



2017

RULE BOOK

For more info: azkarting.com

2017 FEES

Membership \$65

Families- 1st associate member \$45 all other associate members in same family \$25

ALL DRIVERS MUST BE MEMBERS: drivers will be given a one race grace period (to account for visitors) to join and have any points earned be retroactive.

Race entry fees:

Adult classes: \$50 first class entered

Junior classes \$40

\$25 each additional class by same driver

Pit Passes, age 9+ \$10 Under 9 \$5

Practice fee \$20 Practice day pit pass \$5

Spectator admission free

Reserved assigned pit space \$25 per season (does not include Holiday Classic)

Reserved Kart numbers \$5 per class

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ARIZONA KARTING ASSOCIATION OPERATING RULES AND PROCEDURES

DISCLAIMER: The goal of Arizona Karting Association and AKA Speedway is to provide a place for safe and fair competition in the sport of kart racing. The rules set forth here and those referred to in the NKA (National Karting Alliance) Speedway rules and UAS (Unlimited All Stars) are meant to provide for orderly conduct of racing events and to establish requirements and uniform rules and race procedures. No expressed or implied warranty of safety shall result from the publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death of a participant, spectator, or official.

1. INSURANCE/WAIVER REQUIREMENTS

1. a RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, and INDEMNITY AGREEMENT: All persons who intend to enter a restricted area (thereby becoming a participant of that event) 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

1. b PARENTAL CONSENT RELEASE AND WAIVER: It is mandatory that at least one parent or legal guardian of a minor 17 years old or younger sign a parental consent

1. c Insurance wristbands: All entering the track surface or pit area must purchase and display an insurance wristband. Failure to comply will result in penalties as defined in AKA by-laws.

2. RACE OFFICIALS

Officials: All officials in their assigned duties must be familiar with all rules and regulations which apply to those duties. The designated officials of an AKA event shall have and exercise the power of rule enforcement and race supervision as found in these competition regulations, during the entirety of any event. Officials reserve the right to prevent any member from participating in any AKA event.

Race Worker Compensation: Any compensation for race workers will be determined by the board of directors.

2. a Race Director: The Race Director shall be that official having complete charge of the karts while on the track. The Race Director shall disqualify (through signals to the Starter) 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 to operate. The Race Director is also in charge of the Starter and Turn Marshals. The Race Director and Flagman shall conduct a meeting for all drivers prior to the start of the event to explain the flags and other competition rules.

2. b Starter (or Chief Flagman): The Starter shall be the official having complete charge of the flags. The Starter shall follow the instructions of the Race Director. The Starter's flag signals are to be obeyed without exception.

2. c Chief Scorer: The Chief Scorer shall be that official in charge of timing and/or scoring and race line up. The Chief Scorer shall keep the starter informed of positions, laps completed, etc. Each entrant's kart shall be assigned an identifying number which will be carried at all times during an event. Scorers may elect to not score a kart if the number is not readable or not affixed to kart in a manner acceptable to scoring.

2. d Turn Marshals/Flaggers: Flag personnel shall be strategically located around the course to report any rule infractions or track conditions, etc. to the Race Director. The flag personnel shall use a yellow flag at the direction of the Starter to signal drivers as to accidents, debris, fluid or other hazards on their portion of the track. Flag personnel must be at least 18 yr. old

2. e Pit Steward: The Pit Steward shall be that official having charge of the pit/ hot grid area. The Pit Steward shall keep unauthorized personnel out of the area, direct karts entry on the track and report any irregularities or rule infractions to the Race Director.

2. f Pre- Tech Director: The Pre-tech Director shall be the official in charge of pre- race inspection of all karts entering competition.

2. g Tech Inspector: The Tech Inspector shall be the official(s) in charge of the post-race inspection.

3. DRIVER DUTIES:

3. a Drivers will be at all times responsible for their own conduct and the conduct of their crews. Any offense committed by a crewmember will be chargeable directly to the driver whether in the pits or on the track

3. b Attendance at all drivers meetings is mandatory. If a driver is not present, they may be subject to tagging the field or disqualification at the Race Director's discretion. This also applies to late entries.

3. c FLAGS: Every competitor is responsible for the knowledge of and adherence to the following flag rules: Failure to comply with the directions of race officials concerning flags may result in warning or disqualification.

