

**2010**  
**GULF COAST KARTERS**  
**CLASSES AND CLASS SPECIFICATIONS**

*These specifications are derived from other national karting organization's rule books and intended to equalize participants in the same class. GCKI is NOT affiliated with nor sanctioned by WKA, SKUSA, ProKart, Stars of Tomorrow, TAG™ USA, IKF or any other national karting organization. The Race Director, GCKI officers and track race officials are authorized to reference national rulebooks if and when these rules require additional clarification.*

*From experience we all know that some racers seek to win because of the omission of some restriction in the rules to prohibit a certain act or conduct. You are reminded that these rules are adopted with the same understanding as the rules of most other forms of racing and that any changes or modifications you may make, and your conduct, are subject to the "SPIRIT AND INTENT" of these rules and regulations, which is defined in the GCKI Rules, Regulations and Procedures. The Race Director, or any other GCKI official, shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the SPIRIT AND INTENT of these rules. They can and will disqualify an entry in violation of the SPIRIT AND INTENT of these rules. GCKI reserves the right to perform pre and post technical inspections to verify compliance to the rules and will disqualify participants whose karts do not meet the specifications below.*

**I. Classes per WKA Class Structure**

Rear bumper required and must be full width style, covering at least the inside half of each rear tire but never outboard of either rear tire. "Custom" bumpers require the approval of the Director of Post-Tech.

**1. KID KART (Exhibition Only)**

**DRIVER REQUIREMENTS:** Ages 5 through 7.

**ENGINE:** **BOX Stock** Comer C50 and C51 unaltered, 1.8 HP, **fixed jet carb size #54 -#58**, .475 No Go Venturi. All parts as cast. Head cc 7.3 cc minimum. Liner and aluminum cylinder "as cast". Engine is not legal if any metal has been removed to match port opening to aluminum cylinder. Piston 1.210 Min from bottom ring. Stock rings with max end gap of .040". Rings cannot fall through cylinder. All measurement No-Go. Flywheel key must be in place and unaltered. Stock clutch with Comer cast into shoes and minimum .65" wide and 2.5" chord length. Springs are 9 coil and .430 max diameter with .075" to .080 wire diameter.

