

NorthWest Karting Association



Padholder Super Cup **2024 Competition Rules & Regulation**

Revision 1d 04/10/2024

Series Presented By



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Road Race Classes





SPRINT SCHEDULE

April 19th — April 21st
May 17th — 19th
June 14th — 16th
July 12th — 14th
August 2nd — 4th

Richland, WA
McMinnville, OR
Medford, OR
Chilliwack, BC, Canada
Sumas, WA

Tri City Kart Club
Portland Karting Association
Southern Oregon Karters Association
West Coast Kart Club
Sumas Intl. Motorsports Academy

ROAD RACE SCHEDULE

April 12th (Practice)
April 13th (Race)
June 1st (Practice)
June 2nd (Race)
June 28th (Race)
June 29th (Race)
September 6th (Race)
September 7th (Race)

Pacific Raceways
Pacific Raceways
The Ridge
The Ridge
Oregon Raceway Park
Oregon Raceway Park
Pacific Raceways
Pacific Raceway

Portland Karting Association
Portland Karting Association
Puget Sound Road Race Association
Puget Sound Road Race Association
NW Road Racers
NW Road Racers
Portland Karting Association
Portland Karting Association

Northwest Karting Association

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DISCLAIMER

ANY RULE CHANGE, APPROVED AND POSTED TO THE NORTH WEST KARTING ASSOCIATION (PADHOLDER SUPER CUP) WEBSITE WILL BE EFFECTIVE FROM THE POSTING DATE.

ANYTHING, WHICH IS NOT EXPRESSLY ALLOWED, IS FORBIDDEN!

North West Karting Association and North West Karting Association Member Clubs Reserve the Right to Refuse any and all entries, membership and or corporate participation at any or all sanctioned or series events.

The rules and / or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The Padholder Super Cup Coordinators and Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his / her opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Spirit and Intent

No pretense is made of having designed a fool-proof set of rules and regulations. Karting is intended to be fun and enjoyable for the entire family. These rules provide a basis for fair and fun competition.

There have been attempts to test the rules by deviating from this intent. The Spirit and Intent of the rules is the standard by which karting will be guided. Event officials are authorized to decide if equipment change or design is an attempt to "beat" the rules. They can and will disqualify an entry in violation of the Spirit and Intent of these rules. Officials or representatives shall have the right to correct conditions not in compliance with the Spirit and Intent of these regulations.

👉 Code Of Conduct

Kart racing is a privilege. All participants, officials, and guests shall conduct themselves to the highest standards of conduct, behavior and sportsmanship. Participants, guests, and officials shall uphold the values and reputation of NWKA. NWKA may deny permission, any individual, any or all prior granted permissions, due to their behavior towards or disobedience of Officials and/or non-compliance with the Rules and Regulations set forth by NWKA. Such losses of privileges may lead to expulsion from the track property. The Driver is responsible for the actions of their pit crews and their guests at all times. Any disciplinary actions taken against a pit crew, guest may also be levied against the pit crew, guest and/or the registered driver.

Items contained in the following set of Rules and Regulations will supersede any NKA Rules and Regulations

Note: 👉 Text in red indicates a change from previous years

Table of Contents

10 - General Regulations

10.1	Northwest Karting Association Member Club Requirements	20.14	👉 Officials
10.2	👉 Northwest Karting Association Conference	20.15	Addendum
10.3	General Regulations		
10.4	Participants		
10.5	👉 Protests		
10.6	Safety Regulations		
10.7	Pit Rules		
10.8	👉 General Race Procedures		
10.9	Equipment Specifications		
10.10	Flags		
10.11	👉 Officials		
10.12	👉 Penalties		
10.13	Host Club Fees		

20 - Sprint Regulations

20.1	👉 General Procedures		
20.2	Race Procedures		
20.3	Scoring		
20.4	Points		
20.5	Awards		
20.6	Sprint Kart Specifications		
20.7	Tires		
20.8	Kid Karts		
20.9	👉 New and Current Engine Packages		
20.10	Championship Classes		
20.11	Engines		
20.12	Declared Equipment Tracking		
20.13	Local Regulations		

30 - Road Race Regulations

30.1	General Regulations		
30.2	Registration		
30.3	Practice		
30.4	Race Procedures		
30.5	👉 Race Groups		
30.6	Championship Classes		
30.8	Road Race Shifter Kart Specifications		
30.9	Engine Specific Rules		
30.10	Points		
30.11	Awards		
30.12	Officials		
30.13	Misc.		

40 - Technical Inspection

50 - 4 Cycle Technical Regulations

50.1	Briggs 206		
50.2	Briggs World Formula		
50.3	Tillotson USA		

60 - 2 Cycle Technical Regulations

70 - Shifter Technical Regulations

80 - Points

80.1	NWKA Points Program		
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10. General Regulations

10.1. Northwest Karting Association Member Club Requirements

- 10.1.1.** In order to be considered for membership in NWKA, a sprint karting club must meet the following criteria:
- 10.1.1.1.** The club track must be located within the boundaries of Washington, Oregon, Idaho, and British Columbia, Canada.
 - 10.1.1.1** The length of the club track must be a minimum of one-third mile.
 - 10.1.1.2** The club track site must have space to reasonably accommodate 150 race entries per day at an event, host minimum of 25 dry camping spots, and supply a Forklift or Tractor for movement of Trailers
- 10.1.2** Ongoing club membership in NWKA is evaluated annually, and is dependent on meeting the above three criteria, as well as consideration of the following:
- 10.1.2.1** Designated club representative(s) participation in planning, organizing and conducting NWKA race events/series.
 - 10.1.2.2** The number of club's members participating at each of the NWKA race series events.
 - 10.1.2.3** The club has not hosted a sprint racing event on the same day as an NWKA road or sprint race event.
- 10.1.3** Process for voting new clubs in, and for voting member clubs out can be found in the NWKA Bylaws.

10.2 Northwest Karting Association Conference

- 10.2.1.1** 📅 The 2024 Northwest Karting Association Conference and Awards banquet will be December 14, 2024 at the Embassy Suites 9355 NW Tanasbourne Dr, Hillsboro, OR 97124
- 10.2.2** Starting in 2022 there will be an annual "Tim Draggoo Sportsman of the Year Award". Nominations for this award can be submitted at any NWKA event registration station.
- 10.2.2.1** 📅 Starting In 2024 there will be "Sprint Driver, JR Sprint Driver and Road Race Driver of the year awards". Nominations for these awards along with "Mechanic of the Year" award can be submitted at any NWKA event registration station.
- 10.2.3** All Northwest Karting Association events will be scheduled and approved at the Northwest Karting Association Conference.
- 10.2.3.1** Any Club hosting a Sprint racing event conflicting with an NWKA Sprint or Road Race, will not be allowed to vote on any issues at the next annual Northwest Karting Association Karting Conference, and is subject to elimination from the Northwest Karting Association Conference.
 - 10.2.3.2** If a Host Club cannot hold a scheduled NWKA race, that race will be dropped from the NWKA schedule. Note: except as discussed and approved at the Conference.
- 10.2.4** All Northwest Karting Association events will be NKA Sanctioned events.
- 10.2.4.1** It is highly recommended that all clubs hosting a Northwest Karting Association event utilize NKA sanctioning and insurance for their club races.
- 10.2.5** Each Club participating in the NWKA series must send to the NWKA Coordinator, and keep up to date, the names and addresses of two members, designated as Club representatives to the NWKA events.
- 10.2.5.1** Only these Club Representatives shall be permitted to attend meetings dealing with event issues.
 - 10.2.5.2** Each Club hosting a Northwest Karting Association event must complete, sign and return the annual Northwest Karting Association Agreement to the Northwest Karting Association Secretary. This Northwest Karting Association Agreement shall be followed when running the NWKA event.

10.3 General Regulations

- 10.3.1** It is the responsibility of all Race Officials, Drivers and Pit Crew Members to be knowledgeable of NWKA Competition Rules. NWKA Rules will prevail over local rules. Individual Track Safety and Ground Rules will apply and there is no changing these rules
- 10.3.2** Race Director, Tech Director, Flagman, and Grid Steward will be provided apparel that identifies them as NWKA Officials.
- 10.3.2.1** All Race Officials will be introduced at the Driver's Meeting so that the Drivers and Pit Crews will know who to see if they have a problem or question.
 - 10.3.2.2** Each Host Club will provide an Assistant Race Director.
 - 10.3.2.3** Radio communication will be available for the Head Flagman, Race Director, Grid Director, Chief Scorekeeper, and the EMT at all NWKA events.
- 10.3.3** A public-address system is required. An announcer is required for the event. Each club or promoter will be responsible for hiring of the announcer.
- 10.3.4** Each Host Club must provide or hire security for non-racing hours during a NWKA Sprint event.
- ### 10.4 Participants
- 10.4.1** All participants must be a member of Northwest Karting Association.
- 10.4.2** To be eligible to attend or compete at any Northwest Karting event, each participant must be in good standing with the host facility as well as with the Northwest Karting Association.
- 10.4.2.1** Northwest Karting Association membership is \$10.00 per calendar year.
- 10.4.3** **Liability Waiver:** All drivers must sign a waiver of liability before being allowed to drive on the track.
- 10.4.4** **Release and Waiver of Liability, Assumption of Risk, Indemnity Agreement:** All persons who intend to enter a restricted area shall sign the official Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement before being allowed to participate in any event. All participants, by signing the waiver, hereby elect to use the track at their own risk, and thereby release and forever discharge the Padholder Super Cup, Northwest Karting Association NKA and it's Member Clubs, together with their heirs, assigns, officers, representatives, agents, employees and members, from all liability from injury to person, property, employees and/or reputation, that may be received by said entrant and/or driver, and from all claims of said injuries to parties listed above growing out of, or as resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.
- 10.4.5** **Parental Consent Release and Waiver:** It is mandatory that at least one parent or legal guardian of a minor 17 years old or younger fully execute the Parental Consent and Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement before being allowed to participate at any NWKA Event. The Minor Report is to be signed by a parent or legal guardian at each event, and reaffirms the agreement of the Parental Consent.
- 10.4.6** **Incident Report:** A NKA incident report must be completed by the race director or their designee any time an injury occurs during an event. Reports must be submitted within 24hrs of the end of the event.
- 10.4.7** 📅 **Driver Experience:** A driver must have participated in at least 3 club races or equivalent experience to participate in a NWKA Regional Sprint Race.
- 10.4.8** **Drivers Age:** Padholder Super Cup classes are divided by age groups. Minor racers must have a copy of their Birth Certificate on file with the Padholder Super Cup Registration Coordinator.
- 10.4.8.1** **Competition Age** A driver's competition age is determined by the age that they will be on December 31 of that year. For example; A driver is 9, but will turn 10 in November. As their age on December 31 will be 10, that driver is considered to be 10 for that year, but can take advantage of the Option Year.
 - 10.4.8.1.1** Exception: The absolute minimum age for on track NWKA events is 5. The driver must have had their 5th birthday before being able to take to the course.

- 10.4.8.2 Attained Age** Attained age is the age of the driver on the day of competition.
- 10.4.8.3 Option Year** NWKA option year is designed to give the rookie and junior drivers flexibility during transition years by allowing them to either stay in the current level class, or move to the next class level. Series officials retain the right to make the final determination.
- 10.4.8.4 Advancing an Age Group** When eligible by age, drivers may move up to the next class. Once they have completed one full event at the next level, they must decide whether to remain at that level or revert back to the previous level. They can make this decision only one time per season. Once the second event at the higher level has been completed, they must remain at that level. This applies only to NWKA events, and NWKA will not take into consideration what classes drivers compete in outside of NWKA related events.
- 10.4.9 Pregnant Women:** Pregnant women are not allowed to practice or compete.
- 10.4.10 Substitute Drivers** are not allowed in Sprint Racing. If anyone is found to be driving for another entrant, both will be ejected from the event and face possible suspension.
- 10.4.11 Jr. Drivers:** Jr. Classes should be should be separated at all times. Nevertheless:
- 10.4.11.1 Kid Karts:** Will not be allowed on the track at any time with any other classes. Kid karts will have the track to themselves at all times.
- 10.4.11.2 Jr. I or Cadet Classes:** Jr. I Classes will not be permitted to practice, qualify or race with any Sr. Classes. At the discretion of the Race Director, Jr. I and Jr. II classes may practice, qualify, and race together as long as they do not compete and are scored separately.
- 10.4.11.3 Jr. II Classes:** Jr. II Classes will be allowed to practice, qualify, and race with Sr. Classes as long as they do not compete and are scored separately.
- 10.4.12 Official Entry**
- 10.4.12.1** The kart frame, not the driver, is the official entry in an Padholder Super Cup event. There shall be no substitution of the frame after it has passed pre-tech, without permission of the Race Director and Technical Director. Only one kart frame, per entrant, may be entered in each class.
- 10.4.12.2** Each entrant must be present at pre-race technical inspection with all equipment necessary to substantiate legal entry for all classes entered. If a chassis is presented with an engine which is legal in one class entered, but not another, the engines to be used in the additional classes must also be available for inspection at pre-race tech.
- 10.5 Protests**
- 10.5.1** NWKA event rulings, with the exception of on-track rulings made by the Race Director regarding driver conduct or equipment safety, are subject to protest. The protest must be in writing, by a legal entrant, in the same class, naming the specific rule (with rule and page number), given to the Race Director, or designee. The protest must be within 30 minutes after the official results have been posted and accompanied by a one-hundred dollar (\$100.00 US) protest fee.
- 10.5.2** If protests are not submitted in a timely manner, in writing and with the appropriate fee, the protest will be denied, and there will be no further right to protest. There will be no further right to protest or appeal, by way of arbitration or legal proceedings.
- 10.5.3 Technical Protest:** Protest of any competitor's equipment legality may only be made by a driver/handler within the same competition class. A written protest describing the suspected infraction accompanied by \$100.00 US funds must be presented to race officials within 30 minutes of the completion of the final race and **before either kart has left the impound area**. Only items that can be considered a performance advantage are eligible to be protested.
- 10.5.3.1** Before the protested equipment is touched by tech officials, the equipment of the protester will be first inspected for legality. Once passed, the protested equipment will then be checked. At a minimum, the tech official will check the named complaint in the protest.
- 10.5.3.2** Tech officials may check anything else they choose on either competitors' equipment throughout the process.
- 10.5.3.3** If the protester's equipment is found to be illegal, the protest is void. The protesting driver will receive a non-droppable disqualification for being found illegal. The protest fee is forfeited. The protested kart remains untouched.
- 10.5.3.4** If both karts/engines have been found legal by tech inspectors, the protest fee is forfeited.
- 10.5.3.5** The protest fee is only returned if the protest procedures find the protester's equipment to be legal, AND violation is found on the protested equipment.
- 10.5.3.6** In the event the protest is unsuccessful AND both engines are inspected, the competitor being protested will receive \$50.00 of the \$100.00 protest fee.
- 10.5.3.7** Some Tag Engines maybe sealed. If a competitor protests another competitor's sealed engine and the engine is found to be legal, the protesting individual is responsible for the cost of resealing the engine.
- 10.5.4** Unsuccessful protests may be appealed. The appeal fee of one hundred dollars (\$100.00 US) along with a copy of the protest and Race Director's ruling will be sent to the Northwest Karting Association Board of Directors. If any equipment is involved, the Race Director will impound any items that are part of the protest, and ship these along with the previously listed items to the Northwest Karting Association Board of Directors. Rulings by the Northwest Karting Association Board of Directors will be final and binding. Northwest Karting Association Board of Directors will consult NKA when applicable.
- 10.5.5** Successful tech protests may not be appealed.
- 10.5.6** Each legal entrant is entitled to one (1) protest per event. Should the legal entrant win their protest, their protest fee will be returned and they are still eligible to use their one (1) protest.
- 10.5.7** 📺 See Rule 10.8.5.12 for Video Protest.
- 10.6 Safety Regulation**
- 10.6.1 General**
- 10.6.1.1** A Physician, Nurse or licensed EMT will be on hand at all NWKA events. Radio communication is required at all time with race officials.
- 10.6.1.2** At any NWKA event, injuries must be reported to the Race director the day it occurs, and must be submitted to NKA and Insurance within 24hrs of the end of the event.
- 10.6.1.3** The NWKA Padholder Super Cup Coordinators will keep a written log of all major accidents. This information will include the names of the Drivers, the general description and cause of the accident.
- 10.6.2 Fire Extinguishers**
- 10.6.2.1** At all NWKA events there must be at least one (1) 10 lb. fire extinguisher at the grid area.
- 10.6.2.2** It is recommended that there will be at least one (1) 5 lb. fire extinguisher rated for A, B, C type fires at the flagman's location.
- 10.6.2.3** At all NWKA Road Race events there will be at least one (1) 5 lb. fire extinguisher rated for A, B, C type fires at all manned turn stations.
- 10.6.3 Protective barriers**
- 10.6.3.1** All tracks must provide protection for the Flagman. Tires and hay bales are adequate protection. Tires must be at least 3 high and fastened together.
- 10.6.4 Personal Safety Equipment**
- 10.6.4.1 Helmets:** Full coverage (full face), with the face shield installed, and designed for competitive motorsports are mandatory. Helmets must meet the following rating:

10.6.5 Snell Foundation

- M 2015 12/31/2025
- SA 2015 12/31/2025
- CMS 2016 12/31/2026
- CMR2017 12/31/2026
- K 2015 12/31/2026
- M 2020 12/31/2030
- SA2020 12/31/2030

☞ All Snell 2005, 2007 & 2010 Helmets are no longer allowed.

10.6.6 SFI Specification

- 24.1/2015 (youth helmet) 12/21/2025
- 31.1/2015 12/31/2025
- 41.1/2015 12/21/2025
- 24.1/2020 (youth helmet) 12/31/2030
- 31.1/2020 12/31/2030
- 41.1/2020 12/31/2030

☞ All SFI Helmets prior to 2015 are no longer allowed

10.6.6.1 Youth helmet specifications do not specify an exact age range, helmets are intended for young, pre-pubertal children. Adult drivers must use helmets meeting one of the other standards.

10.6.6.2 Helmet must be in good condition with no visible shell damage and are subject to pre-tech inspection. If involved in an accident the Tech Director may inspect for damage. If the helmet shows any damage, it is the NWKA's position that the helmet be returned to the manufacturer for testing and recertification. Helmets must be secure as intended from the manufacture, have no modification (other than paint), and the driver is responsible to insure a proper snug fit. For minor drivers – this is the responsibility of their parent or guardian. Failure to meet these requirements may result in a disqualification.

10.6.6.3 **Driver Clothing:** All drivers must wear a driving suit of one or two-piece construction or a Jacket. These must be made from an abrasion resistant material such as leather or abrasion resistant nylon. CIK homologated driving suits are preferred.

10.6.6.4 ☞ **Neck Collars:** Collar-type, unaltered neck brace designed for motorsports use are mandatory in all sit up classes. Loss of neck brace during an event will cause a black flag with an orange circle "meatball flag" to be given to the driver losing the neck brace. He/she must immediately proceed to the pits, and may replace the missing neck brace and then return to the race or practice session. Optional for all Senior Sprint classes. Mandatory for all Road Race Classes. Laydown and Superkart drivers are exempt from this requirement.

10.6.6.5 **Chest Protection:** Chest protection/Rib Brace is recommended for all drivers. Drivers in Kid Kart and Cadet classes are required to wear an SFI Rated chest protection device whenever they are on the track. This must be presented for pre-race tech inspection.

10.6.6.6 **Footwear:** High top shoes are required for all NWKA events. Most types of high top shoes are allowed, shoes designed for kart racing are highly recommended. All shoes, regardless of type, must be properly laced and/or buckled at all times while on the track.

10.6.6.7 **Long Hair:** Long hair will be considered a safety tech item. Racers with long hair must demonstrate a satisfactory method for retaining their hair. Tucking hair in into driving suit will not be accepted. The use of a balaclava is highly recommended.

10.6.7 Kart Chassis

10.6.7.1 Registration will provide a Pre-Race Technical Inspection Card for each class entered. It is the Drivers responsibility to see that the Pre-Race Technical Inspection Card is filled out properly with name, address, class, kart number, etc. and have been given a tech sticker. The Tech Personnel will keep the Tech Cards from karts that pass Safety Tech. Any kart on the track that has not passed the Safety Tech will be disqualified for the day.

10.6.7.2 A kart frame can only be changed if it is found to be unsafe, The Driver must receive permission from the Race Director before changing a frame. Any Driver changing frames without the Race Directors' permission will be disqualified.

10.6.7.3 All cadet karts rear wheels must not extend past the rear of the side pods.

10.6.7.4 All karts appearance shall be neat and clean.

10.6.7.5 **Axle Bearings:** Split-race bearings prohibited, only ground ball and roller types allowed.