GREEN: Displayed at the start of competition or practice and kept visible as long as the track is clear for racing

YELLOW: Caution, be prepared to stop. Track partially blocked by an accident or debris. Slow down, use caution, hold your position; no passing until the track is clear and the green flag appears again.

RED: Track is hazardous and unsafe for racing. Slow immediately and stop safely as directed by designated officials. All entrants shall proceed to designated area. No work on karts is permitted during the red flag period.

YELLOW AND RED FLAG: Complete restart. Drivers reform pack for restart at a slow pace.

BLUE WITH ORANGE STRIPE: Faster competitor is trying to lap you: maintain your current line & allow them to pass.

WHITE: One lap to go.

BLACK: Continue one more lap at a reduced speed and stop at the designated race official for directions.

ROLLED BLACK: Warning to driver it is pointed at for rough or aggressive driving.

BLACK WITH ORANGE BALL: Commonly called the "mechanical" black flag.

Indicates to the driver and crew that their kart has a potentially dangerous mechanical problem. Signal that you are reducing speed, and proceed to the pits for inspection and further instruction.

CHECKERED: Displayed at the finish of competition or practice; drivers shall make one more lap at reduced speed before stopping or follow Race Director's instructions.

4. MEMBERS DUTIES: All members must abide by all rules and regulations in this rule book and the by-laws of Arizona Karting Association.

4. a Voting eligibility: Only Primary and Associate members are eligible to vote at AKA meetings or elections

5. SAFETY EQUIPMENT REQUIREMENTS

5. a Helmet: Must be of full face coverage design for competitive motor sports and must meet one of the following standards:

1. Snell Foundation Specification / good until
Snell SA or M 2015 12/2025

| | |
|-----------------------|---------|
| Snell SA/K or M 2010 | 12/2020 |
| CMS 2007 youth helmet | 12/2019 |
| CMR 2007 youth helmet | 12/2019 |
| CMS 2016 | 12/2026 |
| CMR 2017 | 12/2026 |
| Snell SA 2010 | 12/2020 |

2. SFI

| | |
|----------------|--|
| SFI 24.1/2010 | 12/2020 |
| SFI 31.1/2010 | 12/2020 |
| SFI 41.1/2010* | 12/2020 *not legal with driver restraint systems |
| SFI 24.1/2013 | 12/2023 |
| SFI 31.1/2013 | 12/2023 |
| SFI 41.1/2013 | 2/2023 |

BSI A-type and A/FR types are legal for 10 years after date of manufacture.

5. b Gloves: are required at all times while driver and kart are on the track

5. c Jacket: or driving suit of heavyweight leather, heavyweight vinyl material or approved heavyweight abrasion resistant nylon material

5.d Pants: Full length pants of above materials or heavyweight denim

5.e Suits: Fire resistant suits with a SFI rating of 3.2 A1 required for all drivers who are confined within the racing vehicle with seat belts (Quarter Midgets, cage Karts, etc.) Appropriate arm restraints are also required.

5. f Shoes: High top shoes (and socks) must cover the anklebone and be secured as designed.

5.g Neck collar: including foam insert must be worn while on the track. The neck collar may not be modified in any manner.

5.h Chest protection: is required for all racers entered in Jr classes. This device must be certified per SFI Section 20.1

5.i Pre-tech of Safety Equipment: All required safety equipment must be available with the kart during pre-tech safety inspection. Failure to provide acceptable safety equipment for inspection will result in the driver not being allowed to compete during that event. No exceptions will be allowed.

5.j Use of Safety Equipment: All required safety equipment must be worn whenever drivers are on the track in their kart. Failure to wear required safety equipment will result in removal from the track immediately. No exceptions will be allowed.

6. TECHNICAL INSPECTION

All karts shall pass a pre-tech inspection: prior to the beginning of the driver's meeting at each race event. Any kart not completing pre-tech inspection shall not be allowed to compete.

