

2016 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 AKRA, 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

DRIVER REQUIREMENTS: Ages 5 through **8**.

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. K&N Air Filter - RC-1250 mandatory. Washer or temperature sensor under spark plug.

BOX Stock Honda. Engine GXH50 with Honda Performance Division (HPD) Seal. no modifications or oiling allowed. Exhaust as supplied, **modification or repair not allowed**

FUEL / OIL: MS93 / Burris Castor or Maxima Castor 927

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 – Open manufacture

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.

OTHER: SFI Chest Protector required, rib protection recommended.

II. Classes per the SKUSA Superkarts 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 in dry conditions. "Custom" bumpers require the approval of the Director of Post-Tech. SKUSA class-specific rules apply unless otherwise stated. Effective 2/9/14 Air boxes are mandatory for all shifter karts on track at anytime (practice and race days) at the facility. Air boxes must conform to GCKI class rules. Shifter karts without an air box will not be permitted on track. Air Box Must be in stock form with NO MODIFICATIONS to the box or the inlet tubes. Air boxes may have up to 3 inlet tubes, each not to exceed 29mm +/- 1mm inside diameter and 95mm minimum length. Approved air boxes are limited to CIK approved and RLV. (S-5 per SKUSA rules) Exhaust as in 2013 – RLV R4 or SKUSA SK-1.

- JUNIOR SHIFTER – Spec Honda** (Derived from SKUSA Superkarts 2016 Rulebook for S5 class)
DRIVER REQUIREMENTS: Ages 12-15. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: SKUSA Rules. With Restrictor and Airbox
FUEL: VP MS98 and/or VP C12
MINIMUM WEIGHT: 340 lbs.
TIRES: Evinco Red 10X4.50-5 front, 11X7.10-5 rear.
- SENIOR SHIFTER – Spec Honda** (Derived from SKUSA Superkarts 2016 Rulebook for S1, S2, and S3 classes)
DRIVER REQUIREMENTS: Ages 15 and up. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: 1999 - 2002 Honda CR125
FUEL: VP MS98 and/or VP C12
MINIMUM WEIGHT: 385 lbs.
TIRES: Evinco Red 10X4.50-5 front, 11X7.10-5 rear.
- MASTER SHIFTER - Spec Honda** (Derived from SKUSA Superkarts 2016 Rulebook for S4 class)
DRIVER REQUIREMENTS: Ages 30 and up. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: SKUSA Rules.
FUEL: VP MS98 and/or VP C12
MINIMUM WEIGHT: 405 lbs.
TIRES: Evinco Red 10X4.50-5 front, 11X7.10-5 rear.
- TaG CADET (Derived from TAG™ USA & SKUSA Superkarts 2016 Rulebook)
DRIVER REQUIREMENTS: Ages 7-12. (Mini Rok 8-12 per SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: See Chart Below
FUEL: VP MS98 and/or VP C12 + Motul Grand Prix 2T
MINIMUM WEIGHT: See Chart Below
TIRES: Evinco Blue 4.50 / 60 x10 -5 front and rear.
OTHER: SFI Chest Protector required, rib protection recommended.

TAG Cadet Engine / Weight Equivalence Formulas

Class A (Weight 230lbs) 60cc Electric Start Gazelle

Class B (weight 245lbs) Parilla Mini Swift

Class C (Weight 245lbs) Vortex Mini Rok 60

5. TaG JUNIOR (Derived from SKUSA Superkarts 2016 Rulebook)
 - DRIVER REQUIREMENTS:** Ages 12-15. (SKUSA)
 - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
 - ENGINES:** Leopard with 25mm restrictor, X30 with 29mm restrictor. (Rotax and X30 may be run per applicable notes from "TaG Senior and Master Engine / Weight Equivalence Formulas")
 - FUEL:** VP MS98 and/or VP C12
 - MINIMUM WEIGHT:** 320 lbs.
 - TIRES:** Evinco Red 10X4.50-5 front, 11X7.10-5 rear.
 - OTHER:** Other SKUSA rules for TaG Junior Class apply

6. TaG SENIOR (Derived from SKUSA Superkarts 2016 Rulebook)
 - DRIVER REQUIREMENTS:** Ages 15+. (SKUSA)
 - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
 - ENGINES:** (see TAG Engine table below)
 - FUEL:** VP MS98 and/or VP C12
 - MINIMUM WEIGHT:** See Chart Below
 - TIRES:** Evinco Red 10X4.50-5 front, 11X7.10-5 rear.
 - OTHER:** Other SKUSA rules for TAG Senior Class apply

