

2019 ROCK ISLAND GRAND PRIX SUPPLEMENTAL RULES

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

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

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

3. The organizing committee has elected to not put caps on classes. Practice, Heat races and Last Chance Qualifiers will be adjusted as needed based on entries. If there are more than 40 entries in a class, the top 35 after Heat Races will advance to the Final and the remaining entries will compete in a Last Chance Qualifier (Pre-Final) for the final five spots in the Final. After August 1, refunds for drivers who withdraw will be reviewed on a case-by-case basis and generally refunds will NOT be given. Classes will only be canceled with agreement of all registered drivers.

4. All racers are asked to register by Friday, August 16, 2019. There will be a \$25 per entry penalty (i.e. \$150 instead of \$125) for registrations received after August 17. Racers who enter AFTER 5 p.m., Thursday, Aug. 30, will pay a \$100 late fee (i.e. \$225 instead of \$125). No entries will be allowed after Heat races have been run.

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

7. **Pre-grid & Post Race Inspection:** On pre-grid, karts may be checked for any tech item. Examples of this are but not limited to, width, wheel size, tire type, fuel, oil & air box sniffed, clutch RPM, tire compliance, 4 visible numbers and final visual safety check. Tires will be marked after Heat Races. Use of tire warmers at any time will NOT be allowed.

8. **Qualifying:** There will be no timed qualifying. Drivers will participate in a blind draw at Registration for Heat Race starting positions. Finishing Points and Passing Points will be awarded during Heat Races and combined will determine grid positions for the Sunday Final. Passing points will be determined by the difference between starting and finishing position. Ties in points will first be broken by grid position (lowest) and then by entry date. If a class has more than 40 entries, the top 35 racers (see note above) will

automatically qualify for the Final with the remainder of the class running a last chance qualifier race to qualify for the final 5 starting positions. No purse is paid for qualifying races.

9. **Scales:** Competitors must weigh-in after race. A maximum of 3 attempts to meet the minimum weight requirement for that class are allowed. The kart and driver should be scaled exactly as they finished the race. No team members are allowed near the kart until after weigh-in. No objects may be handed to the driver that would influence the weight of the kart and/or driver. No leaving the scale and/or re-weighing. Failure to weigh will result in DQ.

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

11. **Weights:** Weights can be either double-nutted or single-nutted and wired or pinned. If weights are attached to bumpers then bumpers must also be double-nutted and/or single-nutted and pinned. Weights may be bolted to the inside of bumpers at the discretion of the tech inspector. Any weights or clamping devices outside the dimensions of the kart frame are subject to legal approval of the tech official/scrutineer.

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

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

A. Helmets: Drivers' helmets must pass inspection prior to racing. A driver must wear a helmet with efficient and unbreakable protection for the eyes. Helmets must comply with the following prescriptions: Snell Foundation: SA or M 2015, Snell SA/K or M 2010, CMS 2007 youth helmet, CMR 2007 youth helmet, CMS 2016, CMR 2017, Snell SA 2010

SFI: SFI 24.1/2010, SFI 31.1/2010, SFI 41.1/2010, SFI 24.1/2013, SFI 31.1/2013, SFI 41.1/2013

British Standards Institution: A-type and A/FR-type BS6658-85, including any amendments (GBR). BSI A-type and A/FR types are legal for 10 years after date of manufacture.

FIA: Most current FIA Helmets Allowed

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

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

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

14. **More safety:** No scooters, golf karts, bicycles, skateboards or roller blades are allowed in the pit area. No drones allowed over any portion of the race track during racing (Media allowed with prior approval) No warnings, no exceptions for safety and insurance reasons. If found they will be impounded at the tech area until the completion of racing Sunday.

15. **Scoring:** Transponders are provided to assure accuracy in scoring and timing. Rental is \$35 for the weekend. If you own your own transponder, you may use it but must provide the number at registration and you are responsible for its operation. Transponders should be mounted 6-8 inches back from the front of the sidepod on either side, or no less than 9 inches to the rear of the centerline of the top of the kingpin to leading edge of transponder. There should be no metal between the transponder and the track surface. Drivers are responsible for returning rented transponder to race officials upon crossing scales. If you do not, you will be charged for it.

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

17. **Check-in:** Pits will be open from 6-11 p.m. Friday night. Drivers arriving before 6 p.m. Friday should report to the Jumer's Casino parking lot (777 Jumer Dr, Rock Island, IL 61201) and await pitting instructions (For GPS purposes, use 1724 Fourth Ave., Rock Island, IL as location of the track.). Registration will be open for check-in from 2-9 p.m. Friday at the Rock Island Holiday Inn one block from the track. Saturday check-in is from 7 a.m. to 9 a.m. at the Holiday Inn, Rock Island. All racers should check-in prior to entering the pit/paddock area. All drivers who check in Friday prior to 8 p.m. must complete Pre-Tech inspections Friday evening. Saturday morning pre-tech will be ONLY with Overnight Late Pass issued by registration.