6.a Pre- tech inspection shall include, but may not be limited to these items:

1. Helmets, other safety equipment as required by age and class
2. Steering: All steering component bolts and nuts, must be safety wired or cotter keyed; quick release type steering wheel allowed in kaged kart classes.
3. Braking system: All bolts and fasteners to be safety wired or cotter keyed. Verify brakes will lock when reasonable pressure is applied to the pedal
4. Weights: All bolts used to fasten weights to the kart must be cotter keyed, safety wired, or double nutted. All weights attached to karts must be painted white. Kart number should be on the weight.
5. Inspect frame for cracks and defects. Noticeable cracks and defect will render the chassis unfit for competition and will need to be replaced or welded.
6. Verify throttle fully closes when throttle pedal is released.
7. Verify front spindles are safety wired and/or clipped.
8. Verify nerf bars, bumpers, and bodywork are properly secured.
9. Verify all exhaust is secured.

10. Verify all fuel system components are free of defect, and fuel line is properly secured to attachment points.
11. Verify Third Bearing Support bolts are wired. ! Verify cameras are hard mounted to bodywork.

6.b Failure to complete pre-tech before the beginning of the driver's meeting will result in being placed at the back of both heat races. Pre-tech is closed as soon as the driver's meeting begins and drivers must have completed registration.

6.c The Tech Inspector shall designate an area where karts can be inspected for:
A) Minimum class weight B) Maximum kart size C) Bodywork specifics
D) Engine legality E) Exhaust legality F) Legal attachments of weights
G) Fuel legality

6.d The top four finishers: in each class shall proceed directly from the scales to the post-tech impound area. Any unauthorized contact between the kart and crewmembers may result in disqualification.

6.e Post Race Technical Inspection Procedures:

1. The Tech Inspector shall only check for legality of an engine in respect to the tech manual and shall not add or delete from it.
- 2 The Tech Inspector has the discretion to tech as much as deemed necessary to assure that the engine is legal in respect to the tech manual.
3. The Tech Inspector is required to do tech on at least two (2) unrelated tech procedures.
4. Entrants are responsible to the Technical Inspector while in the impound area and are subject to disqualification if they leave without the Technical Inspector's approval.
5. Tech may not necessarily be conducted after each race event, this will be left up to the Tech Inspector's or Race Director's discretion.
6. All other technical inspection details are covered by the current NKA, UAS, Briggs and Stratton or other applicable engine rulebooks
7. Post race scale and tech areas shall be cordoned off from persons other than the competitor, officials.
8. All entrants shall be weighed with their karts immediately after each official session (except practice), failure to do so may result in disqualification from that session.

7. AKA GENERAL SAFETY RULES

7.a Consumption of Alcohol/ Drugs - No alcohol or illegal drugs is allowed to be consumed in the pits during racing or practice.

7.b Absolutely no glass containers are allowed on the AKA premises. (County regulations)

7.c Drivers will be held accountable for the actions of their pit crew and team members. Unacceptable behavior may result in disqualification of the driver.

7.d All persons in the facility area shall conduct themselves in an orderly manner. No physical contact, verbal abuse or violence of any kind will be tolerated by an official, participant, spectator or other person. Violators of this policy will be asked to leave the facility and, if necessary, removed from the site. Local law enforcement will be called if needed.

7.e No smoking within 15 feet of the pre-grid and scale areas.

7.f Safety Zones: Identified by red lines in the grid area:

- 1 Only authorized personnel are allowed in Safety Zones.
- 2 Anyone who is found in a safety zone without authorization will be warned once. Following a warning, the driver you are supporting is subject to disqualification.

7.g All dogs need to be on a leash during racing or practice.

7.h No riding of bicycles, mopeds, motorized skateboards, ATV's, or any other motorized vehicle in the pits (unless authorized by the Board of Directors) from the beginning of the drivers meeting until the completion of all competition.

7.i No driving of karts in the pit area. Karts must be shut off at the scales and pushed to their pit area.

7.j Driver must be seated in the kart before they are started in the pre-grid area (practice or races)

7.k Except as defined below, ONLY track officials are allowed on the track during racing.

- A. In red flag or emergency situations, one parent or crewmember is permitted to enter the track at the direction of the Race director.
- B. One crewmember per Junior Junior is allowed in the infield at the direction of the Race Director.
- C. The Race Director may authorize crewmembers from other classes to observe from the center section of the infield.