**FUEL:** MS93.

**MINIMUM WEIGHT:** 150 lbs.

**KART:** Front max 40". Rear minimum 39" and maximum 42"

**TIRES:** Front 4:50/4:60 x 5; rear 5:50 x 5 max, rear circumference 33.75" max, 20 psi max air pressure

**GEARING:** 219 Chain, 10 tooth driver, 89 axle sprocket,

**NOTE:** Must have rear bumper to cover back tires. Full loop preferred. CIK nose cone mandatory.

**2. CADET SPORTSMAN FINAL 1 AND 2 WKA 2010 Rules**

**DRIVER REQUIREMENTS:** Ages 8 through 12.

**ENGINE:** Comer K-80.

**FUEL:** MS98

**MINIMUM WEIGHT:** 235 lbs.

- KART:** Overall Max length 72", Wheelbase 35"Min and 41"max .  
**TIRES:** MG Red or Bridgestone YKC 4.50 / 60 x10 -5 front and rear.  
**OTHER:** Gear ratio 5.3 minimum, no maximum.
3. YAMAHA SPORTSMAN -WKA 2010 rules  
**DRIVER REQUIREMENTS:** Ages 8 through 12.  
**ENGINE:** Yamaha KT-100S.  
**FUEL:** MS98.  
**MINIMUM WEIGHT:** 260 lbs.  
**EXHAUST:** RLV SSX-V #7548. If hole exists in pipe for EGT sensor, EGT sensor probe must be in place.  
**INTAKE:** Walbro WA55B Carburetor with WA55B manifold.  
**TIRES:** MG Red or Bridgestone YKC 4.50 / 60 x10 -5 front and rear  
**OTHER:** Gear ratio 5.3 minimum, no maximum. No axle clutch. Cadet chassis are legal in this class.
4. YAMAHA JUNIOR -WKA 2010 Rules  
**DRIVER REQUIREMENTS:** Ages 12 through 15.  
**ENGINE:** Yamaha KT-100S  
**FUEL:** Ms98.  
**MINIMUM WEIGHT:** 320 lbs  
**EXHAUST:** RLV SSX-V #7548. If hole exists in pipe for EGT sensor, EGT sensor probe must be in place.  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X6.00-5 rear.  
**OTHER:** No axle clutch.
5. KOMET PISTON PORT SPORTSMAN -WKA 2010 Rules  
**DRIVER REQUIREMENTS:** Ages 8 through 12.  
**ENGINE:** KPV 100  
**FUEL:** Ms98.  
**MINIMUM WEIGHT:** 250 lbs.  
**EXHAUST:** KPV 1 Pipe and header see fig 603.12 in WKA rules  
**INTAKE:** Walbro WA55B Carburetor or KPV1 Carburetor with WA55B manifold.  
**TIRES:** MG Red or Bridgestone YKC 4.50 / 60 x10 -5 front and rear  
**OTHER:** Gear ratio 5.3 minimum, no maximum. No axle clutch. Cadet chassis are legal in this class.
6. KOMET PISTON PORT JUNIOR -WKA 2010 Rules  
**DRIVER REQUIREMENTS:** Ages 12 through 15.  
**ENGINE:** KPV 100 .  
**FUEL:** C12.  
**MINIMUM WEIGHT:** 320 lbs.  
**EXHAUST:** KPV 2 Pipe and header see fig 603.12 in WKA rules  
**INTAKE:** Walbro WB3A Carburetor  
**TIRES:** Bridgestone YKC 4.60 x 10 -5 front, 6.0 x 11 rear.  
**OTHER:** Gear ratio 5.3 minimum, no maximum. No axle clutch.
7. YAMAHA PIPE -WKA 2010 Rules  
**DRIVER REQUIREMENTS:** Ages 15 and up.  
**ENGINE:** Yamaha KT-100S.  
**FUEL:** Ms98.  
**MINIMUM WEIGHT:** 345 lbs.  
**EXHAUST:** Fixed Open per fig 552.1 of WKA rulebook.  
**TIRES:** Bridgestone YKC ;10X4.50-5 front, 11X7.10-5 rear.

**OTHER:** No axle clutch.

8. YAMAHA SUPERCAN -WKA 2010 Rules  
**DRIVER REQUIREMENTS:** Ages 15 and up.  
**ENGINE:** Yamaha KT-100S.  
**FUEL:** Ms98.  
**MINIMUM WEIGHT:** 360 lbs.  
**EXHAUST:** RLV SSX-V #7548 If hole exists in pipe for EGT sensor, EGT probe must be in place.  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** No axle clutch.
9. KOMET PISTON PORT -WKA 2010 Rules  
**DRIVER REQUIREMENTS:** Ages 15+.  
**ENGINE:** KPV 100 .  
**FUEL:** C12.  
**MINIMUM WEIGHT:** 360 lbs.  
**EXHAUST:** Spec 4 header and pipe  
**INTAKE:**  
**TIRES:** Bridgestone YKC 4.50 x 10 -5 front, 7.10 x 11 -5 rear.  
**OTHER:** No axle clutch.

## II. Classes per the SKUSA Superkarts Class Structure

1. K2 – 80/85 cc SHIFTER (Derived from SKUSA Superkarts 2010-2011 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 12 through 15 (SKUSA)  
**KART:** Refer to RACE VEHICLE STANDARDS of SKUSA Rules.  
**ENGINE:** Refer to SKUSA Rules. 80/85cc; 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto  
**FUEL:** C12.  
**MINIMUM WEIGHT:** 320 lbs. without front brakes 330 lbs with  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** Other SKUSA rules for K2 Class apply
2. K1 – SENIOR 80/85cc SHIFTER (Derived from SKUSA Superkarts 2010-2011 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 14 and up. (SKUSA)  
**KART:** RACE VEHICLE STANDARDS of SKUSA Rules.  
**ENGINE:** Standards are from SKUSA Rules. 80/85cc; 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto.  
**FUEL:** C12.  
**MINIMUM WEIGHT:** 360 lbs.; 370 lbs with front brakes  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** Other SKUSA rules for K1 Class apply.
3. S1 - 125cc SENIOR SHIFTER (Derived from SKUSA Superkarts 2008-2010 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 15 and up. (SKUSA)  
**KART:** RACE VEHICLE STANDARDS of SKUSA Rules  
**ENGINES:** 125cc displacement limits or original factory limit for AMA approved class ; 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto. Standards are Sections 20.3.1, 20.3.2.3.1, and 20.3.2.5 of SKUSA Rules and Section 4.01.03 Engine Stars of Karting Rulebook for ICC motors

