) Mac Class: All fan cooled Mc's, WB,PP, etc.; 80cc to 100cc; Single engine only.
- 3) Open Class; All foreign engines 100cc 135cc; All dual engine karts.

Weight: NA

Fuel: NA

Tires: Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: NA

80cc Shifter

Rules: Rules per SIRA

Age: Ages 15 and up determined by age on race weekend.

Weight: 360 lb. without front brakes, 370 lb. with front brakes

Engines: Stock mx engine consists of yz/rm/kx/cr 80 – 85 cc engine

Ignition: Stock ignition up to 2004. NO programmable ignition boxes All other ignition components must remain stock.

Stock Carb: Mikuni TM28, Kehein PE28, Kehein PE68, Keihin PWK28 Max carburetor diameter is 28.6 mm. Open reed cage Open air box or air filter

OEM stock head, cylinder, piston, rod, etc. up to 85cc. Exception: The Yamaha case can be modified for updating the oil/crankcase breather system

Cylinder head porting is open spec. Adding or deleting ports is prohibited. Renikasil is allowed. Re-sleeving is allowed to standard bore. Minimum CCV volume is 7.8cc

Exhaust: Pipe/expansion chamber, stinger, and silencer are open spec. No on-track adjustable exhaust.

Tire Size: Tire Size: 4.50/4.60 Fronts 7.10 Rears - Compounds: Open tire brands and compounds. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final. There will be no option of having tires tested at a lab.

Bodywork: CIK approved only.

Fuel: Gas & oil only. 98 octane Spec fuel purchased from fuel trailer on race weekend.

Seat: Sit-up Seats only. NO laydown seats are allowed in this class.