8. RACE PROCEDURES/RULES

8.a. Start of Race: The race shall begin when the green flag is displayed. Karts may not change their position until the green flag is shown. If a start has to be aborted a twice, rows 1 and 2 will switch places

8.b : Scratched Entries: In the event of a scratched entry that space shall be filled: (1) If on track, by moving forward directly. (2) If in the pits, by crossing over to make the starting order exactly correct.

8.c Once the class has left the grid for the on-track session, any drivers currently in the grid area have 90 seconds to join the field.. Once the 90 seconds has passed, they are not allowed into the session.

8.d Once the green flag has been thrown to begin a session, no competitor can join the session.

8.e Any kart stalled on the track will be pushed to the infield and remain there until the race is completed, with the following exceptions:

1. If should a competitor's engine stops running after the kart is stopped by an Official, the competitor shall have 90 seconds to restart his/her motor.
2. If a competitors engine stops after entering the track, but before a green flag has been shown, they will be allowed to restart and maintain starting position.
3. In the Outlaw LO206 classes, (classes where all engines have pull starters) and kart stalls on track, they will be restarted by track official a maximum of 2 times. After restart, they will be put to back of field. On the third stall or need for restart, they will be pushed to infield.

8.f Yellow Flags:

- 1 Any yellow flag is a full course yellow. No racing to the flag. Karts are restarted in the order of the last scored lap, with lapped karts put to the rear

2. Karts causing the yellow flag may be penalized by restarting at the back of the field. If no clear fault can be determined, any kart(s) involved may be placed at the back of the field.

8.g Red Flags:

1. The red flag shall be displayed when, in the opinion of the Race Director, an unsafe condition exists on the track. A red flag shall be thrown for a serious incident, dangerous condition or other reasons deemed necessary by the Race Director. When the Red Flag is displayed, all drivers shall stop safely on track or follow directions of race officials
2. Drivers causing a red flag due to an accident must leave the track for at least that race to make sure the driver and the kart are OK for racing.
3. The kart must be inspected by Race Officials prior to racing again.

8.h Black Flags:

1. Drivers who spin out more than two (2) times will be shown the black flag and directed to leave the track. This type of flag is for safety reasons, not a disqualification.
2. Anyone who does not get into the proper order lineup by order of the Starter or Race Director will be given a black flag and disqualified from that race.

8.i Race Completion

1. A race will be considered complete at the moment the checkered flag is displayed on course. Every effort will be made to complete an event under green flag conditions, with scoring based on the order that the vehicles pass the start finish line from the lead kart and down the order with any lapped karts, and karts that dropped out accounted for.

2. In the event of a yellow flag after white flag has been displayed, the race line-up will revert to the last fully completed lap with any vehicles involved in the yellow, per Race Director's decision, put to the rear of the field. A single attempt will be made to finish the race under green flag conditions. Should a yellow again be necessary, then the race will be considered complete and the finish will be as the field crosses the line with waving yellow/checkered flags, with any vehicles involved in the yellow flag, per race director decision, or that stopped on the track put to the rear based on their last fully completed lap.

3. Should there be a red flag during the 'green-white-checker', the race is considered final and will be scored to the last fully completed lap with vehicles involved in the red flag, per race director, ,moved to the rear and placed in position according to their order of their last fully completed lap.

4. Decision of completion of race is not protestable

8.j New drivers will start at the rear of the field for two race dates, and display a colored streamer or orange number plate at the rear of the kart, unless approved by the race director.

9 LINE UP/SCORING PROCEDURES

9.a Format: unless specified in driver's meeting, each class shall run 2 qualifying heat races. Line up in first heat will be determined by pill draw, line up in second heat will be by inversion of first heat. If a driver fails to draw pill before drivers' meeting, they will start last in heat races.

9.b In most cases, there will be a maximum of 10 karts in a heat race. If 10 or more entrants in a class, the heats will be divided into 2 groups, keeping even numbers in each group if possible. (ex. If 10 entries, there will be 6 karts in one group, 4 karts in another)

9.c Starting position in main events is determined by finish position in heat races. In the event of a tie, position is determined by lower pill draw.

9.d For clarification, any kart taking a green flag in any attempted start of a heat race or main event start shall be awarded at least last place season points for that race event unless a flagrant DQ is assessed.

9.e At the sole discretion of the race director, any flagrant driving DQ may result in the loss of all season points for that event. This decision may not be protested.