**FUEL:** C12 for Moto and MS98 for ICC  
**MINIMUM WEIGHT:** 380 lbs. ICC  
**MINIMUM WEIGHT:** 375 lbs. MOTO  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** Other SKUSA.

3. G1 - 125cc MASTERS SHIFTER (Derived from SKUSA Superkarts 2008-2010 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 35 and up. (SKUSA)  
**KART:** RACE VEHICLE STANDARDS of SKUSA Rules.  
**ENGINES:** See SKUSA Rules  
**FUEL:** C12 for Moto, MS98 for ICC  
**MINIMUM WEIGHT:** 405 lbs. ICC  
**MINIMUM WEIGHT:** 395 lbs. MOTO  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** Other SKUSA
  
4. S3 - 125cc SPEC HONDA (Derived from SKUSA Superkarts 2010-2011 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 15 and up. (SKUSA)  
**KART:** RACE VEHICLE STANDARDS of SKUSA Rules  
**ENGINES:** SKUSA Rules.  
**FUEL:** MS98  
**MINIMUM WEIGHT:** 395 lbs.  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** Other SKUSA rules for S3 Class apply.
  
5. S4 - 125cc Masters SPEC HONDA (Derived from SKUSA Superkarts 2010-2011 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 30 and up. (SKUSA)  
**KART:** RACE VEHICLE STANDARDS of SKUSA Rules  
**ENGINES:** SKUSA Rules.  
**FUEL:** MS98  
**MINIMUM WEIGHT:** 405 lbs.  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** Other SKUSA rules for S4 Class apply.
  
6. S5 - 125cc RESTRICTED SPEC HONDA (Derived from SKUSA Superkarts 2010-2011 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 12-15. (SKUSA)  
**KART:** RACE VEHICLE STANDARDS of SKUSA Rules  
**ENGINES:** SKUSA Rules. With Restrictor  
**FUEL:** MS98  
**MINIMUM WEIGHT:** 340 lbs.  
**TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.  
**OTHER:** Other SKUSA rules for S5 Class apply
  
7. TAG CADET (Derived from SKUSA Superkarts 2010-2011 Rulebook)  
**DRIVER REQUIREMENTS:** Ages 7-11. (SKUSA)  
**KART:** RACE VEHICLE STANDARDS of SKUSA Rules  
**ENGINES:** 60cc Electric Start Gazelle SKUSA Rules.  
**FUEL:** MS98  
**MINIMUM WEIGHT:** 240 lbs.  
**TIRES:** Bridgestone YKC 4.50 / 60 x10 -5 front and rear.  
**OTHER:** Other SKUSA rules for TAG CADET Class apply

8. TAG JUNIOR (Derived from SKUSA Superkarts 2010-2011 Rulebook)
  - DRIVER REQUIREMENTS:** Ages 12-15. (SKUSA)
  - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
  - ENGINES:** Leopard with 25mm restrictor.
  - FUEL:** MS98
  - MINIMUM WEIGHT:** 320 lbs.
  - TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.
  - OTHER:** Other SKUSA rules for TAG Junior Class apply
  
9. TAG SENIOR (Derived from SKUSA Superkarts 2010-2011 Rulebook)
  - DRIVER REQUIREMENTS:** Ages 15+. (SKUSA)
  - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
  - ENGINES:** IAME Leopard or 09 Leopard with Weight
  - FUEL:** MS98
  - MINIMUM WEIGHT:** 355 lbs.
  - TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.
  - OTHER:** Other SKUSA rules for TAG Senior Class apply
  