7. TaG MASTERS (Derived from SKUSA Superkarts 2016 Rulebook)
 - DRIVER REQUIREMENTS:** Ages 30+. (SKUSA)
 - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
 - ENGINES:** (see TAG Engine table below)
 - FUEL:** VP MS98 and/or VP C12
 - MINIMUM WEIGHT:** See Chart Below
 - TIRES:** Evinco Red 10X4.50-5 front, 11X7.10-5 rear.
 - OTHER:** Other SKUSA rules for TAG Master Class apply

TaG Senior and Master Engine / Weight Equivalence Formulas

Class A (Sr 385 lbs, Master 425) Rok TT , Sonik TX 125, lame Dragon

Class B (Sr 380 lbs, Master 420) Motori 7

Class C (Sr 365 lbs, Master 405) Leopard (original and MY09), Rotax (EVO-415)** , X30**

Class D (Sr 355 lbs, Master 395) PRD Fireball 2008

*TaG Junior equivalence at 330 lbs.

**TaG Junior equivalence at 320 lbs.

III. **Rotax Classes – to be run in accordance with the current Rotax rules set**

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.

All Rotax full-sized karts may compete in the TaG category. In that event, TaG spec tires must be used. Battery for Rotax in TaG classes is non-tech.

1. MICRO MAX -

DRIVER REQUIREMENTS: 7-11 years old; The driver must have his/her birthday after 12.31.2016. To be eligible to compete in the 2016 USRMC Grand Nationals the driver must turn 8 years old during 2016.

KART: Wheelbase: 900 minimum, 950 mm 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 D1 Spec Tire / Rain: MOJO Spec Tire

OTHER: SFI Chest Protector required, rib protection recommended.

2. MINI MAX:

DRIVER REQUIREMENTS: 10-13 years old; The driver must be 10 years old at his /her first race. He/she must have their 14th Birthday after 12.31.16.

KART: Wheelbase: 1010 mm minimum
Maximum rear track width: 1360 mm

ENGINES: FR-125 junior cylinder, Squish gap - Minimum 2.40 mm

FUEL: MS93

MINIMUM WEIGHT: 290 lbs min

TIRES: MOJO D1 Spec Tire / Rain: MOJO Spec Tire

OTHER: SFI Chest Protector required, rib protection recommended.

3. JUNIOR:

DRIVER REQUIREMENTS: 13-16 years old; The driver must turn 13 years old during 2016. He/she must have their 17th Birthday after 12.31.16.

KART:

ENGINES: FR-125 Max with junior cylinder

FUEL: MS93

MINIMUM WEIGHT: 320 lbs min

TIRES: MOJO D1 Spec Tire / Rain: MOJO Spec Tire

OTHER: rib protection recommended

4. SENIOR:

DRIVER REQUIREMENTS: 15 years old and above; The driver must turn 15 years old during 2016.

KART:

ENGINES: FR-125 Max Sr. Cylinder

FUEL: MS93

MINIMUM WEIGHT: 365 pounds min

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: rib protection recommended

5. MASTER:

DRIVER REQUIREMENTS: 21 years old and above; The driver must turn 32 years old during 2016. Drivers 21 years old and under the age of 32 may participate if they weigh more than 190 lbs with normal safety gear and without helmet. They must turn 21 before competing in any official USRMC Event.

KART:

ENGINES: FR-125 Max with Sr Cylinder

FUEL: MS93

MINIMUM WEIGHT: 405 lbs min; competitors under 32 years of age must have a minimum driver weight of 190 pounds including all race apparel except helmet

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: rib protection recommended

6. DD2:

DRIVER REQUIREMENTS: 15 years old and above; The driver must turn 15 years old during 2016.

KART: Rotax 125 DD2 Engine and CIK homologated DD2 chassis

ENGINES: FR-125 Max Sr. Cylinder

FUEL: MS93

MINIMUM WEIGHT: 382 lbs min

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: rib protection recommended

7. DD2 MASTERS:

DRIVER REQUIREMENTS: 32 years old and above; The driver must turn 32 years old during 2016.

KART: Rotax 125 DD2 Engine and CIK homologated DD2 chassis

ENGINES: FR-125 Max Sr. Cylinder

FUEL: MS93

MINIMUM WEIGHT: 397 lbs min

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: rib protection recommended

IV. 4 Stroke Classes

1. Chonda Classes

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.

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 senior classes must run full sized chassis (no Cadets.) Cadet classes may run 900mm-1041.4mm wheelbase chassis. 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.

GCKI "Chonda" Class Rules

The Chonda classes will be run as separate race groups.

1. SENIOR

Senior Minimum age is 12.

The 320 weight class must have a .500 intake restrictor. (PURPLE ARC restrictor)

The 360 weight class must have a .550 intake restrictor. (BLUE ARC restrictor)

The 405 weight class is not required to have an intake restrictor.

Senior Tires are spec **MG Red or Evinco Blue**, 4.5 front and 6.0 minimum rear.

2. CADET

Cadet Ages 7 through 12.