9.f At the sole discretion of the tech inspector, any flagrant violation in post tech may result in loss of all season points for that event. This decision may not be protested.

9.g In the event of any starting position or finishing position tie, the correct order will be determined by giving the better position to the lower pill draw.

9.h Official Scoring The official race scoring, whether by electronic system or hand scoring, is the only "Official/Legal" source of race scoring. The official scoring is the information supplied & certified by the official scorer.

9.i Kart numbers

1. All entrants must have a clearly visible number plate, of sufficient size and color, on all sides of their kart. If a kart enters the track without having a readable number plate, this may result in not being scored or disqualification.

2. Club members will be given first option of kart numbers and may reserve that number. Visitors or new members will be required to select a different number if there is a conflict.

10. Season Points

10.a The season points championship will run from the first point's race of the calendar year until the final points race of the year. At the discretion of the AKA board, from time to time there may be additional non-points races added to the racing calendar.

10.b Season points will be awarded only for the main event finishing order, subject to the provisions of the rules. No season points will be awarded for heat race finishes.

10.c Three entries are required to make up a senior class. Two entries are required to make up a junior class. If there are not three senior or two junior karts entered in a class, participating driver(s) will receive 25 points towards their season points

10.d Awards:

1 Both members and non-members may compete for individual race trophies; only members are eligible for season points awards.

2 Subject to AKA Board approval, a minimum of three places in each qualifying class will receive season points awards.

10.e Throw away races- there will be 2 "throw away" races. The 2 lowest scored races points shall be dropped from the final points tally. Races missed can be dropped, but a race in which the competitor was disqualified cannot be counted as a dropped race.

10.f Points awarded for finishing positions will be as follows:

1st- 200 points + number of entries

2nd- 175 points + number of entries

3rd- 155 points + number of entries

4th- 140 points + number of entries

5th- 130 points + number of entries

6th- 120 points + number of entries

7th- 110 points + number of entries

8th- 100 points + number of entries

9th- 90 points + number of entries

10th- 80 points + number of entries

11th - 75 points + number of entries

12th- 70 points + number of entries

13th- 65 points + number of entries

14th- 60 points + number of entries

15th- 55 points + number of entries

16th- 50 points + number of entries

17th- 45 points + number of entries

18th- 40 points + number of entries

19th- 35 points + number of entries

20th- 30 points + number of entries

All finish position below 20th will be reduced by 2 points per position, plus number of entries.

In the event of a tie, tiebreaker will be determined by number of wins, number of second places, etc. If a tie cannot be resolved still, both drivers will be awarded the position.

11. INFRACTIONS/ PENALTIES

11.a The Race Officials, consisting of the Race Director and other board designated officials , shall interpret and uphold all rules and regulations. Officials shall observe participant driving habits, supervise all drivers entered in an AKA event and submit a written report to the AKA Board of Directors on serious infractions of the rules and unsafe or unsportsmanlike conduct on the part of any driver or crew member.

11.b Penalties:

The Race Director shall assess penalties for on-track offenses. The Board of Directors shall assess penalties for all other issues except post-tech inspection. The following penalties may be assessed by the Race Director:

- A) Verbal Warning
- B) Dock one or more positions
- C) Dock one lap
- D) Disqualification from the race
- E) Disqualification from the event or day
- F) Recommendation for suspension/probation

12. PROTESTS

12.a There are no protests allowed on non-performance items.

12.b Protests to the decisions of the race officials and driver conduct will follow these rules: The protest must be made by the entrant in the same class, in writing to the Race Director, within 30 minutes of the end of the protested race. If a decision cannot be made at the time of the event, the protest shall be referred to the Board of Directors.

12.c Engine protest must be made by entrant in the same class. Protesting party shall post a fee of **\$100** with the Race Director. Fee is refunded to the protesting party if the protest is upheld by tech inspection. If there are no illegal findings, the fee will be given to the party being protested.

12.d Every effort shall be made to handle all protests at the time of the event where witnesses can present evidence pertaining to the protests.

13. RULES CHANGES: If at any time, it is deemed necessary to change the rules, to maintain safety and fair competition, or the by-laws, it can be done so by the Board of Directors as stated in Article 7 of the By-Laws.