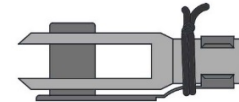
10.6.7.6 **Batteries:** Shall be Lithium ion, Nickel Metal Hydride, gel cell or sealed AGM type. No wet cell batteries will be allowed.

10.6.7.7 **Brakes:** Hydraulic brake connections must be tight and free from visible leaks. Brake lines will be run in such a way to prevent contact with the ground or any rotating members of the chassis. Braided brake lines are recommended.

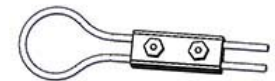
10.6.7.7.1 All brake components; brake pedal, linkage, master cylinder, and brake caliper; must be secured with safety wire, cotter pin, c-clip, or snap rings.

10.6.7.7.2 The brake disk rotor must be secured to the brake disk hub by use of all metal lock nuts or safety wire.

10.6.7.7.3 Break rod clevis snap pins must be secured with safety wire or nylon strap (zip tie). See below:



10.6.7.7.4 Cable actuated brakes system may be used as long as the cable has a minimum diameter of .071". Cable actuated hydraulic systems must utilize two cable with a diameter of .071". After market flat style cable clamp must be used when a non-factory cable end is not present. Cable clips shall utilize double nuts or locking nuts.



10.6.7.8 **Chain Guards:** All karts must have an adequate chain guard. Chain guards are typically metal mounted above and forward of the crank shaft to prevent the chain from contacting the driver in case of a failure.

10.6.7.8.1 4-Cycle guards must cover the clutch when viewed from above. There will be no void between the seat and chain guard the is large enough to allow any part of the driver's body to pass through.

10.6.7.8.2 Additionally, some engines require the use of a chain cover, (Kid Karts, TAG Engines, and Shifters). A chain cover is a plastic or metal strip that covers the chain and rear sprocket when viewed from above.

10.6.7.9 **Chain Oilers:** Will not be allowed in Sprint Racing. Chain oilers are allowed in Road Race karts as long as the following is met: 4oz max capacity for 30-minute events, 6oz capacity for 45-minute events. Must be securely fastened to the kart.

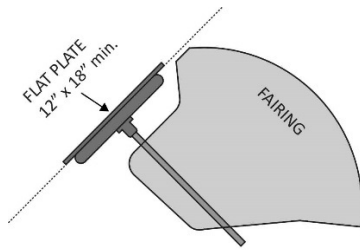
10.6.7.10 **Fuel Lines:** Must be securely fastened run in such a way to prevent contact with the ground or any rotating members of the chassis.

10.6.7.11 **Fuel Tank:** Must be affixed to the chassis and securely fastened. Use of safety wire on attachment bolt is recommended.

10.6.7.12 **Hubs:** Front hubs shall be secured by c-clip, cotter key, snap ring, or safety wire. Rear hubs will have an affixed stud as a way of mounting wheel rims.

10.6.7.13 **Nassau Panel (driver panel):** Nassau panel shall not extend rearward of a perpendicular plane of the steering shaft.

Legality is determined by placing a plate on the steering wheel.



- 10.6.7.14 Seats:** Seats must be securely mounted to a minimum of 4 points to the chassis, with two at the front and two on the sides to solid metal frame or adjustable mounts.
- 10.6.7.15 Steering:** All Steering components must be secured with safety wire, cotter pin, c-clip, or snap rings.
- 10.6.7.16 Throttle:** Throttle pedal must be secured with safety wire, cotter pin, c-clip, or snap rings. Pedal must also utilize a secondary return spring that returns the pedal to idle when released. The primary carburetor return spring is not adequate.
- 10.6.7.17 Weight/Ballast:** All Weight/Ballast must be white in color and be securely fastened to the kart. Fasteners must be a minimum of 5/16 or 8mm bolt, and shall be fastened to the kart with double nuts or a nut secured with a cotter pin or safety wire through a hole drilled in the bolt. Any ballast in excess of Ten (10) pounds must be secured with two 5/16 or 8mm bolts. When ballast is mounted directly to the seat, adequate reinforcement, such as large washers, will be used to prevent the bolt from pulling through the seat. Ballast will not be carried on the driver's person.
- 10.6.7.18 Wheels:** The use of bleed valves, and wheel covers are prohibited.
- 10.6.7.19 Wheel Weights:** If wheel weights are used, they must be securely fastened and be covered with duct tape. Maximum weight is 1.0 oz.
- 10.6.7.20 Safety Fastening:** Any item that calls for the use of safety wire or cotter pin shall be drilled so that the safety wire or cotter pin can pass through the bolt or pin.
 - 10.6.7.20.1** Where a Circlip or Snap Ring is used as Safety Fastening, a properly fitted groove shall be machined in the bolt or pin to accept the Circlip or Snap Ring. The outside diameter of the Circlip or Snap Ring must be larger than the inside diameter of the nut retained. It is not acceptable to install a Circlip or Snap Ring in the threads of a bolt without a machined groove
 - 10.6.7.20.2** Barry Clips are an approved replacement for Cotter pins.
 - 10.6.7.20.3 One-Use Fasteners/Nylocks:** Any item that is required to use safety wire, cotter key, circlips, or snap rings may, alternately, be secured by a one-use Nylock Fastener.
 - Exception: Brake rotors Rule 10.6.7.7.2.**
 - Weight/Ballast Rule 10.6.7.17**

10.7 Pit Rules

- 10.7.1** Only those persons that have signed a waiver of liability and have received a pit pass shall be allowed in the pit or restricted area. Each participant is responsible to enforce this rule. Any competitor that knowingly allows a person(s) who has not signed a waiver of liability, and purchased a pit pass to be present in their pit, may be disqualified for the day, ejected from the event, or face further disciplinary action up to and including suspension.
- 10.7.2** Hot Pit area is defined as an area of the pit to include a portion of the grid area where karts can be driven under their own power.
 - 10.7.2.1** When utilizing the hot pit area, drivers will use extreme caution, and slow to a reduced rate of speed. Upon exiting the hot pit onto the track, the driver will yield to oncoming traffic, and stay out of the fast line until up to speed.

- 10.7.2.2** Access to the hot pit area will be limited to drivers and their crews. Crews will be limited to a sufficient number to service the kart.
- 10.7.2.3** ⚡ Refueling on the Grid is prohibited. Working on the kart is allowed.
- 10.7.2.4** ⚡ Fueling karts on the designated hot pit area and can only be done after the driver has exited the kart and the engine has been turned off.
- 10.7.3** Helmets must be worn at all times when operating bicycles, scooters, skate boards, etc. These will not be allowed in pit area during practice/race times. Race Director may make exception during Road Race events.

10.8 General Race Procedures

- 10.8.1** It is the intent of these rules and regulations that all competitors exhibit good sportsmanship when driving. Drivers are expected to behave with fairness, respect, and drive without touching or endangering other karts, while accepting defeat or victory graciously.
 - 10.8.1.1** Inadvertent and occasional contact between karts while on the track is a reality of racing, it will be the judgment of the officials to determine when inadvertent contact becomes deliberate. Pushing, bumping, nerfing and blocking will not be tolerated and is solely at the discretion of the Race Director and his/her officials to determine when the line has been crossed. The Race Director may penalize or disqualify any racer, who, in their judgment, does not display good sportsmanship. A positive effort should always be made to prevent rough driving, and when it occurs, offenders will be punished. Driving penalties assessed by the Race Director are not eligible for protest.
- 10.8.2** All procedures, rules and regulations that apply to competition shall also apply to practices.
- 10.8.3** Number of karts: The number of karts permitted at any one time on the track during an event shall be determined by the following; Track Layout and design, competitor safety, ability of participants, and Race Director Judgment. (See Rule 20.2.2)
- 10.8.4** NWKA will supply a computer with scoring software for the Chief Scorer to do event scoring during the entire weekend.
 - 10.8.4.1** The host club shall place a "Mychron" beacon on the inside or outside of the track for the duration of the NWKA event.
 - 10.8.4.2** The host club is responsible for providing race results to the Padholder Super Cup Coordinators and Padholder Super Cup Scoring Chairperson within 72 hours of the end of the event.
 - 10.8.4.3** The Padholder Super Cup Coordinator will supply the results to the other NWKA member clubs on a timely basis.
- 10.8.5 Competition:** All drivers are reminded to remain alert and respect fellow drivers at all times.
 - 10.8.5.1 Starts:** Caution will be taken during all starts due to the close proximity of karts to one another. Drivers should avoid sudden changes, and if evasive action is necessary, care is taken to ensure the intended course is clear.
 - 10.8.5.1.1** Once karts have left the grid and the 90 second clock has expired, karts that leave the track and enter the pits may not return to the track unless directed by the Race Director.
 - 10.8.5.1.2** If an entry is scratched before the karts leave the grid, the karts will be crossed over to make the grid correct. If a kart is scratched after leaving the grid, the karts will fill the empty position by moving forward.
 - 10.8.5.2 Established Course:** Drivers are to follow the established course, with all four wheels remaining on the track. Any driver that leaves the course or attempts to cut the apex of a corner while attempting to make a pass may be assessed a penalty or disqualification. Deviation is only acceptable when avoiding an accident.
 - 10.8.5.3 Re-entering the course:** When a driver leaves the racing surface they may re-enter if only under their own power, no outside assistance will be allowed. A driver may only enter the racing surface at a point that will allow them no advantage of

- time and or position. When re-entering, drivers are to take care to avoid other karts and remain away from the established line while allowing competing karts sufficient room to pass.
- 10.8.5.4 Overtaking:** When two or more karts enter a corner the lead inside kart will have the right away. All karts will maintain a constant line through corners and avoid sudden changes.
- 10.8.5.4.1** For an overtaking kart to establish position, they must have the centerline of their front axle midway between the lead kart's front and rear axle as they enter the corner.
- 10.8.5.4.2** Once an overtaking kart has established position, the lead driver must maintain position. Both karts have equal right to the corner and will give the other racing room. This does not obligate either driver to concede the corner.
- 10.8.5.5 Defending:** Drivers are allowed to make one (1) lane adjustment coming to a corner. If an overtaking driver has broken the rear plane of the lead kart with the nose of their kart, the lead kart may not make a lane adjustment.
- 10.8.5.6 🚩 Lapped Drivers:** Drivers that are obviously going to be lapped will be removed via Black Flag 1 lap prior to being caught by the leader. (Sprint)
- 10.8.5.6.1** Drivers removed from the course via black flag for being lapped will be scored as if they completed the race and will earn championship points. (Sprint)
- 10.8.5.7 Signaling:** Drivers are required to signal other drivers by raising one arm when the following occur; entering/exiting racing surface, slowing, obstruction or incident on track.
- 10.8.5.8 Disabled Karts:**
- 10.8.5.8.1 🚩** No drivers will be allowed to continue if they must get out of their kart for any reason, except in the case of a Red Flag or in a Hot Pit area. Exception - during the first lap of the race (pre-final or final), Drivers are allowed to restart/re-enter the track if they get out of their seat. They must re-enter the track safely with their hand in the air.
- 10.8.5.8.2** Any driver unable to continue due to a dead engine (karts with onboard starters excluded), mechanical failure, or lack of fuel will move their kart well off the racing surface to a safe position or assist the corner marshal in doing so. The driver then moves behind the nearest protective barrier. Do not attempt to move the kart back to the pit area until the conclusion of the race.
- 10.8.5.8.3** Kart Retrieval Vehicles will remain behind protective barriers until directed to proceed by the Race Director. They must wait until the conclusion of practice, qualifying, and racing. All karts must be off the track or stopped prior to entering the racing surface.
- 10.8.5.8.4 🚩** After the first lap is completed, no drivers will be allowed to continue if they must get out of their kart for any reason, except in the case of a Red Flag or in a Hot Pit area. If a kart is unable to run on its own power on the racing surface for 10 seconds, it is considered "disabled" and must immediately be removed from the track surface safely. A driver may not continue attempting to restart a kart after 10 seconds. If a driver continues to attempt to restart a kart after 10 seconds and successfully gets going, they will be giving the black flag.
- 10.8.5.9 Post-race Inspection:** After the conclusion of qualifying, pre-final, or final, drivers will immediately proceed to the scale to be weighed. Failure to make scale, make minimum weight, carrying weight on the driver, or failure of driver to identify themselves to officials will be grounds for disqualification from that portion of the event. After the final, karts and drivers will proceed to the designated impound area.
- 10.8.5.9.1** The Race Director and Head Technical Inspector must review all Tech Disqualifications. At the Race Director's discretion, they may consult with other resources for clarification in order to make a final decision.
- 10.8.5.9.2** The addition or removal of weight other than fuel during the race is prohibited.
- 10.8.5.10 Drinking Water Before scales:** If authorized by the Race Director, competitors may drink water from a clear plastic bottle. No more than 16.9 oz. may be consumed. Any competitor that pours the water on themselves or equipment may be penalized.
- 10.8.5.11 Radios:** Radios or other electronic communication devices are prohibited in Sprint events. The use of radios will be allowed in senior road racing classes only. Helmets that are pre-wired for radios will be allowed as long as the connections are secured.
- 10.8.5.12 🚩 Videos:** You have a right to supply video evidence as a part of your request for review. A high standard of evidence will be required to have a successful video review. The video must show clear obvious visual evidence that the on-track call was incorrect, or the incident was created by another competitor's actions.
- 10.8.5.12.1 Video Protest Fee:** A video protest non refundable fee is \$200.00 and must be submitted requesting a video review.
- 10.8.5.12.2** If on-board video is supplied as evidence as part of a request for review, you must bring your own laptop or other device for officials to review the footage. Be prepared to leave it with the official AND provide them any password required to unlock it in case of a screen time out.
- 10.8.5.12.3** The device must have the full video available, not just the clip in question. Up to two angles (or 1 360°) of an on-board video footage may be submitted along with a request for review
- 10.8.5.12.4** Video will only be reviewed in Pre-Final and Final races (exception for bump drafting penalties in Qualifying only)
- 10.8.5.12.5** The following circumstances are the only ones available for video review
- Competitor was issued a penalty for bump drafting in qualifying
 - Competitor was issued a penalty for a contact related infraction
 - Competitor was issued a penalty for going off track and gaining a lasting advantage
 - Competitor was issued a penalty for passing under waving Yellow Conditions
 - Competitor was issued a penalty for a jump start violation
 - Competitor was issued a penalty for a push back bumper violation
- 10.8.5.12.6** On board footage cannot be used to create a call or penalty that was not originally called on the track.
- 10.8.5.13** Adjustments made to karts, equipment, and carburetors should take place on straight-aways. Road Race laydown drivers should sit up as a signal to other drivers that are at a reduced speed and caution should be taken.
- 10.8.6** Each host club is responsible for providing an AMB transponder timing and scoring system at their Padholder Super Cup Event.
- 10.8.6.1** The host club shall place a "Mychron" beacon on the inside or outside of the track for the duration of the Padholder Super Cup event.
- 10.8.6.2** The host club is responsible for providing race result to the Padholder Super Cup Coordinators and Padholder Super Cup Scoring Chairperson within 72 hours of the end of the event.
- 10.8.6.3** The Padholder Super Cup Coordinator will supply the results to the other NWKA member clubs on a timely basis.

10.9 Equipment Specification

10.9.1 Sponsor Stickers:

- 10.9.1.1 All karts are required to display Two (2) Padholder Super Cup stickers, one on each side of their front spoiler
- 10.9.1.2 All karts are required to display a Le Cont sticker on their front spoiler.

10.9.2 Engines:

- 10.9.2.1 The eligibility of all engine packages will be approved only at the Northwest Karting Association Karting Conference.
- 10.9.2.2 **Water Cooled Engines:** Only water or water-based coolants will be allowed as cooling agents. No ethylene glycol coolants allowed. Only closed loop circulation systems will be allowed. The use of a catch can as an overflow is mandatory
- 10.9.2.3 **Engine Substitution:** Entrants may opt to substitute an engine at any time during the event. They may do so only after receiving permission from the Head Technical Inspector. Engines must be changed in the tech impound area, where the removed engine will be held until the completion of the event. If a competitor's final finishing position warrants an engine tear down, both engines must pass tech inspection.

10.9.3 Chassis:

10.9.3.1 Maximum overall length:

- 10.9.3.1.1 Sprint 80 Inch.
- 10.9.3.1.2 Shifter 84 inch.

10.9.3.2 Overall Kart Width

- 10.9.3.2.1 All standard full-size karts: 55 1/8 in. maximum.
- 10.9.3.2.2 Cadet/Sportsman Chassis: 50 in. maximum.

10.9.3.3 Minimum Tread Width: 28-inch. Made by measuring from the centerline of the left tire to the centerline of the right tire.

10.9.3.4 Wheelbase

- 10.9.3.4.1 Standard: Minimum 1010 mm as measured from the front and rear centerline of the axles when positioned 90 degrees from the centerline of the frame.
- 10.9.3.4.2 Cadet Kart: Minimum 889mm as measured from the front and rear centerline of the axles when positioned 90 degrees from the centerline of the frame.

10.9.3.5 Overall Kart Height

- 10.9.3.5.1 26 inch

10.9.4 Frame: Will be of a design that has been proven safe. Will be fabricated from cold-formed electric weld (ERW) nominally round tubing. Care will be taken to minimize elongation and distortion near bends.

- 10.9.4.1 Carbon fiber will not be allowed as an integral part of the kart frame, but will be allowed as the floor pan, seats, bodywork, clutch and engine components.
- 10.9.4.2 Minimum diameter tubing: 1.00 inch (25.4mm).
- 10.9.4.3 Maximum diameter tubing: 1.40 inch (35.56mm).
- 10.9.4.4 Minimum wall thickness at 1.00 diameter, .078 inch (1.98mm)
- 10.9.4.5 Minimum wall thickness at 1.25 diameter and greater, .060 inch (1.5mm).
- 10.9.4.6 Kid Karts: .980-inch diameter with .075-inch wall thickness.

10.9.5 Chassis Adjustments: No adjustments to the chassis will be allowed while the kart is in motion.

10.9.6 Axles: Maximum Diameter 50 mm. In Cadet Classes the maximum diameter is 40 mm.

10.9.7 Suspension: No suspension will be allowed in any classes in any discipline. Suspension can and will be defined as; any pivot or hinged joint that is allowed to pivot through the G-forces imposed on the chassis while the kart is in motion. Seat supports that include rubber or urethane bushings or that are delineated with other rubber or urethane will not be considered suspension.

10.9.8 Drivers Compartment: The driver will be limited to the confines of the length and width of the kart at all times. The compartment will be equipped

with side rails, or panels. Bumper protection will be incorporated within the overall maximum kart length. When the pedals are fully depressed the driver's feet will not extend past the bumpers.

10.9.9 Seat Belts: Seat belts are prohibited with the exception of FKE Road Race karts.

10.9.10 Seat Struts: The seats should be adequately reinforced with washers or other devices where the seat struts attach, to prevent the strut from piercing the seat and injuring the driver in an accident.

10.9.11 Floor Pans: Floor pans will be free from voids large enough that will allow any part of the driver's body to inadvertently pass through.

10.9.12 Throttle: All karts will be equipped with a foot operated throttle. The foot pedal must have a return spring that will bring the engine back to idle. Provisions for physically challenged drivers will override this requirement.

10.9.13 Brakes: See Rule 10.6.7.7

10.9.13.1 Dual brake systems (front brakes) will only be allowed in the following classes:

10.9.13.2 Sprint: TAG Heavy, Shifter Light, Shifter Heavy

10.9.13.3 Road Race: All Sr. Classes

10.9.14 Steering Wheel: Must be circular in design with a 10-inch minimum diameter. Butterfly style steering wheels are acceptable, with a 4-spoke design and 5-inch minimum grip length on each side.

10.9.15 Steering Assembly: The steering assembly will be direct acting and designed for maximum safety. Rack and pinion type systems will be allowed. If a pitman arm is used, it must be designed to not rotate over center and cause reverse steering. The assembly consists of steering wheel, steering hub, steering shaft, tie-rods, and spindles.

10.9.15.1 All bolts used in the steering assembly will be .3125-inch/8 mm minimum diameter of aircraft quality, (grade 5 or better). This excludes kingpins or wheel spindles.

10.9.15.2 All collars and other devices used to retain the steering column will be secured to prevent possible loss.

10.9.15.3 All steering assembly bolts and nuts, as well as kingpins and spindles will be safety wired or cotter pinned.

10.9.15.4 Steering Shaft: .700 mm O.D. steel tubing with a minimum wall thickness of .0625 inch. A .3125 inch or 8 mm minimum diameter fastener at the lower end. The steering wheel hub will be one piece with no welding and be secured with a minimum diameter of 6 mm through bolts.