10. TAG MASTERS (Derived from SKUSA Superkarts 2010-2011 Rulebook)
  - DRIVER REQUIREMENTS:** Ages 30+. (SKUSA)
  - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
  - ENGINES:** IAME Leopard or 09 Leopard with Weight
  - FUEL:** MS98
  - MINIMUM WEIGHT:** 395 lbs.
  - TIRES:** Bridgestone YKC 10X4.50-5 front, 11X7.10-5 rear.
  - OTHER:** Other SKUSA rules for TAG Master Class apply

### III. Rotax Classes

1. MICRO MAX -
  - DRIVER REQUIREMENTS:** 7-10 years old Driver must reach the age of 7 before he/she is allowed to compete at local or regional events. Membership will be granted with effective date of 7th birthday. To compete at the 2010 USRMC Grand Nationals racer must reach the age of 8 prior to the first official day of the event.
  - KART:** 95cm chassis maximum 14x73 spec gear
  - ENGINES:** FR 125 Mini Max configuration, with Micro Max package additions and substitution of components
  - FUEL:** MS93
  - MINIMUM WEIGHT:** 235 lbs min
  - TIRES:** MOJO Spec Tire
  - OTHER:** SFI Chest Protector required, rib protection recommended.
  
2. MINI MAX:
  - DRIVER REQUIREMENTS:** 9-12 years old Driver must reach the age of 8 before he/she is allowed to compete at local or regional events in the Mini Max class. To compete at the 2010 USRMC Grand Nationals racer must reach the age of 9 prior to the first official day of the event. \*Note: Racers who turn 13 at any time during 2010 may elect to stay in Mini Max for the year and compete at the Grand Nationals in the Mini Max class.
  - KART:** Official national Mini Max gear is 13x82
  - ENGINES:** FR-125 junior cylinder, Mini Max restrictors for exhaust and intake
  - FUEL:** MS93
  - MINIMUM WEIGHT:** 265 lbs min
  - TIRES:** MOJO Spec Tire

**OTHER:** SFI Chest Protector required, rib protection recommended.

3. JUNIOR:

**DRIVER REQUIREMENTS:** 13-15 years old. This is the official junior class for Grand Finals qualification. Mandatory use of a junior cylinder without exhaust valve. For competitors to qualify for the Rotax Grand Finals they must reach the age of 13 by December 31, 2010.

**KART:**

**ENGINES:** FR-125 Max with junior cylinder

**FUEL:** MS93

**MINIMUM WEIGHT:** 320 lbs min

**TIRES:** MOJO Spec Tire

**OTHER:** rib protection recommended.

4. INTERNATIONAL:

**DRIVER REQUIREMENTS:** 15+ years old. This the official class for Rotax Grand Finals qualification. For 2010 driver must have 15th birth date prior to October 31, 2010.

**KART:**

**ENGINES:** FR-125 Max Sr. Cylinder

**FUEL:** MS93

**MINIMUM WEIGHT:** 365 pounds min

**TIRES:** MOJO Spec Tire

**OTHER:** rib protection recommended

5. MASTER:

**DRIVER REQUIREMENTS:** 16+ years old. 2010 driver must have 16th birth date prior to October 31, 2010

**KART:**

**ENGINES:** FR-125 Max with Sr Cylinder

**FUEL:** MS93

**MINIMUM WEIGHT:** 405 lbs min Competitors under 31 years of age must have a minimum driver weight of 190 pounds including all race apparel except helmet

**TIRES:** MOJO Spec Tire

**OTHER:** rib protection recommended

6. DD2:

**DRIVER REQUIREMENTS:** 15+ years old. This is the official class of the Rotax Grand Finals. DD2 Masters DD2 drivers may declare to be recognized as DD2 Masters for recognition only. There will not be a separate DD 2 Masters class. Requirement for DD2 Masters recognition is participants 32 birthday must be prior to December 31, 2010

**KART:** Rotax 125 DD2 Engine and CIK homologated DD2 chassis

**ENGINES:** FR-125 Max Sr. Cylinder

**FUEL:** MS93

**MINIMUM WEIGHT:** 385 pounds min

**TIRES:** MOJO Spec Tire

**OTHER:** rib protection recommended

#### IV. CHONDA CLASS

The Chonda (or Clone Honda) class is intended to be a low cost, minimal maintenance racing class. This is a spec racing class designed to equalize the power plants of all participants in the class. The engines are affordable and intended to give life to older chassis that may be hidden deep in your garages; however they must be racing karts with nose and side pods and must have some type of rear bumper. There are no specs for the chassis make or model, however they must be a full sized chassis (no Cadets) and if you are converting a chassis with front brakes they must be disconnected. All Chonda class karts must pass tech, so make sure they are safe and have all the pins, clips, etc. installed. If you are unsure if your chassis will pass inspection, please email or ask on the forum before converting it for the class.