14. CLASS INFORMATION

14.a General Rules for Chassis and Engines: AKA will use NKA Speedway engine and chassis regulations for all race flat kart classes and NKA Outlaw Kart chassis rules except as defined below in class information as local options.

14.b Tire Rules:

1. Any brand kart tire is allowed in all classes (except special events as directed by the event)
2. All tires may be slicks or treaded.
3. There is no limitation to tire preparation.
4. Tires must be dry, no wet tires on the hot grid. Violators will be asked to return to their pits to dry their tires, racing will continue regardless of return from pits or not.

14. c All classes competing at AKA Speedway are required to comply with race and safety procedures previously described. In the case of other Karting classes not listed below, AKA will follow NKA technical rules

14.d Ages

1. **AKA's Competition age** is the highest age of the driver during the racing season (Jan 1 – Dec 31)
2. **AKA's Attained age** is age of the driver on the day of the event.
3. **Option year:** if a driver starts the year at the highest age allowed in the class, they may complete the year in that class or move to a higher age class
4. **Rookie/Junior Multiple Classes:** Rookie and Junior drivers may compete in any class that they are eligible for by age, excluding senior division classes.
5. **Advancing an Age Group: Junior to Senior.** A driver may race either Junior or Senior classes, but not both.. When eligible by age, they may move up to a Senior class. Once they have competed one full event at the Senior level, they must decide whether to remain at that level or revert back to the Junior level. They can make this decision only one time in a given season. Once the second event at the higher level has been completed, they must remain at that level at any NKA sanctioned event.

14.e AKA CLASS SPECIFICATIONS

A. Junior Junior class is designed to be an introduction to karting for the youngest racers and rule changes will always be governed by safety and may be changed at the discretion of the board.

1. Age 5-8: must be attained age 5 – competition age 8
2. Minimum class weight #200
3. Clone engine exclusively -In accordance with NKA rule with the following local options:A) Any Air Filter is allowed.
 - B) Following parts from ARC must be used exactly:
 - 1 DJ-1138 Box stock header and muffler
 2. DJ-1215 Chain guard
 3. DJ-1425 Heat shield
 4. Red restrictor plate
 - C) Final gear ratio of 4.50
4. Functioning Engine Kill switch must be mounted on steering wheel.

B. Jr I Clone (flat kart)

1. Competition age 8-12 (highest age of the driver during the calendar year – January 1st through December 31st. If a driver turns 12 during the year, they may finish the year in this class or move to Jr. 2
2. NKA Clone (OHV 200) Engine Rules with the following local option rules applied: A) Silver or Green Restrictor Plate .425
 - B) Exhaust Pipe and Muffler
 - C) Flywheel Option (Stock or Billet Allowed)
 - D) Class Weight 250 # (Kart and Driver)
 - E) Disk or drum clutch allowed
 - F) Pull start or electric starter allowed

C. Jr 2 Clone

1. Competition age 12-15. Option age. If a driver is turning 15 during the calendar year, they have the option of continuing the year in this class or moving into the higher age class.
2. NKA Clone Engine Rules with the following local option rules applied:
 - A) Purple Restrictor Plate (.500)
 - B) Exhaust Pipe and Muffler
 - C) Flywheel Option (Stock or Billet Allowed)

- D) Class Weight 290#
- E) Disk or drum clutch allowed
- F) Pull start or electric starter allowed

D. Junior 2 - 4-Cycle: (other than above)

1. Competition Age: 12 -15 Option age: if a driver is turning 15 during the calendar year, they have the option of continuing the year in this class or moving into a higher age class.
2. Briggs Flathead Restricted (red plate) Specifications per NKA Rules. Wt. 285 #
4. Briggs Animal Restricted (gold plate) per NKA Rules, Wt.330 #

E. Junior 1 4 cycle Classes (other than above)

1. Junior 1 Briggs Flathead:

- A) Minimum weight 235#
- B) .425 restrictor
- C) Any pipe and muffler

2. Junior 1 Animal:

- A) Minimum weight 270#
- B) black restrictor
- C) Any pipe and muffler

F. Adult 2-Cycle - All Classes to follow NKA rulebook in respect to technical specs with the following local options:

1. KT 100 light, minimum wt. 340#
2. KT 100 heavy, minimum wt. 370#
3. SuperStock Class will run these minimum weights based on engine
KT 100- 330 #
Reeds- 370#
4. Weights may be adjusted, by decision of AKA Board, with driver input concerning weight collected prior to making any decision
5. Per NKA rules, drivers Competition age 15 (the highest age they are during a calendar year) may compete in these classes.