10.9.15.5 Steering Hub: The hub will have a minimum O.D. of 1.125-inch, flange will have a minimum O.D. of 2.250-inch, and a minimum flange thickness of .250-inch. The shaft must protrude into the hub a minimum of 1.250-inch. Quick release Schroeder type hub will be allowed.

10.9.16 Fuel System: No pressurized tanks will be allowed. The fuel tank must be located between the frame rails on Sprint karts. The fuel cap must be able to affix tightly to the tank. All flip style caps must be safety wired during the event.

10.9.16.1 Fuel tanks must remain on the motor in the Kid Kart class.

10.9.17 Fuel: Fuel must contain no additives and be 100 % gasoline in all classes, (and oil as required for 2 cycle engines). All fuel will be subject to Tech Inspection. Each competitor is allowed one courtesy fuel check. A list on non-ethanol fuels can be found on www.pure-gas.org.

10.9.17.1 If fuel does not pass tech during qualifying and or pre-final, the competitor will start at the back of the lineup for the next event. If fuel does not pass tech after the final, the competitor will be disqualified for the day.

10.9.18 Ground Effects: Will not be allowed in all classes.

10.9.19 Gearbox: No gearbox or transmission will be permitted on karts except in the Shifter Classes.

10.9.20 Superkart and ICE Chassis Rules

10.9.20.1 Wheelbase: 42" Minimum- 46" Maximum

10.9.20.2 Tread Width: 44" Minimum- 55" Maximum

10.9.21 Superkart and ICE Bodywork Rules

- 10.9.21.1 **Nose Dimensions:** Minimum 10" heights measured from the ground.
- 10.9.21.2 **Width Minimum:** 38" Minimum 50" Maximum. Shall not cover the drivers feet and ankles viewed from above.
- 10.9.21.3 **SidePods:** 2 Required. May not cover front tires. Winglets that extend from the rear wing assembly and connect to the side pods are allowed. Sidepods should be connected by quick release fasteners. (dzus or Rclips) Construction shall be of plastic or composite (Fiberglass or Carbon Fiber) with no sharp edges.
- 10.9.21.4 **Driver Fairing:** Width minimum 14" maximum 22" Maximum height 26" measured from the ground. Sprint kart steering wheel to driver fairing clearance rules apply. Construction shall be of plastic or composite (fiberglass or carbon fiber) with no sharp edges.
- 10.9.21.5 **Rear Wing Is Required:** Width minimum 42" maximum 49" measured from the outside of the endplates. Minimum height 22" maximum height 27" measured from the ground to the top of the wing endplates. Wing cord minimum of 1". Minimum wing area 250 square inches. Construction shall be of composite (Fiberglass or Carbon fiber) with no sharp edges.
- 10.9.21.6 **Floor Tray:** Floor tray may run from the front of the chassis to the rear most part of the rear bumper. Floor tray may include a diffuser. The diffuser may start no more than 9" in front of the centerline of the rear axle. Construction shall be plastic or composite. (Plastic, Fiberglass, or Carbon Fiber) No sharp edges.

10.10 Flags

- 10.10.1 Each Padholder Super Cup Competitor is responsible for the knowledge of and the adherence to the rules and the following flag signals:
- 10.10.2 **Green Flag or Green Light:** Displayed at the start of competition or practice and kept visible as long as the track is clear for racing.
- 10.10.3 **Red Flag:** Raise your arm in the air to warn following karts and stop in a controlled manner so that you do not endanger other karts. Do not work on your kart. Wait for instruction from the Race Officials.
- 10.10.4 **Yellow Flag:** Be prepared to stop. The track could be blocked by an accident, emergency vehicle or debris. Raise your arm in the air to warn following karts if possible, slow down and hold your position. DO NOT PASS ON A YELLOW FLAG. If the Head Flagman displays a Yellow Flag, hold your position and use caution all the way around the track. Do not begin racing again until the Host Flagman displays a Green Flag to resume racing.
- 10.10.5 **Yellow and Red Flags Waved Together:** There is a Restart of the race. Drivers will reform in a pack, at a slow pace for the Restart.
- 10.10.6 **Blue Flag with Yellow Stripe (Blue Flag):** Faster kart is overtaking you and may lap you. To prevent a hazardous condition on the track, make room for the overtaking kart. The Blue Flag can be displayed at any corner at the direction of the Head Flagman as long as there is direct communication between the Flagman and Corner workers.
- 10.10.7 **White Flag:** This flag is a courtesy flag that indicates that there may be one (1) lap of racing left. Do not assume that the next flag waved will be a Checkered Flag; you should always race to the First Checkered Flag.
- 10.10.8 **Checkered Flag:** Racing is finished and the Heat is completed. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighted.
- 10.10.9 **Checkered and Black Flag Waved Together:** Racing is finished and the Heat is completed under Protest. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighed.
- 10.10.10 **Black Flag by the Flagman:** A rolled Black Flag, given horizontal to the racing surface to any Driver will be a warning of intense driving and to keep it clean. If the Black Flag is waved unfurled at you, it may be accompanied by a chalkboard with the number of the kart or karts to be disqualified. Return to the Pits and check with the Race Director regarding the reason.
- 10.10.11 **Black Flag with an Orange Ball:** Slow down; stay on the outside of the track and return to the Pits at the proper entrance. You have a

dangerous or mechanical problem. Do Not continue racing until the problem is corrected.

- 10.10.12 **Yellow Flag with Black Border: (Transponder Flag):** IF shown you are not being scored. Proceed into Hot Pit install Transponder and return to race if applicable. Driver will be scored in last position if raced without a transponder or with a faulty transponder.

10.11 Officials

- 10.11.1 The officials of any NWKA event will have the power to exercise the rules and regulations found in this manual for the entirety of the event. The officials have the right to refuse entry and participation to any person. The officials have the right to correct any error that has been brought to them by any entrant. Races will not be re-run to correct any error.
- 10.11.2 **NWKA Coordinator:** The NWKA Coordinators will oversee all events. They will have the full authority to ensure that all rules and regulations are enforced per the Spirit and Intent of this manual. Any dispute, with the exception of technical issues and on-track judgement calls, will be handled by a race committee consisting of the NWKA Coordinator, Race Director, Flagman, Tech Director. The final Decision on any disputes shall be that for the NWKA Coordinator. There will be no appeal of these decisions.
- 10.11.3 **Race Director:** The Race Director will be that official having complete charge of all race officials, technical inspectors, turn marshals, the track and karts during the event. The Race Director will disqualify or penalize, through signals from the flagman, any driver who in their opinion, or that of their observers, is in violation of the rules or whose kart is or has become unsafe. The decisions made by the race director to warn, penalize, or disqualify any driver is not eligible for protest. The Race Director may shorten any race before karts have left the grid. All events will have a race director appointed and will be introduced at the drivers meeting.
- 10.11.4 **Assistant Race Director:** This official will work directly with the Race Director and serves as an additional set of eyes and ears. It is up to the Race Director to allow or not allow, the Assistant Race Director to make on track decisions.
- 10.11.5 **Head Flagman:** The Head Flagman is the official in complete charge of the flags. The Head Flagman will adhere to the rules and regulation in this manual as well as following the instructions from the Race Director. The Head Flagman's signals are to be obeyed without exception. If necessary, the Head Flagman will conduct a meeting for all drivers prior to the start of the event to explain the flags, their use, and rules.
- 10.11.6 **Corner Marshalls:** Corner Marshalls will be strategically placed around the track to use flags, as instructed and when necessary, to signal drivers to hazardous situations. Corner Marshalls will also report any rule infraction to the Race Director. It is not the duty of the Corner Marshall to assist drivers at the scene of the accident or incident in separating their karts or getting them underway. Their responsibility lies in warning oncoming traffic to a hazardous situation, and inform race control of the need for additional resources. Corner Marshalls shall be at least 18 years of age.
- 10.11.7 **Grid Steward:** The Grid Steward shall be that official(s) having the charge of Grid area. It is the Grid Steward's responsibility to keep all unauthorized person(s) out of restricted areas, grid classes, and report any issues to the race director.
- 10.11.8 **Head Technical Inspector:** The Head Technical Inspector will be that official having charge of pre- and post-race inspections in a designated area where technical inspections are performed. They are solely responsible for appointing Assistant Technical Inspectors. The Head Technical Inspector will designate an area, the "Impound Area", where karts and drivers will be checked for minimum class weight, fuel legality, maximum kart size, engine legality, exhaust system legality, body work specifications, legal attachment of weights, etc. Post-race scale and tech areas are off limits to person(s) other than the competitor. Competitors are under the direction of the Head Technical Inspector or their designee while in the inspection area. Entrants that leave the inspection area without the approval of the Head Technical Inspector or their designee, are subject to disqualification.
- 10.11.9 **Chief Scorer:** The Chief Scorer is the official responsible for all timing and scoring of the event. The Chief Scorer will keep the Head Flagman informed of positions, laps completed and or time of event.
- 10.11.10 **Infraction Steward:** The infraction Steward is available to assist competitors in understanding infractions they may have received. They are also responsible for accepting and managing the protest process

10.11.11 ☞ **Pre-Grid Steward:** The pre-grid Steward will perform pushback bumper checks of all required classes per rule procedure 20.6.9.3. Pre-Grid Steward will also assist with Grid Steward duties.

10.12 Penalties

10.12.1 The Race Director may levy any of the following penalties for infractions committed by a driver crew or any spectator associated with a driver or crew.

10.12.1.1 Finishing position may be changed by one or more positions.

10.12.1.2 Disqualification while on track or at scale by use of black flag.

10.12.1.3 Disqualification from race or event due to an infraction either on or off track. Note: Disqualification cannot be retroactive to previous days or events.

10.12.1.4 Race Director can request the Padholder Super Cup Coordinator levy additional penalties.

10.12.2 The Padholder Super Cup Coordinators, or Northwest Karting Association may levy the following penalties for infractions committed by a driver, crew or any spectator associated with a driver or crew. Penalties do not have to be progressive.

10.12.2.1 **Warning Letters** are written in order to warn a participant for his or her behavior. A warning letter is used as a last resort to inform that person, his or her actions will attract further disciplinary action if he or she does not amend their ways.

10.12.2.2 **Probation** may be used to further discipline a participant. Time frame will be stated on the official letter and will not exceed one year from the date of violation. Padholder Super Cup Coordinators will notify all member club representatives of the probation.

10.12.2.3 **Suspensions** will take place only as a last resort and will be at the discretion of the Northwest Karting Association. Participants will be placed on suspension for a defined length of time, beginning at the date of violation. The suspension letter will be sent to the participant as well as the Presidents of all Northwest Karting Association clubs. When suspended, a participant will not be entitled to participate, attend, or vote at all Northwest Karting Association Events.

10.12.3 Violations:

10.12.3.1 **Violence:** Physical Violence or threat of, to any individual at any NWKA event will subject that person(s) to immediate expulsion and will subject that person(s) to further disciplinary action.

10.12.3.2 **Verbal:** Verbal Abuse, threats or abusive language will subject that person(s) to expulsion and possible further disciplinary action.

10.12.3.3 **Prohibited Substances:** All participants entering the controlled area of NWKA events shall be sober and not under the influence of any substance that may impair their abilities, (either illegal or legal), to participate in a safe and orderly manner. If in the judgment of the event officials that any individual is under the influence at any time during the event, that individual may be ejected from the event. Only after racing has finished, and if local ordinance allow, will the consumption of alcohol be allowed.

10.12.3.4 **Crews and Spectators:** Drivers are responsible for conduct of any crew and spectators in their pits. Any unacceptable conduct could subject the driver to immediate expulsion and will subject that person(s) to further disciplinary action.

10.12.3.5 ☞ **Code of Conduct:** Kart Racing is a privilege. All participants, Officials, and guests shall conduct themselves to the highest standards of conduct, behavior, and sportsmanship. Participants, guests, and Officials shall uphold the values and reputation of NWKA. NWKA may deny any individual any or all prior granted permissions, due to their behavior towards Officials or non-compliance with the Rules and Regulations set forth by NWKA. Such loss of privilege may lead to expulsion from the track property. The driver is responsible for the action of their pit crews and their guests at all times. The disciplinary action taken against the pit crew, guest maybe levied against the pit crew, guest and the registered driver.

10.12.3.5.1 ☞ **All registered drivers/representatives:** Will be required to acknowledge and sign on Tech Entry form that they have read and understand the Code of Conduct and Penalties section 10.12-10.5

10.12.3.6 **Social Media:** The popularity of Social Media, and the impact of the internet and electronic social networking, has advanced significantly in recent years. Examples of social media and social networking include, but are not limited to, the use of Facebook, Instagram, YouTube or Twitter. While social media usage is a valuable tool, and the use by NWKA Padholder Super Cup participants are encouraged to show the passion, character, and individuality of our participants; it comes with responsibility. Failure to use this responsibility wisely may result in disciplinary action up to and including suspension from Northwest Karting Association events.

10.12.3.6.1 Think before you post. Everyone must be aware that posting on social media is like speaking into a live microphone.

10.12.3.6.2 Always be polite and respectful whether in person or online and show respect of other individual's opinions even when they don't align with your own.

10.12.3.6.3 Use appropriate language, conducting yourself with honesty, integrity, respect, and good sportsmanship.

10.12.3.6.4 Never deal with a disagreement between teammates, other athletes, officials, or spectators through social media.

10.12.3.7 **Legal Action:** Any Competitor, Parent or Legal Guardian, or General participant, that threatens or takes legal action via an attorney against the Padholder Super Cup, Northwest Karting Association, Northwest Karting Association Member Club/Facility, NKA or any of its legal agents or staff, will be ejected from the event and suspended from all NWKA events.

10.12.4 **Miscellaneous:** The following will be cause for immediate ejection and suspension.

10.12.4.1 Falsification of age.

10.12.4.2 Modification of engine to deceive officials and compete in a class illegally.

10.12.4.3 Anyone that competes at an NWKA event without being the driver of record.

10.12.4.4 Anyone that drives a kart on a public street/highway or assists anyone that drives on a public street/highway.

10.12.5 Consequences:

10.12.5.1 Drivers that are disqualified from Qualifying, Pre-Final, or Final will lose any points earned for previous portions of the event. They will be allowed to start at the rear of their field unless disqualified from the event by the Race Director.

10.12.5.2 Drivers disqualified from the Final will lose points and awards from the class they were disqualified.

10.12.5.3 Repeated use of illegal fuel will result in disciplinary action up to and including suspension.

10.13 Host Club Fees

10.13.1 Sprint

10.13.1.1 The Host Club will pay \$10.00 per entry for the Padholder Super Cup year-end awards. There will be no other sanctioning fee.

10.13.1.2 Additionally, each Club will pay \$1.00 per entry for the Padholder Super Cup Coordinator fund.

10.13.1.3 There will be no additional fees except any applicable Service Provider fees as approved at the previous Northwest Karting Association Karting Conference

10.13.1.4 ☞ Host Club will pay Tech Director \$5.00 per event entry to provide all Engine Tech Seals and administering Tire Bar Code data.

10.13.2 Road Race

10.13.2.1 For all Padholder Super Cup events. Each Host Club will pay \$10.00 per entry to the Padholder Super Cup year-end awards fund. This will be done at the end of the event. There will be no other sanctioning fee.

10.13.2.2 Additionally, each Club will pay \$1.00 per entry for the Padholder Super Cup Coordinator fund.

20. Sprint Regulations

20.1 General Regulations

20.1.1 There will be no more than one (1) NWKA Cup event held at each track per year.

20.1.1.1 There will be no rain delays.

20.1.2 NWKA Sprint events will be limited to three days; Friday practice and racing on Saturday and Sunday

20.1.1 Host track will post when track will be open for entry 2 weeks prior to event.

20.1.2 No NWKA Cup event may be held in conjunction with any other races, except a Host Club race.

20.1.3 Registration: Will open 7:00 AM on Friday, 7:00 AM – 8:00 AM on Saturday, 7:00 AM to 8:00 AM on Sunday.

20.1.4 Entry Fees:

- | | |
|------------------------|----------------------|
| • Single Entry ** | \$150 |
| • Two Day Entry ** | \$230 |
| • Kid Kart ** | \$50 (for the event) |
| • Pit Pass | \$20 (for the event) |
| • Pit Pass | \$10 (single Day) |
| • Friday Practice ** | \$50 (per driver) |
| • Engine Tech Seal fee | \$5 (per engine) |

** Racers must pre-register using www.motorsportsreg.com. Late entries will have a \$25 on-site registration fee added.

Pre-registration will be available one (1) month prior to the event.

20.1.5 Additional Pro Class Fees:

20.1.5.1 CMC World Formula Pro - \$50.00 (per day optional, cash)

20.1.6 Schedule: The Host Club, Padholder Super Cup Coordinator, and Race Director will set the practice day and race day schedule. Schedule will be posted for all participants.

20.1.7 Each NWKA club will be responsible for providing the following:

20.1.7.1 Race official rooms as specified in contracts.

20.1.7.2 Corner workers Friday – Sunday

20.1.7.3 Assistant Race Director

20.1.7.4 Tech Inspection Assistant

20.1.7.5 Registration Personnel for Financial transactions

20.2 Race Procedures

20.2.1 All classes will run a single day event format. All classes will run the following Saturday and Sunday:

20.2.1.1 Qualifying: One (1) - Five (5) minute session.

20.2.1.2 Pre-Final: One (1) - Seven (7) minute plus one lap session.

20.2.1.3 Final: All classes; One (1) - Twelve (12) minute plus one lap session.

20.2.2 Number of Karts Allowed: The Race Director along with the Host Club, and Padholder Super Cup Coordinator will determine the maximum number of karts allowed on the track at one time. As a general rule NWKA will limit this to 28 karts. If there are more the 28 entries, the following procedures will be followed.

20.2.2.1 Qualifying will be split into two equal groups, (A and B) by registration.

20.2.2.1.1 The odd number qualifiers will go into Pre-Final A, the even qualifiers will go into Pre-Final B

20.2.2.1.2 The fastest qualifier will automatically earn a spot in the Final.

20.2.3 Pre-Final

20.2.3.1 Pre-Final A - The top 11 drivers will advance to the Final (the fastest qualifier will automatically advance. If that driver is outside of the top 11, only the top 10 will advance).

20.2.3.2 Pre-Final B - The top 11 drivers will advance to the Final.

20.2.3.3 Last Chance Qualifier – Any driver that did not advance to the final will run in the LCQ. The top 6 drivers from the LCQ will advance to the final.


20.2.3.4 Final: Final line up will be based on the results of the pre-Final finish order; row placement will be determined by the fastest qualifier.

20.2.3.5 Example: First place finisher of group A and B will be row one. The faster qualifying time of the two, determines pole or off pole. The same process will continue for all rows through row 11. Position 23 through 28 will be based off the finish order of the LCQ. If the fastest qualifier of the day finishes outside of the top 11 position of their Pre-Final, they will start the final in the 22nd position

20.2.4 Drivers Meeting: The meeting will be held at 8:00 AM. Any driver not in attendance will start at the rear of the field in the Pre-Final.

20.2.5 Practice: Will start at 9:00 AM. If practice begins earlier than 9:00 AM, then the start time will be posted one day prior to the practice. Tracks not able to abide by the schedule due to, State, County, or Federal restrictions will publish the schedule prior to the start of the event.

20.2.5.1 Friday: 9:00 AM 5:00 PM with a 1-hour lunch.


20.2.5.2 Saturday:  Each race group will have a 5-Minute warm up session

20.2.5.3 Sunday: Each race group will have a 5-minute warm up session.

20.2.5.4 Any driver that goes out with a different class list, will start at the rear of the field in the Pre-Final.

20.2.5.5 Transponders will be required for the last practice session of the day. This will be used to determine your grid position for Qualifying. The fastest kart will be first on the grid, second fastest, second, etc. If a driver elects not to practice or does not have a transponder, they will be gridded last.

20.2.6 Qualifying: Will begin at 11:00 AM on Saturday, 10:00 AM on Sunday. At the discretion of the Race Director, these times may be adjusted.

20.2.6.1  Qualifying order is determined by times during warm up sessions. Karts will leave grid single file, "no further forward than", to allow qualifiers to start further behind where their practice time permitted them to. There will be no spacing of drivers entering the track by grid personnel.

20.2.6.2 Qualifying will be used to determine your starting position for the Pre-Final. The fastest legal kart will be on the pole or first on the grid.

20.2.7 Race Format:

20.2.7.1 The grid alignment for the Pre-Final and Final will be set according to the finish of Qualifying and Pre-Final for that class.

20.2.7.2 Heat Invert:

20.2.7.2.1 World Formula Pro will invert 50% of the field.

20.2.7.2.2 Drivers must complete one (1) qualifying lap to be eligible for the invert.

20.2.7.2.3 Points system for Qualifying and timed Pre-final will be per NWKA Rule 20.3.5 to determine the lineup for the Final. Ties will be resolved with the favor to the best qualifying time.