The 200 weight class must have a .500 intake restrictor. (PURPLE ARC restrictor)

The 265 weight class must have a .550 intake restrictor. (BLUE ARC restrictor)

Cadet Tires are spec **MG Red or Evinco Blue**, 4.5 front and rear.

Fuel is **MS93** only, no additives allowed.

Single engine karts only!

Clone engines only, no Honda or Briggs. Engine color is non-tech.

All karts are subject to post-race inspections.

If motor does not pass post-race tech the competitor will be disqualified. If a willful discrepancy affecting performance is determined, the engine may be stamped with an xxx on the base plate and will not be allowed in competition at GCKI.

Claimer Rule: Winner's engine and flywheel may be claimed by anyone finishing in the top 5 positions at a cost of \$350 less add on parts. (Clutch, chain guard, throttle kit, header pipe/muffler, air filter adaptor/air filter, top plate & fuel pump). The \$350 will be split with \$325 going to the engine owner and \$25 going to the Tech Director. Claimed engines will be impounded by Tech Director along with the claimer funds. Claimed engine will be thoroughly inspected for performance enhancing modifications. If the engine does not pass tech, the claimer does not have to purchase the engine and \$350 will be refunded to the claimer unless he/she decides to keep the engine. If a willful discrepancy affecting performance is determined, the Tech Director may elect to disqualify the winner which will change the race results and points.

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. Competitor will also not be allowed to compete any longer in the class.

All parts must be Box Stock factory production parts unless otherwise specified in this rules manual. No machining or alteration of parts is allowed unless specifically noted. All parts will be subject to a comparison to a known Box Stock part.

Carburetor requirements: Huayi OR RUI*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. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .042" NO-GO. Low speed idle jet is a Non Tech item. Stock emulsion tube must be used and unaltered, .066" max ID (no pass through). Side holes in E-Tube 4 holes max in bottom section and 20 holes max in top section. Minimum E-Tube length 1.092". Throttle shaft - .115" minimum. Butterfly - .037" minimum. Aftermarket air filter adapter allowed (max length of 1.375).

Valve Train: Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms 1:1 ratio and push rods only. Stock valves only 45 degree angle only both valves, Intake valve Max OD .982" +/- .005" and Exhaust valve Max OD .948" +/- .005", no modifications allowed. Only Box Stock valve springs. (Installed Height for valve springs .815", must be checked by using the .815" spring must go gauge with retainer seal in place on intake an exhaust valve if used.) Prescribed check procedure as follows – Remove valve spring, reinstall spring retainer, insert .815" must go gauge in spring location. Gauge must go in both locations Intake and Exhaust with any allowed retainers in place, as raced, during check procedure. Max wire diameter on spring wire is .071" with a maximum tension of 10.8 lbs. at a height of .850". Lash cap on exhaust valve only. Valve stem seal allowed on Intake and Exhaust valve, maximum lip thickness of .027". Minimum thickness of Intake retainer .230", Exhaust retainer .250". BS lifters only, no modifications allowed.

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

Senior Class: Approved Flywheels, with a minimum weight of 3.3 pounds. No modification or removal of "fins" is allowed. No alterations of any type allowed. Timing and flywheel key is non-tech.

- RaceSeng RSP-13-075 & 077 Rev Wheel F-S1™
- ARC-6619 flywheel™
- Dyno PVL flywheel™
- King Wheel Billet Steel DJ-168F-16200-A™
- King Billet Aluminum Slipstream Flywheel™

Steel BSFW-1 flywheels will remain permitted in CHONDA Senior class.

Cadet Class Flywheel: BSFW-1 steel billet flywheel mandatory, same weight check as stock flywheel. (5lbs 4oz minimum) including plastic fins. No alterations of any type allowed. Timing and flywheel key is non-tech.

Piston and Rings: Must be unaltered Box Stock only. No machining of piston and rings allowed.

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

Crankshaft Requirements: Stock Box 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"max - 1.168" min.

Camshaft Requirements: Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865" $-.005"/+.010$ " Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050 lift/86 degrees at .200 lift. Exhaust duration of 222 degrees at .050" lift/97 degrees at .200" lift. Max Intake lift on cam .225" – Min .215" lift taken at the pushrod. Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash. Max Exhaust lift on cam .232" – Min .222" lift taken at the pushrod. Max Exhaust Lift at the valve .242" Taken on valve spring retainer with zero lash. (To achieve zero valve lash for checking running lift, preload dial indicator by .001".)

Blower Housing Assembly: pull starter must be present and remain stock. Pull starter may be rotated for a better crank angle.