#### “Chonda” Engine Requirements

1. Harbor Freight (Blue Greyhound, part 66015-0VGA) 2009 or newer. Do not buy the California version, part 66014-0VGA. No Yellow engines allowed.
2. Governor and oil sensor must be removed. No other modifications or aftermarket parts are allowed inside the engine. There are different methods for removing the governor and oil sensor. See <http://arc racing.blogspot.com/> for a good video. There is also another method that does not require special tools on you tube in 4 parts. <http://www.youtube.com/watch?v=FTNbDvfiHoo>
3. Install race prep parts kit, DJ-1014 from [www.arc racing.com](http://www.arc racing.com). This includes the following additional or replacement parts to prepare your engine for the class. Select kit **1147** for the HF Blue '09 engine.
  - DJ-1138 ARC Header and muffler kit
  - DJ-114X ARC top plate/throttle hookup (1147 for HF Blue '09)
  - 6931 ARC billet air filter adaptor
  - DJ-1257 Choke hold
  - Fuel Pump (Mikuni or Walbro)
  - 6877 Pulse inlet fitting
  - 6899 Angled air filter
  - 5' fuel hose
  - DJ-1415 Chain guard/heat shield
4. The DJ-1415 (chain guard/heat shield) may not fit on all karts due to seat size and/or seat stays without modification. A chain guard is required, so if the kit supplied guard will not fit you must fabricate one.
5. Carburetor jet may be drilled or replaced to a no-go setting of .042 max. Stock emulsion tube is required and must not be altered.
6. Clutch is limited to the Max Torque SS “Clone” clutch. This clutch is available from many dealers under different part numbers. Do not buy the basic SS clutch, make sure to get the one for “Clone” engines that has an internal key and a black engagement spring. This clutch must remain stock with the black spring that engages in the 2900-3000 range. (see parts spreadsheet for part numbers from a couple of dealers)
7. The ARC exhaust header may be ground to match the exhaust outlet on the engine (port matching). This is referred to on the videos.
8. The choke retaining arm provided with the ARC kit does not fit properly without modification. However, if you use a thicker gasket between the ARC billet air filter adaptor it will work without modification. (Part number DJ1315 from arc racing.com)
9. Valve lash may be adjusted and it is advised to check it before racing.
10. Spark plug is open, but it must have the ring/gasket or a temp sensor ring/gasket may be substituted.

11. Engine oil is open.

### **“Chonda” Class Rules**

1. The Chonda class will be run as a single race group.
2. Minimum age is 12.
3. Tires are spec Bridgestone YHC or YKC, 4.5 front and 6.0 minimum rear. Tires must be scrubbed-in. New tires or tires that have not been scrubbed in are not allowed.
4. Fuel is 87 octane pump gas only, no additives allowed. Fuel will be teched!
5. Clutch driver is 15 tooth only.
6. Rear gearing is open.
7. The 320 weight class must have a .500 intake restrictor. (PURPLE ARC restrictor)
8. The 360 weight class must have a .550 intake restrictor. (BLUE ARC restrictor)
9. The 405 weight class is not required to have an intake restrictor.
10. All karts must pass safety tech.
11. All karts are subject to post-race inspections.
12. If motor does not pass tech and is determined to be altered to unfairly enhance performance, the motor will be stamped with an xxx on the base plate and will not be allowed to compete in the future.
13. Winner's engine may be claimed by anyone finishing in the top 5 positions at a cost of \$160 less add on parts. (Clutch, above mentioned ARC kit, jet, and mount) Claimed engines will be impounded by tech and thoroughly inspected for performance enhancing modifications. Claimed engine must pass tech. If engine does not pass tech, the claimer does not have to purchase the engine. Refusing to cooperate with the claiming process will result in immediate disqualification of competitor along with forfeiture of any points earned to date in the class. Engine will be stamped with an xxx on the base plate and will not be allowed to compete in the future. Competitor will also not be allowed to compete any longer in the class.