The running of engines at high RPM's will not be allowed in the pits, pre-grid, or grid.

20.2.7.2.4 Engines are not allowed to be run on the pre-grid.

20.2.7.2.5 When on the grid engines can only be run on the ground, running on a stand is not allowed.

20.2.7.3 As karts enter the track, the start-up clock will commence to run. After 90 seconds there will be no start, push-backs, or restarts allowed from the grid area. The Track Access will be closed at the end of the start-up clock period or on the display of the green flag and will remain closed until the race is completed. Karts equipped with onboard starters may restart on the track.

- 20.2.7.4** At the completion of 90 seconds or when all karts are on the track and running, the Head Flagman will signal a parade lap. All karts will proceed to their appropriate starting position, and maintain a reasonable start speed that will be set by the pole kart. If a kart drops out during the parade lap, karts will not change position by crossing over. Karts will move forward to fill the vacant position. Drivers will maintain their position until the green flag drops
- 20.2.7.4.1** 🏁 Jr. I Briggs 206, Jr. II Briggs 206, Sr. Briggs 206, Shifter, and Shifter Masters will utilize a standing start.
- 20.2.7.4.2** 🏁 Jr. I Briggs 206, Jr. II Briggs 206, Sr. Briggs 206, Shifter, and Shifter Masters will stay in their original line up spots on the track ignoring dropped kart positions.
- 20.2.7.5 Starts:** If any class does not receive the green flag after two (2) failed attempts, the front two karts will be penalized and moved back one row. The second row will then be moved forward. The front row will not be held responsible for action of karts behind them.
- 20.2.7.5.1** If any kart repeatedly or flagrantly tries to improve on their position, or refuses to line up properly the Race Director or Head Flagman may penalize them and move them to the rear of the field. This judgment is not eligible for protest.
- 20.2.7.5.2** The timed Pre-Final or Final will start at the first attempt at a green flag start. If the start is waved off for any reason, or the race is restarted due to an on-track incident, the event time will continue to run. Exception: Red Flag.
- 20.2.7.5.3** Each Driver will be shown the green flag as they cross the starting line. The race will begin when:
- 20.2.7.5.3.1** The green flag is displayed. Karts may then change their position, or
- 20.2.7.5.3.2** At the Race Directors option, the start can be controlled by the use of cones on the center line of the track short of the starting line. Karts may not change position until after they have crossed the start line.
- 20.2.7.6 Restarts:** If after the green flag has been displayed, the Head Flagman or Race Director may decide a restart is necessary, due to a false or poor start, or a multi kart crash. They will signal a restart with the Yellow and Red Flags crossed. Karts will reform in the original starting order. The race Director may impose penalties to those karts responsible for the restart. Restarts are not eligible for protest.

20.2.8 During the Race:

20.2.8.1 Black Flags:

- 20.2.8.1.1** 🏁 Black flags will be displayed when the Race Director decides that a kart must exit the track. A waved black flag will be shown to the driver and their kart number will be displayed on a pit board. The Black Flag and the pit board will be displayed at a different location than the Start/Finish. The location will be along a “back straight away” designated by the host club. It will be reviewed at the drivers meeting. A driver may be ordered off the track if the Race Director or Head Flagman feels the driver has violated rules, is driving in a reckless, inappropriate or unsportsmanlike manner. The decision to order or not to order a driver to the pits is not eligible for protest.

- 20.2.8.1.2** A Rolled Black Flag will be used to warn a driver for minor violations.
- 20.2.8.1.3** The Black Flag with Orange Ball (Mechanical Black Flag) will be used when the Race Director or Head Flagman feels there is a safety issue with a kart on the track. When a driver is ordered off the track under this flag they will be scored in their appropriate position.
- 20.2.8.1.4** Drivers that receive the Black Flag will no longer be scored, and will receive no points for the Pre-Final or Final or earned grid position in Qualifying or the Pre-Final. At the Race Director’s discretion, a driver and their crew may be disqualified from further participation in the event for flagrant infractions from the driver or crew. **Does not apply to Lapped Traffic(Sprint only)**
- 20.2.8.1.5** Failure to obey a black flag is a flagrant violation and will be subject to expulsion from the event and further disciplinary action up to and including suspension.
- 20.2.8.2 Blue Flags:** A Blue Flag is shown to a driver when they are at risk of being lapped by faster traffic. When a driver is being lapped, they will give the right of way to the overtaking driver(s) and should indicate what is the safest way to pass by pointing.
- 20.2.8.3 Yellow Flags:**
- 20.2.8.3.1** When a Corner Marshal displays a yellow flag, it signifies caution at their section of the track. Use caution, be prepared to stop until the driver is past this section. No passing is allowed.
- 20.2.8.3.2** When the Head Flagman displays the yellow flag, it signifies a full course caution. Slow down, be prepared to stop, and do not resume racing until the Head Flagman displays the Green Flag.
- 20.2.8.4 Red Flag:**
- 20.2.8.4.1** At the option of the Race Director or Head Flagman a Red Flag may be displayed when an unsafe condition exists on the track. A Red Flag is mandatory when a kart overturns, a driver is ejected from a kart or there is an injured driver requiring medical attention. The Red Flag will only be displayed by the Head Flagmen.
- 20.2.8.4.2** When the Red Flag is displayed, all drivers will come to a stop in a safe and controlled manner, with their arm raised to warn other drivers. If a Red Flag is displayed prior to all karts being scored on the first lap, a restart is required using the original starting order. Once all karts running have completed a lap and have been scored, the last completed lap order will be used. Lineups will be determined by the official scorer.

20.2.8.4.3 During Red Flag conditions:

- No work will be permitted on the karts.
- **Option 1:** All karts will be stopped and held on the track. When the unsafe condition has been cleared, karts will be permitted to restart, will be re-aligned and started. Karts will have the same 90-second rule as if they were on the grid.
- **Option 2:** All karts will be removed from the track and quarantined in a secure area, until such time the Race Director chooses to restart the group. At this time karts will be permitted to restart, will be re-aligned and started. Karts will have the same 90-second rule as if they were on the grid.

20.2.8.4.4 All karts involved in an incident that requires a Red Flag, will require a safety check by the Head Technical Inspector, or their designee before being allowed to return to the track.

20.2.8.4.5 Karts will not be allowed to restart following a Red Flag:

- Any kart that has been determined by the Race Director to be the cause of a Red Flag. This Decision by the Race Director is not eligible for protest.
- The Race Director or Head Flagman, prior to the restart may Black Flag a driver that will be subject to a Black Flag under race conditions.
- If a kart that has dropped out of the race prior to the Red Flag, will not be eligible to restart.

20.2.8.4.6 🏁 All restarts following a Red Flag will be single file **rolling start**.

20.2.8.5 White Flag: The White Flag may display signifying the start of the last lap. This is displayed as a courtesy and may not always be shown. Display of the White Flag does not automatically signify the next lap the end of the race.

20.2.8.6 Checkered Flag: The Checkered Flag signifies the end of the race, regardless of the number of laps or elapsed time. When you receive the checkered flag, your race is over.

20.2.8.7 Checkered Flag with Black Flag: Finish is under protest. This is used when there is suspicion of, or reports of, or rough driving, or unsportsmanlike conduct are present. This means that the race was finished under protest by the Race Director or Head Flagman. After consulting with race officials, the Race Director will announce their finding/ruling to the competitor(s) involved and may adjust the finishing position accordingly.

20.2.9 Determination of the Race: The Head Flagman will determine when the race is officially over, and how long a competitor may have to take the Checkered Flag, once it has been displayed.

20.2.10 Post-race Inspection: After the conclusion of Qualifying, Pre-Final, or Final, drivers will immediately proceed to the scale to be weighed. Failure to make scale, make minimum weight, carrying weight on the driver, or failure of driver to identify themselves to officials will be grounds for disqualification from that portion of the event. After the Final karts and drivers will proceed to the designated impound area.

20.2.10.1 The Race Director and Head Technical Inspector must review all Technical Disqualifications. At their discretion, they may impound items that are in question to be further reviewed or inspected by the Technical Committee.

20.2.10.2 Any items impounded may not be used until reviewed, inspected, and released by NWKA's Technical Inspectors.

20.3 Scoring

20.2.1 At the conclusion of Qualifying, Pre-Final, and Final, all karts must meet the minimum class weight, and any additional tech that the Head Technical Inspector may deem necessary.

20.3.1 Determination of finishing order: After all karts have passed through post-race inspection, the finishing order will be determined by the following:

20.3.2 Kart finishing order

20.3.3 DNF – Did not finish: This includes karts that left the grid and did not finish the segment, this will include any kart that received a Mechanical Black Flag.

20.3.4 DNS – Did Not Start: This includes a kart that passed pre-tech but did not appear on the grid. If multiple karts are classified as DNS, they will be ranked in order of where they would have grid.

20.3.5 DQ'd – Post Tech: This includes karts that finished the segment, but did not pass one of the post-race inspections. If multiple karts are DQ'd they will be ranked in the order of where they finished on the track.

20.3.6 DQ'd – Driving: This includes karts that have been DQ'd for driving misconduct. If multiple karts are DQ'd they will be ranked in the order of where they finished on the track.

20.3.7 If a driver is DQ'd in post-race tech, everyone finishing behind that driver will be moved up in the finishing order.

20.3.8 Scoring after a Red Flag:

20.3.8.1 In the event of a Red Flag. If 60% of the race has been completed by the lead karts, it will constitute a complete race. Finish order will be as of the last completed lap.

20.3.8.2 If a Red Flag is displayed on the last lap, the race will be called. The finish order will be as of the last completed lap. The Race Director may at their decision decide to penalize drivers responsible for the Red Flag on the last lap.

20.3.8.3 Following a Red Flag, drivers responsible for causing the Red Flag are not allowed to restart, and will receive points for where they were dropped out. Any driver that is injured and not able to scale, will not be disqualified and scored where they were when dropped out.

20.3.9 Invert Scoring: The points system for determining the grid lineup for the final will use the following system.

20.3.9.1 Qualifying Points: Drivers will be awarded points for their finishing position; First – 0 points, Second = 2 points, Third = 3, etc.

20.3.9.2 Pre-Final Points: Drivers will be awarded points for their finishing position; First – 0 points, Second = 2 points, Third = 3, etc.

20.3.9.3 Final Grid Lineup: The Final line up will be set from the Qualifying and Pre-Final point total. The driver with the lowest point total will start first.

20.3.9.3.1 Ties will be in favor of the best qualifying time.

20.3.10 Pre-Final Penalties In the attempt to reduce the perception of an unfair tire advantage the following penalties will be assessed to anyone not taking the checkered flag during the Pre-Final:

20.3.10.1.1 Pre-Final DNS – 5 second penalty assessed in the Final

20.3.10.1.2 Pre-Final DNF (not caused by an incident that renders the kart incapable of finishing) – 5 second penalty assessed in the Final.

20.4 Points

20.4.1 Race Event points will be awarded per NWKA Rules: Section 20.2.

20.4.2 There will be ten (10) point races in the five (5) weekend events.

20.4.2.1 To be eligible for year-end awards, drivers must run a minimum of seven (7) point races. There will be no mandatory races.

20.4.2.2 Throw Away: Drivers will be allowed two (2) throw away races in determining points for year-end awards.

20.4.2.3 Disqualifications for Tech and Driving will be awarded points per Rule 20.2 and these races will not be eligible for throw away.

20.4.3 Race points will be posted on the Padholder Super Cup website. Race points must be contested within thirty (30) days of being posted.

20.5 Awards: Year-end awards will be awarded per Padholder Super Cup Rules: Points Section 80.

20.5.1 Race Day Awards:

20.5.1.1 All Kid Karts will receive participation awards.

20.5.1.2 All Jr. and Sr. Classes will be awarded the top three (3) positions regardless of entry count.

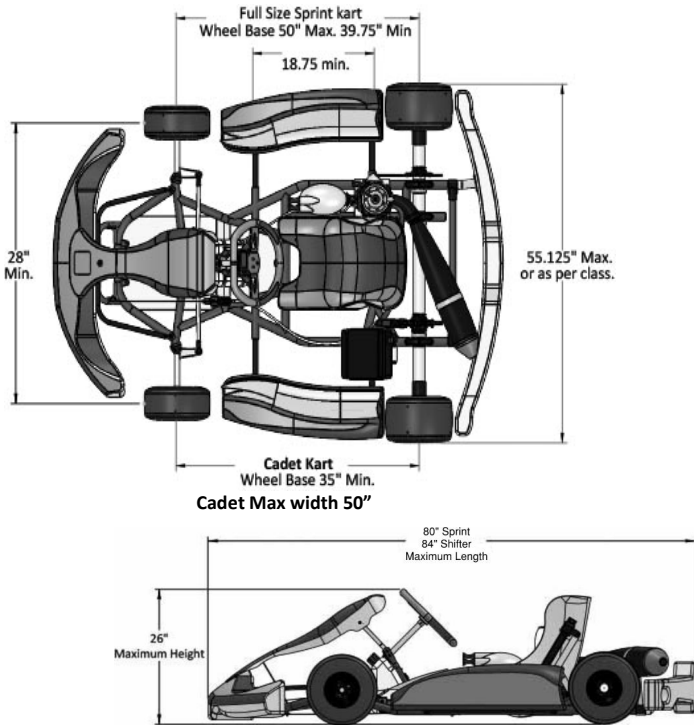
20.5.1.3 In case of a disqualification, the Scorekeeper will recalculate the points. All Trophies will be awarded after the final race of the day.

20.5.1.4 Hosting Clubs will be required to use the official Padholder Super Cup podium back drop.

20.5.1.5 All podium finishers will be required to wear their race attire, and have their helmets with them for the podium ceremonies. If a driver arrives at the award ceremonies without their race attire and helmets, they will not be allowed on the podium.

20.6 Sprint Kart Specifications

20.7.1 Chassis Specifications:



20.6.2 All cadet karts rear wheels must not extend past the rear of the side pods

20.6.3 Bumpers:

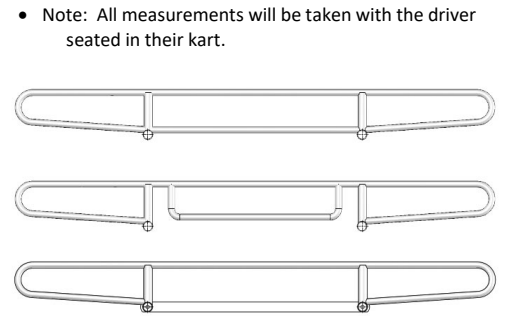
20.6.3.1 Front Bumper: The front bumper must have at least two steel bars. The upper must be at least .630-inch diameter and the lower must be at least .700-inch diameter. The bars must be connected either by steel or plastic connectors, and connect to the frame at four points. The bars must accommodate the required CIK Front Spoiler.

- Push Back Pumps will be required on all Sprint Division classes, except Shifter.
- Push Back Bumpers optional in Road Race Division
- Height at the top of the upper bar will be 7.75-inch minimum, and 9.875-inch maximum as measured with the driver in the seat.

20.6.3.2 Rear Bumper: All karts must be equipped with a rear bumper in order to protect the driver and kart from a rear impact, and to not allow a trailing kart to reach the rear tires. Bumpers can either be of a steel double tube design, with lower cross bar, or a CIK plastic rear wheel protection. The bumper will extend to at least the centerline of the rear tires. The bumper will not extend beyond the outside of the rear tires. Exception: 6.0 rear tires, the bumper may extend a maximum 1-inch on either side. Bumper total width cannot be more than 1" greater than total tire width.

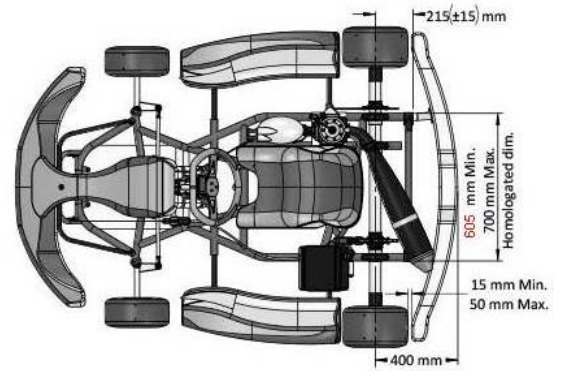
- If a CIK bumper is utilized, retentions straps or cables may be used as long as they do not compromise the original design or homologation of the bumper along with the mounting hardware.
- CIK approved adjustable rear bumpers allowed minimum width 1270mm/50 inches for Adult chassis.

- If a steel tubular bumper is used, the minimum diameter must be a minimum of .625-inch with a .065-inch wall. Welded on tubular hoop are acceptable. Flexible components are permitted. The top bar must be between 5-inch and 7-inch from the ground, and the lower crossbar will be a maximum of 4-inch, measured to the center line of the bar. Basic design must conform to the following illustrations:

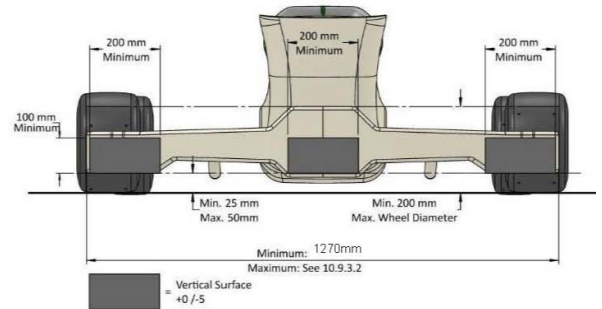


- Note: All measurements will be taken with the driver seated in their kart.

20.6.4 Axles:
Maximum Diameter 50 mm.
In Cadet Classes the maximum diameter is 40 mm.



20.6.5 Brakes: All brake systems utilize a secondary brake linkage of at least 1.8



mm diameter cable.

20.6.5.1 Front Brakes: Front brakes will only be allowed in Tag Heavy, Shifter, and Shifter Masters

20.6.6 Bodywork: All Sprint karts must have CIK homologated or other conforming approved bodywork. This will include Front Spoiler, Nassau Panel, Side Pods, and Rear Bumper. No modifications are allowed to the Body Work, with the exception of a hole in the right side, Side Pod to accommodate an electric starter. Cadet Carts refer to section 206.1.8.5

20.6.7 Front Spoiler: The Front Spoiler must have a molded CIK homologated panel that contains the CIK homologation number. They may be attached to the Front Bumper with CIK spring release clips or rigidly attached to the kart. Front Spoilers may not be attached to the bumper with any device that will interfere with the homologated hardware.

20.6.7.1 The following Front Spoilers will also be allowed: Scribner Plastics 5010 & 6010, CRG Phantom Bodywork.

20.6.7.2 Side Pods: Side Pods must have a molded CIK homologated panel that contains the CIK homologation number.

- 20.6.7.2.1** The following Side Pods will also be allowed: Scribner Plastics 5030 & 6030.
- 20.6.7.3 Nassau Panel:** Nassau Panel must have a molded CIK homologated panel that contains the CIK homologation number.
- 20.6.7.3.1** The following Nassau Panel will also be allowed: Scribner Plastics 5020 & 6020.
- 20.6.7.4 Rear Bumper:** Rear Bumper must have a molded CIK homologated panel that contains the CIK homologation number.
- 20.6.7.4.1** The following Rear Bumper will also be allowed: Scribner Plastics 6050.
- 20.6.7.4.2** Steel Tubular Bumpers will be allowed per Rule 20.6.3.2
- 20.6.7.5 Cadet Bodywork:** CIK style Bodywork is mandatory on all cadet karts. It must retain the same general shape and the full-sized Bodywork and fall within the required overall kart dimensions.
- 20.6.7.5.1 Front Spoiler:** The Front Spoiler must not extend wider than the front wheels.
- 20.6.7.5.2 Nassau Panel:** The Nassau Panel may not extend any higher than the highest point of the steering wheel. Maximum width is 260 mm.
- 20.6.7.5.3** All cadet karts rear wheels must not extend past the rear of the side pods
- 20.6.7.6 Damage:** If at any time bodywork becomes dislodged while the kart is in motion, the Driver will be shown the Mechanical Black Flag and follow the post-race technical inspection. Failure to obey the Mechanical Black Flag will result in the driver being shown the Black Flag.
- 20.6.7.6.1** If the Mechanical Black Flag is displayed on the last lap the driver will be penalized two (2) finishing positions.
- 20.6.7.7 Clutches and Drive System:**
- 20.6.7.7.1 Axle Clutches:** Axle Clutches are not allowed in all 2-cycle and 4-cycle Sprint classes.
- 20.6.7.7.2 Engine Clutches:**
- 20.6.7.7.2.1** 2-Cycle Engine clutches will be as supplied by the manufacturer, and are mandatory.
- 20.6.7.7.3** 4-Cycle Engine clutches are mandatory. Refer to Section 400 for specific clutch requirements.
- 20.6.7.8 Drive System:**
- 20.6.7.8.1.1 2-Cycle Sprint:** #35, and #219, Drive Sprockets, Axle Sprockets, and Chain will be the only drive system allowed.
- 20.6.7.8.1.2 4-Cycle Sprint:** #35, and #219, Drive Sprockets, Axle Sprockets, and Chain will be the only drive system allowed.
- 20.6.7.8.1.3 Chain Oilers:** Chain oilers will not be allowed in all Sprint Classes.
- 20.6.7.9 Fuel System:**
- 20.6.7.9.1 Fuel Tank:** The Fuel Tank must be securely mounted between the frame rails. Exception, Kid Karts
- 20.6.7.9.2** Maximum Capacity = 3 Gallons / 11.35 Liters.
- 20.6.7.9.3** It is strongly recommended the hardware used in the mounting of the Fuel Tank be safety wired.
- 20.6.7.9.4** The use of a catch can on the Fuel Tank is required.
- 20.6.7.10 Fuel Lines:** Fuel Lines must be secured at each end; excessive length is not allowed. Determination of "excessive length" will be that of the Head Technical Inspector.
- 20.6.7.11 Number Panels:**
- 20.6.7.11.1 Numbers:** All karts are required to have four number sets meeting the following requirements:
- 20.6.7.11.1.1** Size and Color: Number Panels must be a minimum of 7-inch by 7-inch and either yellow or white.
- 20.6.7.11.1.2** Numbers must be a plain block style located on the correct color background. Numbers must be a minimum of 5-inch

tall with a proportionate width. Shading or outlining is not allowed on the numbers.