Header and Muffler Requirements: Any single stage, one-piece header made from .750" OD steel tubing, with the RLV Mini B-91 Silencer installed at the end of pipe. The B-91 Silencer must be thread fitted to the pipe end. The entire exhaust pipe including the muffler is 15" max length and 10" min length. Exhaust Pipe must be double-nutted or safety wired and silencer must be supported by clamped on brace to secure it in place. **No aftermarket coatings of any type are permitted; however, exhaust/header "wrap" is allowed.**

Fuel Tank Requirements: Floor Mounted fuel tank mandatory (stock tank must be removed). Pulse type fuel pump allowed.

Fuel Pump Requirements: Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

Clutches: Stamped steel drum shoe type clutches only, No machined Billet drums allowed. No disc clutches allowed.

RLV Mini 91 Silencer Requirements: Part #4117 Overall Length 5.470" minimum $\pm .005$ " - 5.600" maximum $\pm .005$ ". Threaded Nipple .685" maximum ID (ID as Mfg. NO Grinding, Reaming, or Polishing Allowed). Rear baffle holes .1285" maximum, inner baffle holes .0965" maximum. Silencer must be utilized as produced, with no modifications or alterations permitted. Strap or brace required to silencer for support, and to insure silencer does not turn and unscrew.

2. Briggs and Stratton LO206

ENGINE: Briggs & Stratton LO 206 sealed engine. To be run in accordance with the current Briggs & Stratton LO206 rule set. No deviations permitted.

CHASSIS: Must run CIK approved chassis with CIK style bodywork. There are no specifications for the chassis make or model; however, the junior and senior classes must run full sized chassis (no Cadets). Cadet classes may run 900mm-1041.4mm wheelbase chassis. If you are converting a chassis with front brakes they must be disconnected. All LO206 class karts must pass tech. For the safety of the Driver, Participants, Spectators, etc... Chassis must 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. It is also recommended you bring your chassis out on a race day and run it thru pre-race inspection. By doing so, you will have confirmation if your kart is ready for the track or not. Note: Race chassis only permitted. No Fun karts, Yard karts, etc... Tech Inspector will have the final approval as to whether or not a chassis meets LO 206 race requirements.

GCKI "Briggs and Stratton LO 206" Class Rules

1. CADET (uses same engine package as the Junior and Senior classes, NOT the "Junior 206")
 - DRIVER REQUIREMENTS:** Ages 7 to 12
 - RACE VEHICLE STANDARDS:** Cadet chassis
 - FUEL:** MS93
 - MINIMUM WEIGHT:** 250 lbs
 - TIRES:** MG Red or Evinco Blue 10X4.50-5 front, 10X4.50-5 rear
 - OTHER:** carb lock required, 'Red' Slide (#555733), no carb jetting changes allowed per Briggs & Stratton rule set
2. JUNIOR
 - DRIVER REQUIREMENTS:** Ages 12 to 15
 - RACE VEHICLE STANDARDS:** Full size chassis
 - FUEL:** MS93
 - MINIMUM WEIGHT:** 300 lbs
 - TIRES:** MG Red or Evinco Blue 10X4.50-5 front, 11X6.0 or 7.10-5 rear
 - OTHER:** carb lock required, 'Blue' Slide (555734), no carb jetting changes allowed per Briggs & Stratton rule set, maximum rear wheel width is 55 1/8 inches
3. SENIOR
 - DRIVER REQUIREMENTS:** Ages 15+
 - RACE VEHICLE STANDARDS:** Full size chassis
 - FUEL:** MS93
 - MINIMUM WEIGHT:** 375 lbs
 - TIRES:** MG Red or Evinco Blue 10X4.50-5 front, 11X6.0 or 7.10-5 rear
 - OTHER:** Stock Slide (#555590), no carb jetting changes allowed per Briggs & Stratton rule set, maximum rear wheel width is 55 1/8 inches
4. Heavy
 - DRIVER REQUIREMENTS:** Ages 15+
 - RACE VEHICLE STANDARDS:** Full size chassis
 - FUEL:** MS93
 - MINIMUM WEIGHT:** 405 lbs
 - TIRES:** MG Red or Evinco Blue 10X4.50-5 front, 11X6.0 or 7.10-5 rear
 - OTHER:** Stock Slide (#555590), no carb jetting changes allowed per Briggs & Stratton rule set, maximum rear wheel width is 55 1/8 inches

3. Ladies 4 Cycle

LADIES (Exhibition Only)

- DRIVER REQUIREMENTS:** Ages 12+
- ENGINE:** Chonda or LO206 (per rules set for Chonda and LO206 classes)
- RACE VEHICLE STANDARDS:** Full size chassis
- FUEL:** MS93
- MINIMUM WEIGHT:** 320lbs Chonda, 335 lbs LO 206
- TIRES:** MG Red or Evinco Blue, 4.5 front and 6.0 minimum rear
- OTHER:** no intake restrictor or carb lock/slide required

Updated 1/28/16