The following engine specific rules will be used during tech:

#### **ENGINE SPECIFIC TECH SHEET FOR: Harbor Freight Blue 6.5 OVH**

**Description:** Single cylinder, 2 valve, OHV 4 cycle. No machining or alteration of parts is allowed unless specifically noted. All parts will be subject to a comparison to a known HF Blue part (when performing a comparison check it is recommended to use a +/- .005" tolerance).

**Combustion chamber volume:** 27.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure.

**Cylinder Head Requirements:** Must be OEM casting only. Porting and / or grinding are not permitted. Valve seats are two angles 45 degrees valve face and 30 degrees top relief. Stock head bolts only, must have four. Head gasket maybe after market, must be of stock configuration. No copper or aluminum gaskets allowed. Any stock configuration gasket allowed no other sealer. Bore and Stroke: Stock cylinder bore is 2.685" max. Stroke is 2.123" +/- .005".

**Carburetor requirements:** Huayi OR Jing Ke OR Ru X ing model carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Choke bore .810" NO-GO. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .042" NO-GO. Carbs with restrictor plates must have a gasket on each side of the restrictor plate.

**Valve Train:** Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms and push rods only. Stock valves only 45 degree angle only both valves, no modifications allowed. Stock valve springs only. Max wire diameter on spring wire is .0698" with a maximum tension of 10.8 lbs. at a height of .850".

**Ignition system:** Stock system only and must be unaltered. Kill switch and low oil sensor may be disabled and removed.

**Flywheel:** Stock flywheel only with plastic fins. No alterations of any type allowed. Must also run

stock flywheel key no alterations to advance timing are allowed.

**Piston and Rings:** Must be unaltered stock only. No machining of piston and rings allowed.

**Connecting Rod:** Stock rod only. No machining of any type allowed. Stock rod bolts only.

**Crankshaft Requirements:** Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180" - 1.175" min.

**Camshaft Requirements:** Stock as cast camshaft only.

Max Intake lift on cam .225" taken at the pushrod.

Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash.

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Max Exhaust lift on cam .232" taken at the pushrod.

Max Exhaust Lift at the valve .242" Taken on valve spring retainer with zero lash.

(Additional cam checks will likely be added later)

Special note. Valve guide wear can give false valve lift readings when checking off the front of the valve spring retainer. It is advised to take readings at several other points around the retainer (back, and both sides) if wear is suspected of giving a false, unfavorable reading.

**Block Requirements:** Block must remain stock as produced. Stub for governor may be removed and hole plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification.

#### NOTES:

1. References to WKA are to World Karting Association. References to SKUSA are to Superkarts USA. References to Rotax are Rotax Max Challenge. References to the rules of one of these organizations shall mean the then-current rules of the applicable organization unless otherwise noted.
2. Each of the specifications set forth above was based on the applicable Stars, WKA, Rotax or SKUSA rules. However, please be advised that in some cases these specifications may not conform exactly and are intended to alter the national rules. Further, for the purpose of rules stability, it is intended that any of the specifications set forth above will continue in full force and effect, even if the WKA or SKUSA rule upon which it was based is changed, unless and until the GCKI specification is expressly revised by GCKI. Accordingly, in the event of conflict with any WKA or SKUSA rule, including a conflict resulting from a change in a WKA or SKUSA rule, the express specifications set forth above shall control.
3. The specifications set forth above are not intended to be a comprehensive list of all applicable specifications. Each of the class rules incorporate other rules of WKA or SKUSA. Each participant should review the applicable WKA or SKUSA rules carefully and should not rely exclusively on the specifications and requirements set forth above. For example, karts to which WKA rules apply are subject to other specifications set forth in Sections 200, 500, 550, and 600 of the WKA Rules.
4. Notwithstanding any provision of the WKA or SKUSA rules to the contrary, no GCKI class shall require a WKA or SKUSA license, and classes shall not be divided into Class 1 and Class 2, or otherwise divided based on experience.

Updated: -1/26/10