- 20.6.7.11.1.3** CIK bodywork is allowed in consideration of number panel rules.
- 20.6.7.11.1.4** Racing numbers will be assigned at Registration if needed. Do not use black tape to affix your numbers
- 20.6.7.11.1.5** If more than one kart in the same class has the same number. The driver who participated in previous season will get first option of kart number.

20.6.7.11.2 Location of Numbers:

20.6.7.11.2.1 Front: The required front number panel must either be located forward of the front wheels or mounted to the Nassau Panel forward of the steering wheel.

20.6.7.11.2.2 Side: The side number panels must be located on both sides of the kart between the front and rear wheels.

20.6.7.11.2.3 Rear: The Rear number panel will be visible when viewed by a competitor from behind. Rear panels must be affixed in such a way to prevent fluttering while the kart is in motion.

20.6.7.12 Transponders: Transponders will be mounted a minimum of 12-inches rearward of the left kingpin.

20.6.7.12.1 The use of transponders will not negate the use requirements of Section 20.6.1.9.9 Numbers

20.6.7.13 Retired Numbers: The following numbers have been retired and cannot be used by any other competitor.

20.6.7.13.1 Number **99** has been retired in memory of **Greg Moore**.

20.6.7.13.2 Number **56** has been retired in memory of **KJ MCInister**.

20.6.8 Push Back Bumpers

20.6.8.1 Push Back Pumpers in Sprint Division will be required on all classes except Shifter.

20.6.8.2 Use of the following homologated items are mandatory for competition:

20.6.8.2.1 Front fairing must be a CIK homologated front fairing.

20.6.8.2.2 Mounting fairing hardware must be a homologated front fairing mounting kit, with the stamped arrow facing up. It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement. Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden.

20.6.8.3 Mounting Procedures:

20.6.8.3.1 Drivers must enter the official grid area with the front "PBB" fairing detached from their kart.

20.6.8.3.2 The driver, or mechanic must attach the front "PBB" fairing without the use of tool and under the supervision of the NWKA Officials.

20.6.8.3.3 Zip ties may be used to hold the clamp to the metal bumper portion but shall not hold the clamp from opening.

20.6.8.3.4 The Grid Official has the right to inspect the front "PBB" fairing for modification or excessive wear. Compliance is determined by the NWKA Officials.

20.6.8.3.5 There must be a clearance at all points between the front bumpers, (upper and lower tubes), and the front fairing of at least 27mm, (1.063 inches) at all times.

20.6.8.3.6 The Front Fairing must be in the correct position at all times during the competitive elements, (see CIK technical Drawing 2c and 2d found on the Padholder Super Cup Website). Should a driver or other person put back in place a front fairing the was not correctly positioned before the driver crosses the scales and reports to Tech, the driver will be disqualified from that competitive element.

20.6.8.4 Push Back Bumper Penalties

20.6.8.4.1 The Black Flag with an orange disk will not be shown to a driver if that driver's front "PBB" fairing is no longer in the correct position.

- 20.6.8.4.2 If the front "PBB (Push Back Bumper) is no longer in the correct position after Qualifying with one side pushed in, The Third fastest lap time will be used for Prefinal Line up.
- 20.6.8.4.3 ☞ If the front "PBB (Push Back Bumper) is no longer in the correct position after Qualifying with both sides pushed in, The Fourth fastest lap time will be used for Prefinal Line up.
- 20.6.8.4.4 If the front "PBB (Push Back Bumper) is no longer in the correct position after the race with one side pushed in, a time penalty of three (3) seconds will be imposed automatically to the driver. Additional penalties may be imposed. The penalty may not be protested or appealed.
- 20.6.8.4.5 If the front "PBB (Push Back Bumper) is no longer in the correct position after the race with both sides pushed in, a time penalty of five (5) seconds will be imposed automatically to the driver. Additional penalties may be imposed. The penalty may not be protested or appealed.

20.7 Tires

20.7.1 Spec Sprint Tires: The Spec Tire for 2024 will be the Le Cont Tires.

20.7.1.1 Sizes and Compounds

Class	Compound	Front	Rear
Kid Kart	SVB Option (red)	4.5/10-5	4.5/10-5
Jr. I Briggs 206	SVB Option (red)	4.5/10-5	4.5/10-5
Jr. II Briggs 206	SVB FZ Option (red)	4.5/10-5	6.0/11-5
Sr. Briggs 206	SVB FZ Option (red)	4.5/10-5	6.0/11-5
Masters Briggs 206	SVB FZ Option (red)	4.5/10-5	6.0/11-5
TAG Cadet	SVB Option (red)	4.5/10-5	4.5/10-5
NW 60cc	SVB Option (red)	4.5/10-5	4.5/10-5
TAG Jr.	SVB Option (red)	4.5/10-5	7.10/11-5
TAG Sr.	SVC FZ Prime (White)	4.5/10-5	7.10/11-5
TAG Heavy	SVC Prime (White)	4.5/10-5	7.10/11-5
NW 100 Jr.	SVB Option (red)	4.5/10-5	7.10/11-5
NW 100 Sr.	SVB Option (red)	4.5/10-5	7.10/11-5
Shifter	SVC Prime (White)	4.5/10-5	7.10/11-5
Shifter Masters	SVC Prime (White)	4.5/10-5	7.10/11-5

20.7.1.2 ☞ All competitors will be allowed one (1) set of tires for the event weekend. Tires marked on Saturday will be the required set on Sunday. Tires will be marked after Qualifying. "Shifter Light Class" will be allowed 2 sets of tires for weekend.

- 20.7.1.3 Barcodes for each tire will be recorded on the pre-tech form. Each driver is responsible for ensuring the bar code for each tire is correctly recorded on the pre-tech form.
- 20.7.1.4 If a Sunday only participant enters with a new set of tires the participant must participate in the complete practice and qualifying sessions. The participant will start in last position in the heat race and then will be allowed to start in the final in the finish position of the heat race. If a Sunday only participant enters with used tires it will be up to the discretion of the Tech Director and the Race Director to determine if participant may start in the Heat in the order of qualifying or in the rear of the lineup of the heat race.
- 20.7.1.5 The Head Technical Inspector will determine if a competitor is allowed a one-for-one replacement tire. That is, they may replace only one tire that has been damaged by a road hazard or accident for one with similar wear and condition (used). A tire that has been damaged due to mismanagement will not be allowed to be changed.
- 20.7.1.6 Rain Tires: The decision to use Rain Tires will be left to the discretion of the driver. The race Director will not notify the competitors of a "rain event".

- 20.7.1.7 **Le Cont tires with the purple Logo or White Logo will be permitted for all Classes. Levanto Rain Tires and Bridgestone YNP rain tires will also be allowed for the 2024 season.**
- 20.7.1.8 Only one set of rain tires will be allowed per day of the event weekend. Such tires will be marked when used.
- 20.7.1.9 If weather conditions are changing, a competitor may elect to alternate between rain tires and dry tires.
- 20.7.1.10 No method of altering the tires will be allowed. This includes but not limited to; trimming, shaving, or the use of chemical treatments.

20.8 Kid Kart

20.8.1 The Kid Kart will be a non-competitive class for the Padholder Super Cup, and no points will be awarded.

- 20.8.1.1 Kid Karts will run two (2) sessions during lunches and breaks Saturday and Sunday.
- 20.8.1.2 Kid Kart participation will not count toward overall kart count.

20.8.2 Kart Specifications:

20.8.2.1 Engines: The following engines will be the only engines allowed for the Kid Kart Class:

- 20.8.2.1.1 Comer 50/51
- 20.8.2.1.2 Honda GXH 50
- 20.8.2.1.3 Honda GX 35

20.8.2.2 Wheel Base: 29-inch minimum, 31.5-inch maximum.

20.8.2.3 Width:

20.8.2.3.1 Front: Maximum, 40-inch, Minimum (non-tech).

20.8.2.3.2 Rear: Maximum, 42-inch, Minimum, 39-inch.

20.8.2.4 No "offset" chassis allowed.

20.8.2.5 Seat: May not be offset beyond the outside of the left frame rail. Minimum height to the top of the center seat back will be 12-inch.

20.8.2.6 Throttle pedal: Must have a secondary retraction spring to return the carburetor to idle when the pedal is released.

20.8.2.7 Bumpers:

20.8.2.7.1 Rear Bumper: A CIK style plastic bumper will be allowed. Steel tube bumpers will be of a continuous loop with vertical or angled bracing connecting the upper and lower tubes. The bumper may not extend past the outermost edge of the tires. Maximum width will be 53 ½-inch with the upper tube higher than the rear axle. The Gap between the bumper and rear tire is a maximum of 2-inches.

20.8.2.7.2 Front bumper: Steel tubing with a diameter of .063-incs or 16 mm.

20.8.3 Body Work:

20.8.3.1 Front Spoiler: CIK style and material will be required. The front Spoiler must not extend wider the front wheels.

20.8.3.2 Side Pods: CIK style and material.

20.8.3.3 Nassau Panel: CIK style and material will be required. Maximum width of the panel is 9-inch. The Nassau Panel may not extend any higher the highest point of the steering wheel.

20.8.3.4 Damage: If at any time bodywork becomes dislodged while the kart is in motion, the driver will be shown the Mechanical Black Flag

20.8.3.5 Steering Wheel: Maximum height of the highest point of the steering wheel will be 20-inch.

20.8.4 Drive System:

20.8.4.1 Chain: #219 Chain.

20.8.4.2 Gearing:

- Comer 50/51:
- Driver – 10T
- Rear Sprocket – 89T
- Honda GXH 50
- Driver – 15T
- Rear Sprocket – 89T
- Honda GXH35
- Per Track Regulations

20.8.5 Tires: Le Cont Option (Red)

20.8.5.1 Size:

20.8.5.1.1 Front – 4.50/-10-5, – 4.50/-10-5

20.8.5.1.2 Rear Tire circumference: 33.75-inch maximum.

20.8.5.1.3 Maximum tire pressure not to exceed 20 psi when hot.

20.8.5.1.4 Weight: 150lbs

20.8.5.1.5 Data acquisition will be allowed.

20.8.5.1.6 All safety regulation that apply to other NWKA classes will apply.

20.9 New and Current Engine Packages. This section is intended for non-shifter 2 stroke classes (60cc, 100cc, 125cc, etc) only.

20.9.1 For the TaG committee to consider the approval of a presented package, the engine must have the following:

20.9.1.1 Dynamometer testing results on file with the series.

20.9.1.1.1 Third party dynamometer testing will be completed by Swedeteck

20.9.2 Documentation package must be submitted with a completed NWKA Homologation Cover Sheet. Cover sheet can be attained from website.

20.9.2.1 Any submissions found to be missing information on the NWKA Homologation Cover Sheet will be returned to the submitter for correction prior to being eligible for review by the TAG committee.

20.9.2.2 Coordination of Dynamometer testing and costs are the responsibility of the individual or vendor that is seeking approval of an engine package. Engine must be dyno tested 30 days prior to the introduction of said engine package at a race event.

20.9.2.3 Beginning in 2024 any vendor to the series that would like to introduce a new engine/packages will provide the TaG committee with engine/package, dyno tests, and at least one on track test data point. Tag committee reserves the right to dictate the terms of the “on track test data point”. TaG committee will review and vote on the submitted package prior to adding engine to approved list.

20.9.2.4 Engine package is considered to be engine, carburetor, exhaust system, and airbox.

20.9.2.5 Once the package is approved, any changes/updates to the engine, exhaust, carburetor, or airbox will require full re-approval to both requirements of 20.9.1

20.9.2.6 If alternate/optional components are included in the homologation documentation submitted for approval, all combinations of alternate parts must be dyno tested. For example, if 2 carburetors and 2 airboxes are listed in the homologation package, 4 dyno tests must be completed and submitted to the TaG committee

20.9.2.7 Any revisions to an approved package during the season must be broadly communicated to the NWKA racing community (IE Facebook, email, etc) once the revision has been approved by the TaG committee.

20.10.2 2-Cycle Sprint Classes:

Class	Engine	Age	Min. Weight	Carburetor/Restrictor
TAG Cadet	IAME Leopard 100cc	\$\$7 - 11	230**	Tillotson HL334A/HL334AB – Min. 2.4mm Squish, 17mm Intake, 25mm Exhaust header, Min. Squish 2.4mm Gearing 11/83
	Rotax Mini		265**	MY20 Inlet restrictor, 22mm exhaust restrictor #273196, must run Cadet Chassis Gearing 13/68-73 mini exhaust part #273137
	X125T		245**	Tillotson 23mm HL334AB Carb / Intake 17mm/Exhaust 22mm, Min. Squish 1.8mm, Gearing 11/78
	X125WC		255**	Tillotson 23mm HL334AB Carb / Intake 17mm/Exhaust 22mm, Min Squish 2.4mm, Gearing 11/78
NW 60cc	IAME Mini Swift	\$\$7-11	240**	Tillotson Mod. HW-31A (Unrestricted intake & exhaust)
	Mini Rok		240**	Dell’Orto PHBG ø 18mm carburetor or Tillotson HW-48A
	TM60		255**	Single hole airbox Squish.635mm
	X60		235**	Tillotson HW-31A
TAG Jr.	IAME Leopard	12 - 15	330 **	Carb - HL334A/HL334AB / Exhaust 30mm Header
	IAME X30		330 **	Tillotson HW27A / Exhaust 31mm Header
	PRD Fireball		290**	Tillotson HL360 Carb / No Restrictions
	PRD Galaxy		320 **	Tillotson HW-30A 24mm / Exhaust 31mm Header
	RoK GP		330 **	Dell’Orto VHS ø 30mm / 31mm Exhaust header
	Rotax Jr.		315**	Per Rotax Jr Spec USA Rules No intake restrictor
	X125T		330 **	Tillotson HW-44A 24mm, 30mm Exhaust Header
	X125WC		330 **	Tillotson 27mm or Tryton 27mm Carb / 31 mm Exhaust Header
TAG Sr.	IAME Leopard	16+	355 **	Tillotson HL334A/HL334AB Carb
	IAME X30		355**	Tillotson HW27A
	SGM GT20		370 **	
	PRD Fireball		325 **	Tillotson 360A Carb
	PRD Galaxy		360 **	Tillotson HW-30A 24mm
	RoK GP		385 **	Dell’Orto VHS ø 30mm
	Rotax		370 **	Per Rotax USA Rules
	X125T		370 **	Tillotson HW-44A 24mm
	X125WC		360 **	Tillotson 27mm or Tryton 27mm
	TAG Heavy ++		IAME Dragon	16+
IAME Leopard		380 **	Tillotson HL334A/HL334AB Carb	
IAME X30		380 **	Tillotson HW27A	
SGM GT20		395 **		
PRD Fireball		375 **	Tillotson 360A Carb	
PRD Galaxy		385 **	Tillotson HW-30A 24mm	
RoK GP		410 **	Dell’Orto VHS ø 30mm	
Rotax		395 **	Per Rotax USA Rules	
X125T		395 **	Tillotson HW-44A 24mm	
X125WC		385 **	Tillotson 27mm or Tryton 27mm	
NW 100 Jr	ROK VLR	12-15	315 **	25mm max NWKA Exhaust restrictor
	KA 100		320 **	25mm max NWKA Exhaust Restrictor
	X100AC		315 **	25mm NWKA Exhaust Restrictor
NW 100 Sr	ROK VLR	16+	360 **	NW 100 Sr Class maybe ran together with NW100 J2
	KA 100		370 **	
	X100AC		360 **	

** = Weights for engine packages can be adjusted by TAG Committee at any time

*** = Machine Honed to 24 mm

++ = The use of front brakes on TAG Heavy allowed

\$\$ Attained Age of 7 the day of competition

20.10 2024 Padholder Super Cup Championship Classes

20.10.1 4-Cycle Sprint Classes:

Class	Engine	Age	Min. WT.	Slide/Restrictor
Jr. I Briggs 206	206	\$\$7 - 11	250	Blue Slide – Part# #555734
ORP Jr. II Briggs 206	206	12 - 15	320	Stock Slide - Part# 555590
Sr. Briggs 206	206	16+	360	Stock Slide - Part# 555590
Masters 206	206	35-44	400	Stock Slide - Part# 557083
		45-54	385	
		55-64	370	
		65+	360	

20.10.2.1 TAG Committee: A TAG Supervisory Committee has been established to oversee the rules concerning Padholder Super Cup TAG Classes. Committee will determine changes in weights at each race prior to Competition on Saturday of each Event.

20.10.2.1.1 One member of the TAG Committee will be designated as responsible for ensuring homologation compliance. This individual will ensure that homologation paperwork for engine packages is complete prior to engine package being approved for use. Add appendix A - NWKA Engine Homologation Form

20.10.2.2 All TAG Classes must clearly display required minimum weight on both sides of Nassau (Driver) Panel.

20.10.3 Sprint Shifter Classes:

Class	Engine	Age	Min. Wt.	Notes:
Shifter Light	99 Super Stock CR125	16+	370	RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
	01 Super Stock CR125		370	RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
	Stock TM Moto		370	
	Stock TAG ICC (K9ES)		370	
	1998 and prior homologation ICC		370	Must run per original CIK Homologation sheet
	X125 Shifter		380	
	RoK Shifter		375	
	Stock TM TAG ICC (KZ10ES)		385	
	Mod 125 CC Moto		385	
	IAME X30 Shifter		385	
	2001 – 2013 homologation KZ/ICC		385	Must run per original CIK homologation sheet
	2016 to current homologation KZ		395	Must run per original CIK homologation sheet
Shifter Heavy	99 Super Stock CR125	16+	390	RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
	01 Super Stock CR125		400	RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
	Stock TM Moto		405	
	Stock TM K9ES		405	
	1998 and prior homologation ICC		405	Must run per original CIK Homologation sheet
	X125 Shifter		415	
	RoK Shifter		410	
	IAME X30 Shifter		420	
	Stock TM KZ10ES		420	
	Mod 125 CC Moto		420	
	2001 – 2013** homologation KZ/ICC		420	Must run per original CIK homologation sheet
	2016 to current homologation KZ		430	Must run per original CIK homologation sheet

All Shifter Classes will be run together, gridded and raced by qualifying lap time and or finishing order, and scored separately.

At the Race Directors discretion Shifter Light and Shifter Heavy class may be combined for heads up racing. Classes will be scored separately.

All Shifter Classes must clearly display required minimum weight on both sides of Nassau (Driver) Panel.

** 2014 and 2015 Engines are considered 2013 and prior Homologation

20.10.4 Kid Kart (This is a non-competition class)

Class	Engine	Age	Min. Weight	Gearing
Kid Kart	Comer C50/51	5 - 7	150	10/89
	Honda GXH 50			15/89
	Honda GX 35			Local Option

20.11 Engines

- 20.11.1** See Section 50 for 4 Cycle Engines, Section 60 for 2-Cycle Engines and Section 70 for Shifter Engines
- 20.11.2** All Engines will be subject to tech inspection. Refer to homologation sheet for engine specific information:
- 20.11.3** Restrictors and flex pipes may and will be checked at any time during the event.
- 20.11.4** TAG Karts on the grid will be allowed to utilize an auxiliary starter.
- 20.11.5** Carburetors will be OEM as supplied by the manufacturer, Jets must be OEM and may be changed for tuning.