G. Straight Rail will follow these rules (comparable to CA straight rail class)

- A) No Direct Drives or Jack Shafts
- B) Engine Clutches – Oil or Dry
- C) No Wedges (wings)
- D) 2 hole air filter or airbox
- E) No Offset Chassis
- F) KT100 engines
- G) Side Panels can't be 15" from the ground to the top of the panel
- H) Seat must be located within the frame rail – No Laydown Seats

H. Unlimited All Stars (UAS) – Will follow UAS guidelines. www.unlimitedallstars.org

1. UAS Junior class age 13-17 will follow UAS rules.

I. Adult 4 cycle Classes (per NKA rules, drivers competition age 15 may compete in these classes.)

1. Briggs Flathead, Unrestricted, minimum weight 345 #
2. Briggs Animal, Unrestricted, minimum weight 370#
3. Adult Sportsman - Minimum Class Weight: 370 # (driver and kart)
 - A) Briggs Flathead Option - any pipe and muffler
 - B) Briggs I Animal Option: Gold restrictor, any pipe and muffler
 - C) Yamaha KT100's Option: RLV box muffler (YBX), Gas/oil mixture only-no additives, No direct drives
 - D) Clone Motor Option , any pipe and muffler

J. LO206 (Adult) will follow Briggs and Stratton engine rules

- A) 385# Minimum Weight
- B) Open Tire

K. Adult Clone All adult clone motor classes will follow NKA engine rule with the following local option rules applied:

- A) ARC Billet flywheel #6619 is mandatory
- B) Clutch may be disc or drum style
- C) Electric or pull start

L Quarter Midgets: Will follow United States Auto Club (USAC) guidelines.

www.usacracing.com

M Outlaw Kaged Karts-

A. General Outlaw Kart Specifications

1. Cages/Frames

- Frames must be of karts configuration, and not to exceed 90" in overall length.
- No suspension
- Cages are mandatory, they are not for looks or wing mounts, but the safety of drivers
- Drivers' body must be completely inside roll cage
- All vertical gage bars must be connected by horizontal bar at front and rear of uppermost cage. Halos are highly recommended.

2. Tires

- Tires must be kart type only
- Wheels not to exceed 6" in diameter
- Four tires and wheels in traditional location are required.

3. Wings

- Karts with wings that fall off or are dangling will be disqualified. If you start a race with a wing, you must end with a wing.
- Wing sides must stay within 3" from outer most edge of kart
- Overall length 48" maximum
- Minimum wing side panels 32" x 12"
- Remote wing adjusters are allowed
- No sharp edges or exposed bolts allowed
- Wings can be any material, except wood.
- Uppermost part of kart and wing not to exceed 72"

4. Body Specifications

- Bodies can be fiberglass, aluminum, Lexan or carbon fiber (no wood or composites of wood)
- Wing, hood and tail piece are mandatory in all Outlaw classes. (Unless the race is scheduled as non-wing.)

5. Nerf Bars/bumpers

- No bars, other than regular nerf bars may extend past outer edge of tire on either side of kart
- All nerf bars and bumpers must be on a secure for kart to compete
- No front end cowcatcher type of bumper

6. Exhaust/Muffler

- Must meet AZ DBA noise standards
- Must run muffler at all times. Any kart losing a muffler, must exit the track

7. Floor pans must be attached with bolts and must be a minimum of .090 thick aluminum. Carbon fiber floor pans are allowed.

8. All karts must have a **solid rear axle**, no ratcheting hubs or other mechanical means of unlocking 1 wheel on rear axle.

9. **No traction control devices allowed**

10. **Weight:** all weight must be securely fastened, with kart number on it

11. **Kill Switch** is mandatory, within drivers reach.

B. Outlaw Kart Classes/ specifications

1. **Outlaw Beginner LO206-** designed as an entry level class for ages 5(attained age)-8 with no previous experience. Emphasis is on safety and learning. Drivers may move into Outlaw Stock LO206 class before age 8 with track officials' approval based on ability. Parents/guardians should petition the board to allow this.