20.12 Declared Equipment Tracking Padholder Super Cup Sprint Events

- 20.12.1** All entry engines must be submitted and declared to the Tech inspector for seal installation before the first qualifying class of the day enters the track for time trials.
- 20.12.2** Engine head bolt and carburetor bolt drilled for seal will be supplied for LO206 and World Formula engines. Seal bolt will be the right rear head bolt and rear carburetor to manifold bolt.
- 20.12.3** Extended nuts for 2 cycle engines will be provided.
- 20.12.4** Tires for event must be submitted prior to qualifying for scanning.
- 20.12.5** Both Tires and Engines can be submitted on Friday of the event.
- 20.12.6** If a backup Engine is used, it must be sealed and approved by the Tech inspector.
- 20.12.7** If a backup engine is used and the finish position requires tech inspection, the first engine will be impounded and inspected with backup engine.

20.13 Local Regulations

- 20.13.1 PSGKA:** At no time will a competitor or crew start a kart engine before 9:00 AM
- 20.13.2 PKA:** At no time will a competitor or crew start a kart engine before 9:00 AM
- 20.13.3 WCKC:** It is required for Greg Moore Raceway, Chilliwack, BC and highly recommended for all other tracks that the Sound limit for all karts to be below 82 DB (A, weighing scale, slow response), measured 100 feet, 90° from the source, 4ft from the ground. Note: RLV Silencer #4110 may be used on all 4 cycle Classes.

20.14 Officials

- 20.14.1 Padholder Super Cup Sprint Coordinator:** Justin Miller, Michael Valiante and Doug Huggler will be the Padholder Super Cup Sprint Co-Coordinator for the 2024 race season.
- 20.14.2** The Following will be the Padholder Super Cup traveling officials for the 2024 race season. All fees will be paid by the hosting club.
 - 20.14.2.1 Race Director:** Doug Stevens will be the Race Director for all 2024 Padholder Super Cup Sprint events.
 - 20.14.2.2 Head Flagman:** Aaron Stanford will be the Head Flagman for all 2024 Padholder Super Cup Sprint events
 - 20.14.2.3 Grid Director:** Brittany Williams will be the Grid Director for all 2024 Padholder Super Cup Sprint events.
 - 20.14.2.4 Head Technical Inspector:** Tom Martinet will be the Head Technical Inspector for all 2024 Padholder Super Cup Sprint events.
 - 20.14.2.5 Assistant Tech Inspector:** Brian VerDuin will be Assistant Tech Director at 2024 Padholder Super Cup Sprint events.
 - 20.14.2.6 Registration Coordinator:** Cindy Schorn will be the Registration Coordinator for all 2024 Padholder Super Cup Sprint events.
 - 20.14.2.7 Chief Scorer:** Cindy Schorn will be the Sprint Series Score Keeper all 2024 Padholder Super Cup Sprint events.
 - 20.14.2.8 Infraction Steward/Tech assistant, Registration:** Catherine Schorn will be the 2024 Padholder Super Cup Infraction Steward/ Tech assistant, Registration person.

20.15 Addendum

20.15.1 CMC World Formula Pro, pro entry and payout rules:

20.15.1.2 To be eligible for Cash Payouts in the CMC Pro World Formula class drivers will need to pay additional \$50.00 cash per entry per day.

20.15.1.2 Cash payout structure will be as follows:

- A. Cash eligible Winner of the final each day will receive \$250 from respected class sponsor plus 20% of the day's purse.
- B. All entries to get one ticket, for the draw.
- C. The Cash winner of the event is not eligible for the draw.
- D. Payout for remainder of class will be:
- E. 0-5 entries will draw 2 drivers to split the remainder of purse.
- F. 6-10 entries will draw 3 drivers.
- G. 11-16 entries will draw 4 drivers.
- H. 17-21 entries will draw 5 drivers.
- I. 22-26 entries will draw 6 drivers
- J. Same formula will continue for higher entry numbers.
- K. Payouts subject to registration fee

20.15.2 World Formula Pro Qualifying Bonus Points:

20.15.2.1 5 Year end championship points awarded for top qualifier each day in the World Formula Pro Class.

20.15.3 KART-O-RAMA Briggs 206 Season Purse Rules

20.15.3.1 All entries in the 2024 Briggs 206 Jr. /Sr. classes will be eligible for a \$50 cash drawing at each of the 2024 Padholder Super Cup Races. Must be present at the time of drawing to claim the cash prize.

20.15.4 Mikes Kart Stands

20.15.4.1 3 Way Spinning T-Handle Metric Hex Wrench Set Giveaway each Weekend

30.1 General Requirements

30.1.1 🏁 All NWKA Cup Road Race Events must be located in WA, OR, ID & Southern BC

30.2 Registration Fees

- 30.2.1 Two Race Entries NWKA Member \$250.00
- 30.2.2 Two Race Entries Non-NWKA Member \$325.00
- 30.2.3 Novice First Entry \$100.00
- 30.2.4 Novice 2nd Entry \$70.00
- 30.2.5 Buddy Drive (must purchase pit pass) \$25.00
- 30.2.6 Pit Pass per Event \$12.00
 - 30.2.6.1 Additional Class Entries (each) \$25.00
 - 30.2.6.2 Children Pit Pass (4 & Under-must sign waiver) Free
- 30.2.7 Practice Day Fee* \$250.00
- 30.2.8 If a Driver practices on a practice day and decides to Race on Race Day, a \$50.00 credit will be issued to Race day fee.
- 30.2.9 Racers must pre-register using current online Registration APP or mail registration form. Mail instructions will be on the form. Late entries will have a \$25 on-site registration fee added
- 30.2.10 Pre-registration will be available one (1) month prior to the event.
- 30.2.11 🏁 Overnight Storage Fee \$30.00

30.3 Practice

- 30.3.1 Practice times are at a local option as determined by the host club.
- 30.3.2 Practice sessions:
- 30.3.3 Open Practice all classes
- 30.3.4 Practice Schedule may get split to Clutch and Shifter Race Directors discretion

30.4 Race Procedures

- 30.5 Starting formats will be determined at the Northwest Karting Association Conference. Starting Format maybe changed due to difficulty with some Track configurations for safety reasons.
- 30.6 Road Race Padholder Super Cup Grids will be determined by the current Regional Champion 1st and followed by the order of pre-registration.
- 30.7 Novice Drivers will start at the back of the grid.
- 30.8 All late entries, after the registration deadline in the printed schedule will start at the back of the grid.
- 30.9 All restarts will be standing or rolling starts as determined by the Race Director.
- 30.10 Where there is a combined 30 and 45-minute race, the Flagman will have a large, colorful 4 square feet panel marked with "End 30 Minute". The Flagman will display this panel when the 30-minute race's white or checkered flag is displayed.
- 30.11 Drivers of the 30-minute race must continue at race speed till exiting track to avoid possible conflicts with the 45-minute entrants. Drivers causing safety issues after the 30-minute race during the remaining of the 45-minute race may be penalized up disqualification from the race.
- 30.12 If you are disabled before a Red Flag, you may restart during the race, provided, if kart has on board starter capability. Kart must be moved to safe area then started and re-enter the track safely.
- 30.13 No push restarts allowed.
- 30.14 If you cause a Red Flag, you may not restart because of safety reasons.
- 30.15 A Yellow Flag with Red Diagonal Stripes will be used at all manned turn stations to indicate that debris is on the track.
- 30.16 Portland will notify in advance if they will be running a Chicane or No Chicane race.
- 30.17 If time permits, a fun race will be allowed at the end of the day.
- 30.18 At Race Directors Decision; A racer that is known to be very slow (20 seconds off leader average) will be contacted by the Race Director after the drivers meeting and required to place a high-resolution X on the back of their kart for safety of the driver. Clubs are required to have High Resolution Orange minimum tape 1" wide available to put on drivers back plate.
- 30.19 All Classes – There will be no bump drafting or pushing allowed.

30.20 Race Groups

Race Groups	Class	Race Length	Start
Group A1	Junior Briggs 4-Cycle	25 Minutes*	🏁 Standing start Race Directors Discretion
	Briggs World Formula		
	SR Briggs 206		
	Tillotson 225		
Group B1	Honda CR125/99cyl	25 Minutes*	Rolling
	Honda CR 125/99cyl Heavy		
	125cc Open Shifter Limited Heavy		
	Spec Honda CR125/99cyl		
Group C1	FK3 unlimited	25 Minutes*	Rolling
	FK2 125-150 open		
	Honda CR 80 Enduro		
	Honda CBR 250 Formula R		
	TAG Enduro		
	TAG JR		
	TAG Light		
	Yamaha KT 100 Light		
	100cc Classes		
Lunch		25 Minutes	
Group A2	NW Junior Briggs 4-Cycle	25 Minutes*	🏁 Standing start Race Directors Discretion
	NW Briggs World Formula		
	NW SR Briggs 206		
	NW Tillotson 225		
Group B2	125cc Open Shifter Limited	25 Minutes*	Rolling
	NW Honda CR 125/99cyl Heavy		
	Jr Shifter		
	🏁 Formula Moto 125		
Group C2	Formula ICE	25 Minutes*	Rolling
	NW FK2 125cc-150cc Open		
	NW TAG Enduro		
	TAG Heavy		
	NW TAG Jr		
	NW TAG Light		
	NW Honda CR 80 Enduro		
	NW Honda CBR 250 Formula R		
	Yamaha KT100 Heavy		
NW 100cc Classes			
Group A3	NW-2 Junior Briggs 4-Cycle	25 Minutes*	🏁 Standing start Race Directors Discretion
	NW-2 Briggs World Formula		
	NW-2 SR Briggs 206		
	NW-2 Tillotson 225		
Group B3	NW 125 Open Shifter Limited	25 Minutes*	Rolling
	NW 125 Open Shifter Limited Heavy		
	NW Honda CR125/99 cyl		
	NW-2 Honda CR 125/99cyl Heavy		
	NW Spec Honda CR125/99cyl		
Group C3	NW JR Shifter	25 Minutes*	Rolling
	FK1 80-100cc Open		
	NW FK3 Unlimited		
	NW formula ICE		
	NW-2 Honda CBR 250 Formula R		
	NW-2 FK2 125-150cc Open		
	NW-2 TAG Enduro		
	NW-2 TAG JR		
	NW TAG Heavy		
NW-2 TAG Light			
NW KT100 Heavy			
NW-2 100cc Classes			
Group 7	"Club 7" Race Group reserved for 'Club discretion' (Buddy Drive, ET RACER, Open Practice)		Rolling

* Race times are track depended and may change

30.6 2024 Padholder Super Cup Championship Classes

Class	Engine	Min Weight	Tires	Age	Note
JR Briggs 4 Cycle, NW JR Briggs Cycle NW-2 JR Briggs Cycle		310/330	Open	13-15	World Formula 330, LO 206 310
Briggs World Formula NW Briggs World Formula NW-2 Briggs World Formula		390	Open	16-up	
SR Briggs 206 NW SR Briggs 206 NW-2 SR Briggs 206	Briggs LO206	360	Open	16-up	
Tillotson 225 NW Tillotson 225 NW-2 Tillotson 225	Tillotson 225	390	Open	16-up	Tillotson engine spec rules
TAG JR NW TAG JR NW-2 TAG JR	Leopard	330 **	Open	12-15	Carb - HL334A/HL334AB / Exhaust 30mm Header
	IAME X30	330 **			Tillotson HW27A / Exhaust 31mm Header
	PRD Fireball	290 **			Tillotson HL166/HL360 Carb / No Restrictions
	PRD Galaxy	330 **			Tillotson HW-30A 24mm / Exhaust 31mm Header
	RoK GP	330 **			Dell'Orto VVSH Ø 30mm / 31mm Exhaust header
	Rotax JR	320 **			Per Rotax Jr Spec USA Rules No intake restrictor
	X125T	330 **			Tillotson HW-44A 30mm, 30mm Exhaust Header
	X125WC	330 **			Tillotson 27mm or Tryton 27mm Carb / 31 mm Exhaust Header
TAG Light* NW TAG Light* NW-2 TAG Light*	IAME Leopard	355**	Open	16+	Tillotson HL334A/HL334AB
	IAME X30	355**			Tillotson HW27A
	SGM GT20	370**			
	PRD Fireball	325**			Tillotson 360A Carb
	PRD Galaxy	360**			Tillotson HW30A 24mm
	Rotax	370**			
	RoK GP	385**			Dell'Orto VVSH Ø30mm
	X125T	370**			Tillotson HW-44A 24mm
	X125WC	370**			Tillotson 27mm or Tryton 27mm
TAG Heavy NW TAG Heavy	IAME Dragon	410**	Open	16+	Any 23-24mm carbs. No modification allowed
	IAME Leopard	390**			Tillotson HL334A/HL334AB
	IAME X30	395**			Tillotson HW27A
	SGM GT20	405**			
	PRD Fireball	360**			Tillotson 360A Carb
	PRD Galaxy	395**			Tillotson HW30A 24mm
	Rotax	405**			
	RoK GP	420**			Dell'Orto VVSH Ø30mm
	X125T	405**			Tillotson HW-44A 24mm
X125WC	405**	Tillotson 27mm or Tryton 27mm			
Yamaha KT100S Light		370	Open	16+	
Yamaha KT100S Heavy		390	Open	16+	
JR Shifter NW Jr Shifter	99 Honda CR125	340	Open	13-15	RLV air box #0300 or #0301 with (2) 23mm inlet tubes. Flange type exhaust restrictor .0120" thick +/- .005" max opening 1.0990" Keihin PWK35 allowed.
Honda CR125/99Cyl NW Honda CR125/99Cyl	99 Honda CR125	400	Open	16+	1999 CR125 Barrel and Piston Required
Honda CR125/99Cyl Heavy NW Honda CR125/99Cyl Heavy	99 Honda CR125	440	Open	16+	1999 CR125 Barrel and Piston Required Maximum 20lbs Ballast
Spec Honda CR125/99Cyl NW Spec Honda CR125/99 Cyl	99 Honda CR125	385	MG Yellow, Envinco Blue, Le Cont Prime (White)	16+	See Rule 30.8.1
125 Open Shifter Limited NW 125 Open Shifter Limited		400	Open	16+	
125 Open Shifter Limited Heavy NW 125 Open Shifter Limited Heavy		420	Open	16+	
100cc Classes NW100cc Classes NW-2 100cc Classes	RokVLR KA100 X100AC	370	Open	16+	

Formula Moto 125	Japanese 125 Moto Engines, KTM 125sx engine	400	Open	16+	
FK1 80-100cc Open	80-85cc Open Gearbox	370	Open	16+	
	100cc Clutch Enduro Open	410			
	100cc Clutch Enduro	390			
	100cc Clutch Sprint	360			

FK2 125-150cc Open NW FK2 125-150cc Open NW-2 FK2 125-150cc Open	80-85cc Open Gearbox	370	Open	16+	
	100cc Open	380			
	125cc Open Gearbox	400			
	TAG Enduro	400			
	TAG Sprint Enduro	380			
	TAG Sprint (CIK)	See Note			
	150cc Open	400			
FK3 Unlimited** W FK3 Unlimited **	2-100cc Open Engines	400	Open	18+	
	250 Single Cylinder Gearbox	450			
	KTM 250 XC-W tpi	465			
	250cc Twin Cylinder Gearbox	475			
	KTM 250-300	450			
	2-150cc Open Engines	425			
	RZ/RD 350 Yamaha	475			
	400cc Big Bore Kit	465			
	4 Cycle Single Cylinder	460			
	4 Cycle Twin Cylinder	460			
TAG Enduro NW TAG Enduro NW-2 TAG Enduro		410	Open	16+	
Honda CR80 Enduro NW Honda CR80 Enduro	CR80	410	Open	16+	OEM. Aftermarket Wristpin bearing, Carburetor 28mm max, and exhaust
Honda CBR 250 Formula R NW Honda CBR250 Formula R NW-2 Honda CBR250 Formula R		490	Open	16+	Chassis per Super Kart Honda CBR205R engine
Formula ICE NW Formula ICE	250 Single Cylinder	465	Open	18+	
	4 Cycle Single Cylinder	465			** See Note below

* TAG Light Drivers will be allowed to run TAG Jr. Weights as long at the required TAG Jr. restrictor is installed.

** = Weights for engine packages can be adjusted by TAG Committee at any time

** 4 CYCLE SINGLE CYLINDER SUPERKART MOTORS

4 Stoke Rules for the Unlimited FK3 and Formula ICE: Production single cylinder engines up to 450cc, maximum. Engines allowed: Honda CRF 450R, Yamaha YZ 450 R, KTM SMR & SX-F 450 4 stroke motors under 450 cc may be allowed per Race Director Discretion, must adhere to same. rules as 450cc. All components except piston, connecting rod, ignition, cam clamping blocks, valves and valve springs must be OEM parts as at time of manufacture. Connecting rods must be of ferrous material, valves must retain stock dimension. Engine modifications allowed: (a) slipper clutch, (b) fuel pulse pump adapter, (c) OEM cylinder head may be polished and gas flowed, (d) carburetor open, max venturi 42mm, (e) alternative oil feed system.

The following must remain stock (OEM) (a) stroke, (b) bore, (c) crankshaft (balancing allowed), (d) connecting rod centerline. Ignition is open, but can only receive energy from one source, either the rotor/stator or a battery. Only one crankshaft pickup signal is allowed to set ignition signal. Changing ignition signal while kart is in motion is forbidden. Engines may be modified to allow use of external starter. Exhaust is open, db to remain below local ordinance.

T-10 H.1a - Exceptions- KTM 250 XC-W tpi, and Honda CBR250R

30.8 Road Race Shifter Kart Specifications Chassis:

30.8.1 Bodywork:

30.8.1.1 Approved sprint bodywork and Bumpers

30.8.2.1 Breakaway bumpers are not allowed.

30.8.3.1 Optional Faring – Max Width 15-inch.

30.8.3.1.1 Faring may not extend past the steering wheel plain (at resting position).

- 30.8.3.2.1 Faring must be at least 2-inch away from the steering wheel at any point (at resting position).
- 30.8.3.3.1 Side pods must not extend beyond the width of the rear rim, except when rain tires are used.

30.8.4.1 Seat:

- 30.8.4.1.1 Angle of the seat back to the ground must be greater than 48.5 degrees. Seat can not exceed 28" when measured from the top center of the seat back to the most forward bottom lip. CIK approved hybrid seats (NEK/Jecko) do not meet the 28" measurement but are approved. Seat shall not extend past the trailing edge of the axle.

30.8.5.1 Tires:

- 30.8.5.1.1 Open.

30.8.6.1 Chain Oilers:

- 30.8.6.1.1 See Rule 10.6.5.5

30.8.7.1 Kart Dimensions:

- 30.8.7.1.1 Width: 55 1/8-inch max
- 30.8.7.2.1 Height 26-inch max.

30.8.8.1 Axle:

- 30.8.8.1.1 40mm to 50mm axles allowed.
- 30.8.8.2.1 Sprag gear allowed

30.8.9.1 Brakes:

- 30.8.9.1.1 Front brakes required.

30.8.10.1 Floor Pan:

- 30.8.10.1.1 Stock appearing floor pans only.

30.8.11.1 Wheels:

- 30.8.11.1.1 Air Bleeders not allowed.

30.8.12.1 Fuel/Oils:

- 30.8.12.1.1 Fuel: Any Brand 98 octane or higher, no oxygenated fuel allowed or octane booster allowed.
- 30.8.12.2.1 Oils: Any Brand or amount for lubrication only, no oxygenator or octane poster allowed.

30.8.13.1 Mirrors:

- 30.8.13.1.1 No mirrors are allowed mounted on the kart or the driver.

30.9 Engine/Specific Rules

Definitions:

- Stock:** As delivered by the manufacturer. Factory Stock tolerances
- OEM:** Parts produced by a specific manufacturer and a specific model.

30.9.1 Spec Honda CR125/99cyl

- 30.9.1.1 No National Champions or RR Regional Champions in all current or past RR Classes. Sprint rules:
- 30.9.2.1 Follows sprint rules with the following exceptions:
 - 30.9.2.1.1 97-99 cylinder only.
 - 30.9.2.2.1 CIK Bodywork only.
 - 30.9.2.3.1 Spec gearing - 18 driver / 21 axle.
 - 30.9.2.4.1 Spec Tire - MG Yellow/Envinco Red/Le Cont White
- 30.9.3.1 **Honda CR 125/99cyl:**
 - The 1999 Honda CR125 "kit motor" is generally accepted as the motor that the class is designed around.
 - All aftermarket parts must be approved by Technical Director.
- 30.9.4.1 **Cylinder:**
 - 30.9.4.1.1 Cylinder must be unaltered 1997-1999 CR125.
 - 30.9.4.2.1 No Modifications allowed to the cylinder height, port inlets, passages, or port windows of the OEM part as supplied from Honda.
 - 30.9.4.3.1 The cylinder must be as cast, no modifications, and no re-plating for any reason.
- 30.9.5.1 Exhaust Valves (power valves) may be removed and plugged. Plug is a non-tech item and may be blended to match the exhaust port. All modifications to plug must be done prior to installation in cylinder and no grinding, polishing, or machining of any type may be done to the exhaust port. Spot facing of cylinder flanges is allowed.
 - 30.9.5.1.1 Allowable Base Gasket OEM Thickness:.020".
 - 30.9.5.2.1 Exhaust Port - Cylinder top Minimum Distance: 1.145" (29.08 mm).
 - 30.9.5.3.1 Stroke: 2.149" (54.59 mm) maximum.
 - 30.9.5.4.1 Bore: 2.129" (54.10 mm) Maximum.

30.9.6.1 Cylinder Head:

- 30.9.6.1.1 1997-1999 CR125 Cylinder Heads only.
- 30.9.6.2.1 No modification to the OEM combustion chamber volume, shape, or dimensions 1997-1999-cylinder head Combustion Chamber Profile must match the approved Shockwave 99 CR125 Cylinder Head Gage.
- 30.9.6.3.1 Cylinder Head Gasket will be OEM only. Thickness =.010" + or -.001".
- 30.9.6.4.1 Cooling spigots may be replaced with a substitute in the original location. One spigot may be plugged for single water outlet.

30.9.6.5.1 Combustion Chamber Profile:

- 30.9.6.5.1.1 Using approved Shockwave 99 CR125 Cylinder Head Gage, inspect Parabola of Chamber Dome and Squish recess for apparent gaps greater than .005" deep. Spark Plug sealing surface must be above spark plug stem of gage. The overall height is measured also. "The "go" portion of the stem of the profile gage should protrude above the spark plug sealing surface. The "No Go" portion of the stem should not.

30.9.7.1 Crankcase:

- 30.9.7.1.1 Crankcase halves must be OEM 1989-2002.
- 30.9.7.1.2 Internal Crankcase modifications are not allowed with the following exception. Minor grinding of casting flash is allowed but only to eliminate the possibility of flash breaking off and damaging the motor. Kick Starter may be removed and plugged.

30.9.8.1 Crankshaft:

- 30.9.8.1.1 Crankshaft must be OEM Honda CR125 any year up to and including 2001. Slip-fitting of the crank to the bearing is allowed. Precision alignment of crank is allowed.
- 30.9.8.2.1 No material may be added or removed from Crank Wheels or Rod.
- 30.9.8.3.1 No "heavy metal" balancing allowed.

30.9.9.1 Connecting Rod

- 30.9.9.1.1 Connecting rod must be OEM with no lightening or polishing. Bearings, piston pin and cir-clips are direct replacement OEM only.

30.9.10.1 Piston:

- 30.9.10.1.1 1999 OEM Flat Top design direct replacement OEM only.
- 30.9.10.1.2 This piston has a window and cannot be replaced with non-window piston. Piston Ring Minimum Thickness: .038" (.96 mm) as measured with calipers.
- 30.9.10.1.3 Coatings are NOT allowed on the Piston or Ring.
- 30.9.10.1.4 Pistons may be drilled for exhaust bridge lubrication: 2 holes' maximum, up to 0.0625 diameter

30.9.11.1 Bearings:

- 30.9.11.1.1 All crankshaft and rod bearings must be stock OEM without modifications.
- 30.9.12.1 **Gaskets and seals Gaskets are OEM:**
 - 30.9.12.1.1 Seals must be stock OEM without modifications and installed as manufactured.

30.9.13.1 Clutch:

- 30.9.13.1.1 Stock OEM 1999 CR125 Clutch Basket and Pressure Plate must be used. No modifications allowed to any component.
- 30.8.13.1.1 All 7 factory unmodified friction Clutch disks and 6 aluminum factory Clutch Plates must be installed. Aftermarket replacement clutch discs, plates, springs and hardware parts are NOT allowed.

30.9.14.1 Transmission:

- 30.9.14.1.1 Only 6 Speed Transmissions will be allowed.
- 30.9.14.1.2 Transmission Bearings are to be stock OEM.
- 30.9.14.1.3 Shift mechanism must be manually operated unless specific accommodations have been made with the tech director.
- 30.9.14.1.4 Gear finish is a non-tech item.
- 30.9.14.1.5 Gears are per the 1989-97 ratios as follows:
 - 30.9.14.1.5.1 First - 14/33
 - 30.9.14.1.5.2 Second - 15/28
 - 30.9.14.1.5.3 Third - 19/29
 - 30.9.14.1.5.4 Fourth - 21/27
 - 30.9.14.1.5.5 Fifth - 23/26
 - 30.9.14.1.5.6 Sixth — 24/24

30.9.15.1 Water pump:

- 30.9.15.1.1 Water pump must be used as originally intended. No external or axle driven pumps allowed.
- 30.9.15.1.2 Coolant.
 - 30.9.15.1.2.1 Coolant must be water only; redline water wetter brand only is allowed no more than 10%
 - 30.9.15.1.2.2 Catch can to radiator overflow required
 - 30.9.15.1.2.3 Hoses are a non-tech item.

30.9.16.1 Carburetor:

- 30.9.16.1.1 No modifications allowed. No polishing, grinding or machining allowed
- 30.9.16.1.2 Approved carburetors are
 - Keihin PWM, Keihin PWK.
 - The Air Striker and the Quad vent are Not allowed
- 30.9.16.1.3 Venturi Diameter may not exceed 38.6 mm in diameter measured from the first .400" of the Venturi diameter downstream from the slide.
- 30.9.16.1.4 Round bore only Pump-around Carburetor Fuel Feed Systems are allowed.

30.9.17.1 Fuel Pump:

- 30.9.17.1.1 Fuel Pump(s) must be driven by pulse pressure in the motor.
- 30.9.17.1.2 No Electronic Fuel Pumps.
- 30.9.17.1.3 Dual Fuel Pumps for Pump around Carburetors allowed.
- 30.9.17.1.4 Fuel Pump must be a separate component from the Carburetor.

30.9.18.1 Carburetor Boot:

- 30.9.18.1.1 The Stock 1999 CR125 30° Boot required. Honda Part# 16221-KZ-A10, marked KZM4 on boot.

30.9.19.1 Reed cage and Reeds:

- 30.9.19.1.1 Reeds are open but must be single petal design. No dual stage reed petals. Reed cage must be 1999 CR125 6-Peta1 Design.
 - 30.9.19.1.1.1 No material may be added or removed.
 - 30.9.19.1.1.2 Reed Stops (Stiffeners) must be 1999 CR125. Bending stops to fit into unaltered reed throat of crankcase is allowed. No removal of material from Reed Stops allowed

30.9.20.1 Air Filters and Air Boxes.

- 30.9.20.1.1 Motor may be equipped with either Air Filter or Air box. Air Box Requirements may be imposed by Local Track regulations.

30.9.21.1 Exhaust Pipe/Expansion chamber:

- 30.9.21.1.1 The Pipe/Expansion chamber is restricted to the following:
 - 30.9.21.1.1.1 RW 6800 series also marked as (RLV-R2
 - 30.9.21.1.1.2 RLV-R4 and RLV-R4 – 2 piece
 - 30.9.21.1.1.3 RCE T-3
 - 30.9.21.1.1.4 Pro Circuit Pipe #SK-I

30.9.21.1.1.5 The Pipe/Expansion chamber Maximum Circumference is 17-1/8" (440mm) measured at the drum/dwell section.

30.9.21.1.1.6 Addition of exhaust gas temperature lead is legal, but hole must be plugged if exhaust temp lead is not used.

30.9.21.1.1.7 External mounting brackets may be ad

30.9.21.1.1.8 OEM Exhaust Gasket ONLY if used.

30.9.22.1 Silencer:

30.9.22.1.1 Silencer are mandatory. The dimensions are open as long as they meet safety and noise requirements. Tracks that have noise emission requirements shall provide any necessary supplemental rules for where noise abatement is required.

30.9.22.1.2 Diameter must be at least 3", no modifications.

30.9.23.1 Exhaust Flange:

30.9.23.1.1 The exhaust flange is open but aftermarket headers may not alter the effective length of the exhaust system by more than plus or minus .050". 40mm inside diameter +/- 0.05mm.

30.9.24.1 Coil:

30.9.24.1.1 Coil must be Stock 1999 Honda CR125 Coil. Part No#30500-gy8-901

30.9.25.1 CDI:

30.9.25.1.1 Capacitive Discharge Ignition (CDI) must be Stock 1999 Honda CR125 Denso Part Number 071000-1410 should be legible on Tag.

30.9.26.1 Flywheel and Stator:

- 30.9.26.1.1 Flywheel and stator must be Stock 1999 Honda CR125 parts, marked KZ4R.
- 30.9.26.1.2 No material may be removed from Flywheel.
- 30.9.26.1.3 Flywheel key may not be machined to offset timing.
- 30.9.26.1.4 Stator may be mechanically advanced or restarted but must remain in a fixed position while running.
- 30.9.26.1.5 Factory stator plate only, no modifications allowed. Factory slots must not be altered in anyway. Blue stator timing plate is optional. Flywheel and base plate will have part # KZ4R imprinted on it.
- 30.9.26.1.6 After Market Stator allowed: Ricky Stator RS 00C99-B1 Only. To be used with factory 1999 KZ4R Flywheel, nut washer to have blue "SKUSA" timing plate installed is required.
- 30.9.26.1.7 Timing slot size .392"-.394" end to end no modifications.
- 30.9.26.1.8 Only unaltered Honda factory plate screws part # 96001-06032-00 allowed

30.9.27.1 Spark Plug and Ignition Wires

30.9.27.1.1 The spark plug manufacturer is open, but the plug must be commercially available and measure 18.5mm long by pitch M14 x 1.25. Exception: The spark plug washer may be removed to facilitate the use of a cylinder head temperature sensor and the gap of the electrode may be adjusted. Ignition Wires and boot are non-tech.

30.9.27.1.2 No additional components may be electrically connected to the CDI or Coil. Only an inductive RPM sensor may be used.

30.9.28.1 Ancillaries

30.9.28.1.1 Studs, Bolts and washers are non-tech unless specified.

30.9.28.1.2 External starter nut, Accu-products.com for part. CR125 starter drive tool 7/8 only, Titanium nut only. New flywheel nut (use factory washer. Only one approved, if not using this the oem parts only. Factory nut and washer. Honda Part #90437-611-000 Washer, Honda Part #9450-12000 Nut

30.9.29.1 Honda CR125 99/cyl Heavy: as per above with following addition.

30.9.29.2 Ballast

30.9.29.2.1 No more than 20 lbs. of ballast allowed.

30.9.30.1 2001 Honda Rules

30.9.30.1.1 As per 1999 with the following exceptions:

30.9.30.1.2 Cylinder: 2000-2001 CR125

30.9.30.1.3 Cylinder Height: 2000-2001 Minimum is 3.307" min to 3.312" max, measured from the cylinder base to the head surface-

30.9.30.1.4 Cylinder Head: 2000-2001 CR125 Cylinder Head

30.9.30.1.5 2000-2001 cylinder heads will be checked by squish dimension. Cylinder Head Gasket will be OEM only. Thickness =-010" + or --001". Cooling spigots may be replaced with a substitute in the original location.

30.9.30.1.6 Squish: 2000-2001 .045 using -060 solder

30.9.30.1.7 Piston: Piston and Ring must be Honda OEM 1999 or 2001.

30.9.30.1.8 Gaskets:

30.9.30.1.8.1 Head gasket 2001 part # 12251-kz4-A91

30.9.30.1.8.2 Base gasket 2001 part # 12191-kz4-L10

30.9.31.1 Moto Modified Rules:

30.9.31.2 Engine:

30.9.31.2.1 All types motocross single cylinder 125cc mar_ Reed induction engines- Must be available over the counter in the USA. Engine must be normally aspirated, have a clutch, one single venturi float bowl type carburetor.

30.9.31.2.2 Cylinder:

30.9.31.2.2.1 Any year single cylinder 125cc max. 54.1 mm max bore. Must be OEM. Ports may be altered, no adding or deletion of ports

30.9.31.2.3 Piston:

30.9.31.2.3.1 Piston and assembly open.

30.9.31.2.4 Case:

30.9.31.2.4.1 Stock OEM motocross style modification allowed.

30.9.31.2.5 Intake:

30.9.31.2.5.1 Carburetor float bowl style single venturi. Normally aspirated

30.9.31.2.5.2 Pumper style illegal

30.9.31.2.5.3 Carburetor not to be controlled by ignition.

30.9.31.2.5.4 Carburetor size open.

30.9.31.2.5.5 Intake, Reeds, Manifold open.

30.9.31.2.5.6 Air cleaner/Air box open (Noise rules may apply).

30.9.31.2.6 Fuel Pump:

30.9.31.2.6.1 Pulse Style, no electric or axle style.

30.9.31.2.7 Ignition:

30.9.31.2.7.1 Ignition box open.

30.9.31.2.7.2 All other ignition parts ie. Stator and plate, rotor, flywheel must be OEM and not control fuel system.

30.9.31.2.8 Exhaust:

30.9.31.2.8.1 Open. Must comply with spark arrest and noise requirements.

30.9.31.2.9 Transmission:

30.9.31.2.9.1 Standard OEM motocross gear ratio. Finish on gears are open.

30.9.31.2.10 Clutch:

30.9.31.2.10.1 Open. No Axle clutches. Shifting apparatus must be lever style manually operated unless approved by head Technical Inspector.

30.9.31.11 Bearings/Gaskets/

30.9.31.11.1 Open.

30.9.31.12 Crank:

30.9.31.12.1 Open Brand. Factory Stroke 54.5mm.

30.9.32 Jr. Shifter

30.9.32.1 Must use RLV Air box with (2) 23mm inlet tubes RLV Part number: #0300 Red or #0301 Black.

30.9.32.2 Must use flange type Exhaust restrictor .0120-inch thick +/- .005-inch, with max opening 1.0990-inch.

30.9.32.3 No go gauge diameter 1.100-inch

30.9.32.4 Keihin PWK35 is allowed.

30.10 Points

30.10.1 For the 2024 Season there will be six (6) scheduled Pad Holder Super Cup Road Race Events.

30.10.2 To be eligible for year-end awards drivers must run or pre-enter 4 events per race class.

30.10.3 There will be one (1) throwaway race for the 2024 season.

30.10.4 Racers entering but not racing will receive last place points.

30.10.5 In the case of any disqualification, the Scorekeeper will recalculate the points.

30.10.6 ☞ The Race Director can determine the event for inclement weather at anytime during the event.

30.10.6.1 75 bonus points will be awarded to each entry for inclement weather.

30.10.7 ☞ 50 bonus points will be added to season championship points if entered in all Road Race season events.

30.10.8 The top 3 Jr. I Drivers will receive event awards

30.10.9 Race points will be posted on the Padholder Super Cup website. Race points must be contested via email Road Race Committee within thirty (30) days of being posted.

30.11 Awards

30.11.1 Championship points will be per NWKA Rules (Section 80. Points)

30.11.2 Classes above must average (1) one entry to receive year-end awards.

30.11.3 Any Junior Class that has (5) five entries for the season will receive a Road Race Padholder Super Cup Trophy.

30.11.4 Junior Drivers will receive year-end awards for attending all events.

30.12 Officials

30.12.1 Padholder Super Cup Road Race Coordinator: Aaron Stanford, JG Francis, and Keith Opzeeland will be the Padholder Super Cup Road Race Co-Coordinators for the 2024 race season

30.13 Misc.

30.13.1 A Spec. Fuel or Non-Ethanol fuel will be used at all Road Race NWKA events. Race fuel must not exceed the test results of VP 110.

30.13.2 Drip pans or mats are required, monetary fines can be enforced by the promoter.

30.13.3 All sanctioned road races must have an approved Post Race Tech Inspector. The Post Race Tech Inspector's compensation is to be arranged by the Hosting Club.

30.13.4 All sanctioned road races must have an approved scale system to accurately and efficiently weigh karts post-race.

30.13.5 Rain Safety Lights required at Race Directors discretion. The approved light "Don Peregrino B2" is available on Amazon.com.

30.13.5.1 Mounting – all karts

30.13.5.2 Light Mounted Horizontal

30.13.5.3 Solid Red when the light is turned on.

30.13.5.4 Able to be seen from the rear and both sides of kart

30.13.5.5 Sprint Style Karts (Non-full body karts)

30.13.5.6 Light to me mounted center and top edge of seat.

30.13.5.7 Bodied Kart (Super Kart)

30.13.5.8 Light to be mounted center back of kart a minimum of twelve (12) inch off the ground

30.13.5.9 Lay Down/Enduro Karts Light to be mounted on the back center of the kart at the highest point off the ground.

40 Technical Inspection
40.1 Not Used at this time

50 4-Cycle Technical Regulations

50.1 Briggs 206

50.1.1 The Padholder Super Cup will utilize the Briggs & Stratton 206 US Rule set for all Briggs 206 classes

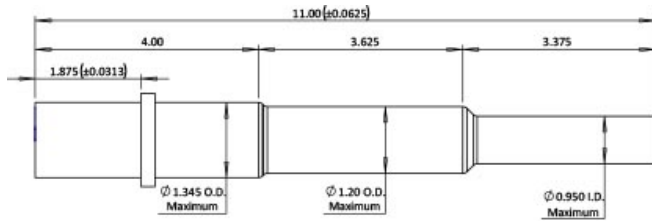
- 50.1.1.1 **Clutch Claim Rule:** - Padholder Super Cup will implement a clutch claim rule for all Briggs 206 classes. Intent to claim a winning clutch must be presented to the Race Director within thirty (30) minutes following the end of a race.
- 50.1.1.2 Must take checkered flag to be eligible for claim
- 50.1.1.3 Claim option starts with the 2nd place kart. If the 2nd place waves their option, the option then moves to the 3rd place kart, and so on...
- 50.1.1.4 The claim fee is \$160, paid in cash to the driver of the clutch being claimed. Clutch can be claimed after the daily events are complete.
- 50.1.1.5 In addition to the measurements in Briggs & Stratton 206 rules section 28-Camshaft Profile. **Centerline of the INTAKE Lobe must measure 105°-107°.**

50.1.1.6

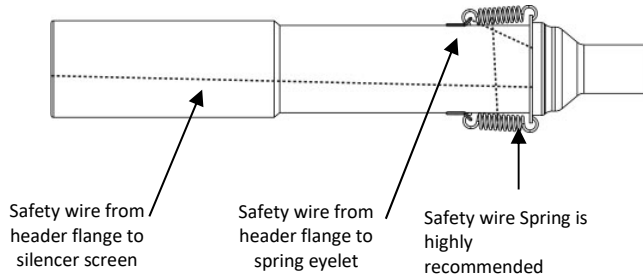
Intake Lift		Exhaust Lift
59 TO 51 BTDC	0.006	101 TO 93 BBDC
16 TO 12 BTDC	0.020	59 TO 55 BBDC
.5 TO 4.5 ATDC	0.050	43 TO 39 BBDC
17 TO 21 ATDC	0.100	26 TO 22 BBDC
33.5 TO 37.5 ATDC	0.150	9 TO 5 BBDEC
43 TO 47 ATDC	0.175	1 TO 5 ABDC
54 TO 58 ATDC	0.200	11.5 TO 15.T ABDC
68 TO 72 ATDC	0.225	25 TO 29 ABDC
0.257	MAX LIFT	0.259
0.252	MIN LIFT	0.252
38 TO 34 BBDC	0.225	76 TO 72 BTDC
24.5 TO 20.5	0.200	62.5 TO 58.5 BTDC
14 TO 10 BBDC	0.175	52 TO 48 BTDC
4.5 TO .5 BBDC	0.150	42 TO 38 BTDC
12 TO 16 ABDC	0.100	25.5 TO 21.5 BTDC
29 TO 33 ABDC	0.050	8.5 TO 4.5 BTDC
45.5 TO 49.5 ABDC	0.020	8 TO 12 ATDC
83 TO 91 ABDC	0.006	47 TO 55 ATDC

50.2 Briggs & Stratton World Formula

- 50.2.1 All parts must be Briggs & Stratton factory production parts unless otherwise stated in these rules. Machining or alteration of parts is not permitted unless specifically stated in these rules. All parts are subject to comparison with a known stock part.
- 50.2.2 **Shrouds and covers:**
 - 50.2.2.1 All shrouds and covers must will be as supplied. Briggs & Stratton panel #555699 may replace plastic control cover and control cover bracket. Bracket attaching flywheel shroud to control cover bracket may be removed from flywheel shroud. Cylinder shield may be bent a little around the spark plug hole to allow fitting a cylinder head temperature lead. The Starter recoil starter must be retained, as produced and intact, but may be rotated. Specifically, the recoil, shroud, etc. may not be taped or covered. The Cylinder shield may be trimmed for CHT sensor installation and header flange clearance. Cylinder shield may be notched to clear gusset on block (#555687)
 - 50.2.3 **Bolts:** Bolts used to secure sheet metal or plastic covers can be replaced with larger diameter bolts.
 - 50.2.4 **Breather by-pass** (555688) will be allowed. The aluminum tube may be replaced with longer tube. The tube may be secured to rubber fittings with hose clamps, ty wraps, or double wire wrapping. The tube must be supported by bracket.
 - 50.2.5 **Header and silencer.**
 - 50.2.5.1 Factory header is required to be run as supplied with factory paint or no paint, may not be repainted, coated, plated, etc. Wrapping of the header from just above flange to the welded-on braces will be required. Header may protrude inside the exhaust port.
 - 50.2.5.2 Bolts or studs securing the header to the exhaust port must be safety wired.
 - 50.2.5.3 Do not wrap silencer. Tech personnel may require wrapping to be removed at any point in the event. Any exhaust gasket or no exhaust gasket allowed. Sealer allowed on header. Header nuts are not required to be safety wired. If a bolt or bolts are used to attach header, bolts must be drilled and wired around the header. Bottom braces must be bolted to head.
 - 50.2.5.4 Exhaust gas sensor is not allowed. Exhaust gas sensor fitting is not allowed, even if plugged.
 - 50.2.5.5 RLV pipe #5447S required, tech per following diagram.
 - 50.2.5.6 RLV Silencer 4108 required, tech Silencer baffles per drawing in Section
 - 50.2.5.6.1 ~~RLV 5447S~~ Silencer must be safety wired to header in one of the two methods shown below. It is also highly recommended that both springs be safety wired.
 - 50.2.5.6.2 Silencer Must be supported from the kart bumper or frame and be removable for tech



Silencer Safety Wiring



50.2.6 Electric Starter: If starter it to remain on the engine, it must remain intact and complete as delivered from the factory. Briggs & Stratton bracket #557119 must be installed on the side cover and starter.