A. Engine Specs will follow the Briggs and Stratton tech specs of the ASN Nat. Junior Class with the .570 yellow slide with locking device #555726 (specs can be found online at www.karting.com) with the follow exceptions

1. Any clutch may be used
2. Spec fuel will be 87 octane pump gas (will be tested against fuel purchased at Chevron Station on Pinnacle Pk. Rd).
3. Minimum wt. 250 #

* Carb slider will be checked and marked in pre-race tech inspection.

2. **Outlaw Stock LO206-**

A. Age 8- 12 (**Option year:** if a driver starts the year at the highest age allowed in the class they may complete the year in that class or move to a higher age class, as per rule 14.d in this book)- Drivers under 8 may be allowed to compete in this class with track officials' approval based on ability

B. Engine- Briggs LO206 purchased from approved dealer, using stock black slider

C. Minimum weight 280 lbs. with driver.

D. AKA will follow Briggs and Stratton LO206 Senior tech specifications (can be found online at www.karting.com) with the following exceptions:

1. Any clutch may be used
2. Spec fuel will be 87 octane pump gas (will be tested against fuel purchased at Chevron Station on Pinnacle Pk. Rd).

3. **Outlaw Clone**

A. Age 8 -12 (**Option year:** if a driver starts the year at the highest age allowed in the class, they may complete the year in that class or move to a higher age class, as per rule 14.d in this book)

B. Engines: Clone - NKA engine rules with the following local option rules

1. Unrestricted
2. Starters may be electric or pull start
3. Clutches may be drum or disc style
4. Minimum weights (with driver) 250lbs
5. Fuel- 87 octane pump gas (will be tested against fuel purchased at Chevron station on Pinnacle Pk. Rd.)

3. **Intermediate Outlaw Kart 125 2 stroke**

A. 12 (age 10, with approval) – 16 years

Drivers may move into intermediate class at age 10 with track officials approval based on ability. Parent/guardian must first petition the board to allow this.

B. **Engines:** Stock configuration, 125cc 2 stroke

- No port angle changing
- No welding of ports
- Kick starter may be removed and plugged
- Aftermarket reeds, reed assemblies, spacers may be used

- Approved pipes only, must meet DBA requirements
- No lightening of internal components
- No decking the cylinder or cylinder block spacers. Multiple gaskets are considered spacers
- All parts must compare to known stock parts
- **Transmission-** no direct drive; gears may be removed from transmission
- **Clutch-** must be operable and working; no slipper type/ automatic aftermarket clutches allowed

C. Minimum weights: 125 2 stroke- 325 #

4. Outlaw Intermediate 250cc four stroke

A. 12 (age 10, with approval) – 16 years

Drivers may move into intermediate class at age 10 with track officials approval based on ability. Parent/guardian must first petition the board to allow this.

B. **Engines:** Stock configuration, 250cc 4 stroke

- No port angle changing
- No welding of ports
- Kick starter may be removed and plugged
- Aftermarket reeds, reed assemblies, spacers may be used
- Approved pipes only, must meet DBA requirements
- No lightening of internal components
- No decking the cylinder or cylinder block spacers. Multiple gaskets are considered spacers
- All parts must compare to known stock parts
- **Transmission-** no direct drive; gears may be removed from transmission
- **Clutch-** must be operable and working; no slipper type/ automatic aftermarket clutches allowed

C. Minimum weight: 250F 4 stroke -375#

5. Open Outlaw Kart (250/500cc 2 stroke 450f 4 stroke)

A. Competition age 14 and over

B. **Engines: 250cc 2 cycle, 500cc 2 cycle, 450f 4 cycle**

- Stock configuration
- No big street type motors
- Kick starters may be removed and plugged
- No cylinder spacers: exception 85 and 86 Honda CR500 may use a 2mm spacer to update to 87-01 rod.
- Porting of cylinder and cases allowed
- Cylinder head is non tech, cool heads allowed
- Aftermarket reeds, reed assemblies, spacer may be used
- Any dirt bike carb readily available to average customer and mod permitted
- **Transmission-** no direct drive; gears may be removed from transmission
- **Clutch-** must be operable and working; no slipper type

C. Minimum weight 450 #