50.2.6.1 Starter motor and brackets may be removed. Use of one of the following covers will be required:

50.2.6.2 Mike's kart Stands # KS06FC

50.2.6.3 Briggs & Stratton # 555702

50.2.6.4 **Onboard batteries are not required. If a battery is carried on the kart the use of a sealed AGM, gel or dry cell design is required. Batteries must be securely mounted to the frame or floor pan only**

50.2.7 Fuel System

50.2.7.1 Fuel Pump: Briggs & Stratton fuel pump # 557033 or 808656 is required and cannot be altered. The pump must be pulsed from the intake manifold only with a .25 diameter pulse line that is less than 15-inches in length.

50.2.7.2 Fuel Lines: Fuel Line must be .25 ID or smaller. Fuel lines must be routed in the most direct possible without excess anywhere in the system. A return line from the carburetor inlet line back to the fuel tank will be allowed.

50.2.7.3 Fuel: Fuel must be pure gasoline with no additives. See Padholder Super Cup Rule 10.9.16

50.2.8 Carburation System:

50.2.8.1 Carburetor: Briggs & Stratton carburetor # 557006 with Briggs logo, or Walbro PZ Model 26 carburetor only. Carburetor must be stock with no alterations.

50.2.8.2 Carburetor slide must be stock with no alterations. Minimum Length: 1.310-inch measured from the cutout to the top of slide. Measured with a dial caliper or 1.309-inch No-Go tool. Stock needle marked CDB is required.

50.2.8.3 Choke lever may be held open with a spring or rubber band.

50.2.8.4 Idle Jets must be unaltered and marked 36, 38, 40. Maximum I.D. is .0165-inch No-Go,

50.2.8.5 Main Jets must be unaltered. Hole size is .034-inch go to .041-inch No-Go.

50.2.8.6 Venturi measurements:

50.2.8.7 Vertical .9902-inch maximum.

50.2.8.8 Horizontal .7382-inch maximum

50.2.8.9 Idle Air Jet, Left side .0495-inch No-Go

50.2.8.10 Main Air Jet, Right side .0345-inch No-Go

50.2.8.11 Brass fuel nozzle, I.D. .1040-inch No-Go. Minimum length .450-inch

50.2.8.12 Carburetor bowl overflow must be attached to a catch can.

50.2.9 Intake Manifold: Briggs & Stratton # 557009 Intake manifold and pulse line only. Must be stock with no alterations.

50.2.10 Carburetor Spacer: Briggs & Stratton # 557130 only. Must be stock with no alterations.

50.2.11 Air Filter: Must be Green Brand 40 x 75 filter. The use of a pre-filter is allowed, must not create a scoop.

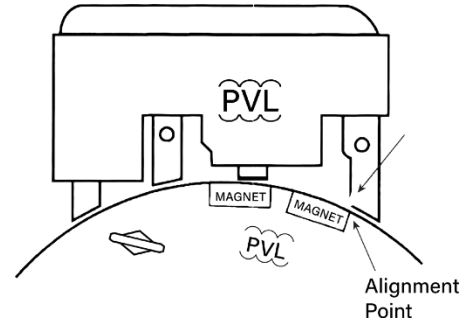
50.2.12 Spark Plug: Any commercially available with a 10mm thread and .75-inch reach spark plug will be allowed. No alterations allowed. Indexing washers will be allowed.

50.2.13 Rev Limiter: Rev limit is 7100 +/- 100 RPM. The rev limiter may be inspected at any point of the event. RPM's will be checked with a memory capable tachometer attached the spark plug lead wire. The engine will be accelerated until the limiter engages. All competitors will be inspected using the same tachometer. Each competitor will be given one courtesy check during the event.

50.2.14 Camshaft / Ignition Timing: The camshaft must be as supplied with the compression relief. The first camshaft check will be taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainer will not exceed .3085-inch.

50.2.14.1 Install the degree wheel, using the positive stop method.

50.2.14.2 Ignition timing for PFL coil and flywheel: See the diagram below. With the left edge of the right coil leg in line with the right edge of the right magnet, the engine must be between 23 deg. BTDC to 27 deg. BTDC



50.2.14.3 Inspect camshaft at pushrods. Gently push down on the dial indicator stem to ensure that there is no lash when the pushrods are going down.

Intake Lift		Exhaust Lift
34-30 BTDC	0.020	75-71 BBDC
18-14 BTDC	0.050	57-53 BBDC
2BTDC-2ATDC	0.100	39-35 BBDC
13-17 ATDC	0.150	25-21 BBDC
29-33 ATDC	0.200	9-5 BBDC
49-53 ATDC	0.250	12-16 ABDC
63-67 ATDC	0.275	25-29 ABDC
0.303	MIN	0.303
0.3085	MAX	0.3085
31-28 BBDC	0.275	70-66 BTDC
18-14 BBDC	0.250	57-53 BTDC
2-6 ABDC	0.200	37-33 BTDC
18-22 ABDC	0.150	21-17 BTDC
33-37 ABDC	0.100	6-2 BTDC
49-53 ABDC	0.050	11-15 ATDC
66-70 ABDC	0.020	29-33 ATDC

50.2.15 Engine Block

- 50.2.15.1 Machining of the block deck is allowed.
- 50.2.15.2 Piston Clearance: Piston pop up measured from the block surface to the center of the piston crown: .010-inch minimum, .025-inch maximum. Hard carbon deposits may be scraped from the piston crown before the pop up is measured. When the pop up is measured with a dial indicator, it will be done so with the bar stock parallel with the piston wrist pin.
- 50.2.15.3 Bore: Factory oversized pistons will be allowed. Maximum bore: 2.725-inch
- 50.2.15.4 Stroke: Maximum 2.204-inch. Insure piston is pushed down to remove rod play.

50.2.16 Head: Head with the head dispenser at the exhaust side front head bolt area is approved.

- 50.2.16.1 Cylinder Head Gasket surface may be machined. Depth from head gasket surface to head surface, measured between valves, minimum .319-inch. If gasket surface has been machined, then the section of the head directly over the piston must be machined to the same plane. Hard carbon may be scraped off before the measurement is taken.
- 50.2.16.2 Combustion chamber must remain as cast. No alterations will be allowed.
- 50.2.16.3 Cylinder head plate gasket must be stock no alterations allowed. Maximum thickness, .060-inch. The rocker arm stud plate must be bolted to the head with one Briggs and Stratton OEM stock gasket, no alterations allowed. Maximum thickness of gasket, .060-inch. Rocker plate to head fastening holes will be un altered, .289-inch diameter maximum.
- 50.2.16.4 Head Gasket: Briggs & Stratton head gasket with logo will be required. Briggs & Stratton "fire ring" head gasket will be allowed.
- 50.2.16.5 Thickness: .042-inch minimum thickness measured with a micrometer from inside the cylinder hole.
- 50.2.16.6 Standard gasket is measured between head bolt holes.
- 50.2.16.7 Fire ring gasket is only on the metal fire ring.

50.2.17 Rocker Arms: Must be stock no alterations allowed Briggs & Stratton logo must be present. Briggs and Stratton # 555711 (US), 737443 (metric). Minimum Length, 2.820-inch.

- 50.2.17.1 Rocker Arm Studs: Must be stock no alterations allowed. Briggs & Stratton #694544 (US – ¼-28 Thread) or #797441 Metric (M8x1.00 thread) must be in the stock location.
- 50.2.17.2 Stud # 694544 (US) must be used with Rocker Arm #555711 (US).
- 50.2.17.3 Stud 767441 (metric) must be used with Rocker Arm #797443 (metric)
- 50.2.17.4 Rocker Ball: Must be stock no alterations allowed. Diameter: .590-inch minimum, .610-inch maximum.
- 50.2.17.5 Valve Caps: Must be stock no alterations allowed. Briggs & Stratton # 557016. Minimum diameter .594-inch. Minimum overall thickness .201-inch, Minimum thickness at valve insertion point .055-inch.
- 50.2.17.6 Push Rods: Must be stock no alterations allowed. Overall length, 5.638-inch No-Go to 5.658-inch Go. Diameter, .185-inch Minimum, .190-inch maximum

50.2.18 Ports: Intake Port: Intake port comes stock with a machined chamfer where the bottom of the intake port intersects with the bowl cut for the valve seat. The chamfer does not reach the iron seat. This will be checked against a known stock part.

- 50.2.18.1 Diagonal measurement: 1.101-inch maximum
- 50.2.18.2 Vertical Measurement: 1.044-inch maximum.
- 50.2.18.3 Exhaust Post: ID of shoulder in bottom of exhaust post will be .854-inch maximum.

50.2.19 Valve Seats: Will have only one 45 deg. Angle.

- 50.2.19.1 Intake valve seat diameter, .966-inch Go, .972-inch No-Go.
- 50.2.19.2 Exhaust valve seat diameter, .841-inch Go, .850-inch No-Go,
- 50.2.19.3 Hard carbon deposits may be removed from the inside diameter of the valve seat before inspection.

50.2.20 Valves:

- 50.2.20.1 Intake valve head diameter, 1.055-inch minimum, 1.065-inch maximum.
- 50.2.20.2 Exhaust valve head diameter, .935-inch minimum, .945-inch maximum.
- 50.2.20.3 Valve stem diameter, .247-inch +/- .002-inch.
- 50.2.20.4 Valve face must have only one 45 deg sealing surface.
- 50.2.20.5 Exhaust and Intake valve length 3.372-inch +/- .101-inch.
- 50.2.20.6 Valve Springs: Dual Valve Springs as supplied by Briggs & Stratton are required.

50.2.20.6.1 Inner spring, wire diameter .067-inch +/- .001-inch.

50.2.20.6.2 Outer spring, wire diameter .113-inch +/- .001-inch.

50.2.20.7 Valve Guides: Valve guides may be replaced with Briggs & Stratton # 555645.

50.2.20.8 Valve Lifters: **Must be stock with no alterations.**

50.2.20.8.1 Head diameter, .953-inch No-Go, .995-inch Go. Length, 1.515-inch minimum, 1.525-inch maximum.

50.2.20.9 Crankcase Cover: Use of a crankcase cover gasket is required. May use one or two gaskets.

50.2.20.10 Peening of crankcase cover gasket surfaces allowed.

50.2.20.11 No sealant or paint may be used on any sealing surface.

50.2.20.12 Crankshaft: Must remain stock as supplied by Briggs & Stratton.

50.2.20.12.1 Bearings must be stock, no ceramic bearings sowed.

50.2.20.12.2 If shims are used, they must be Briggs & Stratton # 555652 and installed as if from factory.

50.2.20.12.3 Journal diameter, 1.094-inch minimum, 1.100-inch maximum.

50.2.20.13 Connecting Rod: Briggs & Stratton # 557005 must be used and may not be altered. Rod may be clearanced as long as the rod remains in stock configuration and finish, with no dimpling or media blasting. Rod ends must be concentric with the wrist pin and crank journals. Edges may not be chamfered or edges broken. Briggs & Stratton supplied Torx head or hex head bolts are allowed. The use of hex head bolts may require minor alterations to the bottom of the cylinder.

50.2.20.14 Rod length: As measured with calipers at the narrowest point between the bottom of the wrist pin hole, to the top of the crank journals hole; 2.419-inch minimum, 2.429-inch maximum.

50.2.20.15 Oil hole opening: .185-inch No-Go. Crank end of the oil hole is chamfered.

50.2.20.16 Wrist Pin:

50.2.20.17 Inside Diameter .414-inch maximum.

50.2.20.18 Outside Diameter .625-inch +/- .001-inch.

50.2.20.19 Length 1.901-inch minimum.

- 50.2.20.20 Piston:** Briggs & Stratton stock “kidney bean” required. Arrow on piston must mount to the flywheel side.
- 50.2.20.20.1** Factory oversized World Formula pistons are allowed.
- 50.2.20.20.2** Piston dome may be machined to achieve the correct piston pop up. The resemblance of the piston dome must still be present.
- 50.2.20.20.3 Pop up:** .010-inch minimum, .025-inch maximum. Measured with a bar centered and parallel to the wrist pin.
- 50.2.20.20.4 Piston Rings:** Three rings mandatory. Top compression ring must have chamfer or “O” facing towards the top of the piston. The second scraper ring must be installed with inside chamfer facing down and “O” facing the top of the piston. The oil ring must be installed as from the factory. The rings must be self-supporting in the cylinder bore of the engine being inspected. The ends of the rings must remain flat, and excessive end gapping is not allowed. Maximum end gap .050-inch. The rings must conform to all listed Briggs & Stratton factory specifications and be of stock configurations. Known standards will be Briggs & Stratton factory approved parts. There will be no alterations except lapping and end gapping. Rings will be in one piece when removed from the block.
- 50.2.20.20.5** Minimum width of the top to rings, .095-inch.
- 50.2.20.20.6** Thickness of the top two rings, .059-inch minimum, .064-inch maximum. The ring groove must be present. Expander must be installed, and the ends may be clipped.
- 50.2.20.20.7** Thickness of oil ring, .100-inch +/- .002-inch.
- 50.2.20.21 Block:** Must be stock with no alterations with the exception the blocks may be repaired from a broken rod damage. Repairs may not create a functional modification to the original block. Welding upward from the cooling fins is not allowed.
- 50.2.20.22 Flywheel:** Briggs & Stratton PVL flywheel is mandatory. PVL flywheel must be used with the PVL coil. There will be no machining, media blasting or coating of the flywheel (factory overspray allowed).
- 50.2.20.22.1 PVL Flywheel:** Must have the plastic fan installed with two (2) shoulder bolts. Starter ring gear may not be removed. Minimum weight, 4 pounds 1 ounce.
- 50.2.20.23 Ignition:** Briggs and Stratton PVL legged coil must remain stock and unaltered. PVL coil must be used with the PVL flywheel. The attachment bolts may not be altered. Spark plug connector must be stock as from factory.
- 50.2.20.23.1** Rubber plug boot will be allowed.
- 50.2.20.23.2** Sparkplug wire may be wrapped to prevent chafing.
- 50.2.20.23.3** There must be resistance measured from ground to plug wire.
- 50.2.20.23.4** Coil air gap is a non-tech item.
- 50.2.20.24 Clutch:** Must be as supplied by Premier. #35 or #219 sprockets may be used. Any premier springs may be used. Additional grooving, dimpling or texturing of the drum or shoes will not be allowed.
- 50.2.20.25 Breather:** Briggs & Stratton breather assembly # 555688 from the rocker cover to upper fill hole on the crankcase cover will be allowed. The aluminum tube may be replaced with a longer tube. Tube must be supported by any style of bracket. The tube may be secured to a rubber fitting with a hose clamp, wire ties or double wire wrapping

50.3 Tillotson 225

50.3.1 Run per Tillotson USA Rules

www.tillotson.ie

60. 2-Cycle Technical Regulations

- 60.1.** All 2 Cycle engine Homologation sheets can be found on the Padholder Super Cup website. Homologation must accompany kart in post-race tech.

70. Shifter Technical Regulations

- 70.1.** All shifter engine Homologation sheets can be found on the Padholder Super Cup website. Homologation must accompany kart in post-race tech.

80. Points

- 80.1.** The Pad Holder Super Cup Point program will include with the competition year beginning January 1st and ending December 31st of each year
- 80.2.** Points may not be transferred from one class to another.
- 80.3.** Entrants will be required to place a scoring transponder on their kart in a location that is recommended for proper signal strength. It is the driver's responsibility to securely fasten the scoring transponder in a proper location prior to entering the track.
- 80.4.** If the driver fails to place their transponder on the kart or their transponder signal is not read, they will not be hand scored and will be scored behind all drivers that took the checkered flag.
- 80.5.** To receive points in Sprint, you must leave the grid under power, (Qualifying, Pre-final, and Final), take the green flag, sign at the scales when you are weighed in and pass post tech.
- 80.6.** Race points will be posted on the Padholder Super Cup website. Race points must be contested within thirty (30) days of being posted.
- 80.7.** ☞ In each division a year end award fund will be set up to purchase awards for up to five places in each class. The number of places awarded will be computed by taking the total number of entries in each class for a season divided by the number of races, which will give you the average number of entries per class.

80.7.1 The number awards will be based as follows for Sprint:

- 2 awards - 4 to 5 average entries per class
- 3 awards - 6 to 7 average entries per class
- 4 awards - 8 to 9 average entries per class
- 5 awards - 10 and above average entries per class
- Max 5 awards per class.
- Must average 5 entries per Class to be eligible for a Championship jacket.

80.7.2 For Road Race: Classes average (1) entry to receive year-end awards.

- 1 award - 1 to 3 average entries per class
- 2 awards - 4 to 5 average entries per class
- 3 awards - 6 to 7 average entries per class
- 4 awards - 8 to 9 average entries per class
- 5 awards - 10 and above average entries per class
- Max 5 awards per class.
- Must average 5 entries per Class to be eligible for a Championship jacket.

80.8. Tie Breaking: In the event of a tie in the year end Pad Holder Super Cup point totals; the tie will be broken in favor of the driver who has the most wins. If number of wins will not break the tie, the tie will be broken in favor of the driver with the most seconds, the most thirds, etc. Should there still be a tie, it will be broken in favor of the driver in the highest finishing position in the most recent Padholder Super Cup points race in which either or both drivers participated

80.9. To be eligible for a championship award (Jacket) all classes Sprint and Road Race must have an average of (5) five entries per race.

The following point method will be used for calculating season points in all divisions

Finish	Points	Finish	Points	Finish	Points	Finish	Points
1	200 + # of Entries	9	150 + # of Entries	17	124 + # of Entries	25	105 + # of Entries
2	190 + # of Entries	10	145 + # of Entries	18	121 + # of Entries	26	103 + # of Entries
3	180 + # of Entries	11	142 + # of Entries	19	118 + # of Entries	27	101 + # of Entries
4	175 + # of Entries	12	139 + # of Entries	20	115 + # of Entries	28	99 + # of Entries
5	170 + # of Entries	13	136 + # of Entries	21	113 + # of Entries	29	97 + # of Entries
6	165 + # of Entries	14	133 + # of Entries	22	111 + # of Entries	30	95 + # of Entries
7	160 + # of Entries	15	130 + # of Entries	23	109 + # of Entries	All remaining finishers will receive 1 point less + # entries.	
8	155 + # of Entries	16	127 + # of Entries	24	107 + # of Entries		