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

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

20. **Rear bumpers:** Full width bumpers required. All karts must have either a CIK plastic rear bumper, or a steel bar style bumper consisting of at least 2 horizontal bars between the frame rails (additionally, see "Metal Double Bar Bumper below) . Single bar bumpers are not allowed. Bumper must be at least inch rearward of the rear tires. Full width bumpers must be wide enough to cover at least half the width of each rear tire, and may not extend past them unless a rain race has been declared.

Metal Double bar rear bumpers: Tubing must be a minimum of .630 inch diameter. Bumper must be attached to each of the main frame rails. Top bar must be 6.5 to 12 inches from the ground with the driver

seated in the kart. Bottom bar may not be any lower than the frame rails of the chassis, or higher than the top plane of the rear axle. An interrupted bar design is acceptable between the frame rails so long as there is a rear cross bar present. Slip joints between the frame rails are also acceptable. The top and rear bars may be connected, but no 90 degree joints may be at the outer edges of the upper bar. Additional reinforcement bars are optional. Bumper may be mounted at an angle of 0 - 45 degrees tilted rearward.

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

QUESTIONS

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

rockislandgrandprix@gmail.com

GENERAL REGULATIONS

This year the Rock Island Grand Prix will be following [TAG USA Local Option Rules](#) (except where specified) which can be found at tagracing.net or through the link on the Competitors page of the Rock Island Grand Prix website. Rules as of August 1, 2019 will apply. If there is a conflict with the Supplemental Rules, the Supplemental Rule will be applied.

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

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

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

Starting procedure: Gearbox classes will use double file grid, standing start with one lap warm up. Vintage and TAG classes will have one warm up lap, double file grid and then a rolling start. 4-cycle classes and non-gearbox 2-cycle classes, will have no warm up lap and will grid on front straight along both north and south curbs. Standing start.

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

FLAGS

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

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

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

RACE CLASSES

TAG Senior

Rules: The overall class will run TAG U.S.A. rules for the kart and engine which can be found at tagracing.net. Rules as they exist on August 1 will be applied.

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

Weight: Weight per TAG USA
Leopard, TM 125, PRD Galaxy, X125T /X125T-WC 360 lbs.
X30 370 lbs.
Vortex TT 375 lbs.
Rotax Max 125 380 lbs.
Rotax Max EVO 400 lbs

Fuel: Sunoco 110, VP110 or C12 Gasoline fuel only – This fuel will NOT be sold at the track. Please plan to bring your own.

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

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

Bodywork: Per TAG USA rules.

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

KA 100 Senior

Rules: The overall class will run TAG U.S.A. Local Option rules for the kart which can be found at tagracing.net. KA100 engine rules will be per [SKUSA engine rules](#). Rules as they exist on August 1 will be applied.

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

Weight: 360 lbs.

Fuel: Sunoco 110, VP110 or C12 Gasoline fuel only – This fuel will NOT be sold at the track. Please plan to bring your own.

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

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

Bodywork: Per TAG USA rules.

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

Yamaha Medium 1, Medium 2, Heavy 1 & Heavy 2

Rules: Classes will run TAG USA local option rules for Yamaha Senior Sportsman. Yamaha KT100 engines only. See Section 9 for KT100 engine specs. KT100 Ignition Key is required, but it's width is non-tech. Old-style Yamaha cylinders are NOT legal.

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

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

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

Fuel: Sunoco 110 Octane Gasoline Spec fuel – This fuel will NOT be sold at the track. Please plan to bring your own.

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

Tires: Only 5-inch wheels and tires. Hoosier R60B Tires are required in this class. Tire sizes must be 4.5/10.0-5 R60B front; 7.1/11.0-5 R60B rear. Tires are available for purchase through the Rock Island Grand Prix registration at the discounted price of \$195/set. All Yamaha drivers are required to purchase one set of tires through the Rock Island Grand Prix. ONLY Pre-ordered tires will be available at the track. Tires will be distributed starting Friday before the race near fuel trailer and tech area. Tire mounting and dismounting services will NOT be provided by the RIGP. Please plan to mount tires if purchased. Racers are responsible for providing their own Hoosier R60B Tires if tires are not purchased through the RIGP.

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

Rain tires have an open tire rule for wet conditions. You may run any brand, compound and size of rain tire when the track is declared wet by the race director.

Bodywork: CIK bodywork only

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

KT100 Pressure / Vacuum Testing For Leakage:

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

KT100 Blowdown checking procedure for Yamaha engines -

- 1 -- By a careful visual inspection (light check) , identify the highest exhaust port and the highest intake port.
- 2 -- Using the Lad tool, zero the dial indicator on the highest exhaust port, taking care to hold the shaft of the tool against the cylinder wall.
- 3 -- Roll the crankshaft backwards (.500" on the dial indicator)
- 4 -- Insert the Lad tool into the highest transfer port, holding the shaft of the tool against the cylinder wall.
- 5 -- Roll the crankshaft forward until the piston stops on the LAD tool and note the value.
- 6 -- The value must be between .390" and .420" to be considered legal
- 7 -- Engine to be checked as raced

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

125 Open Gearbox (KZ, 175 SSE and tuned & stock Honda} K.O.S. & Open Shifter 2

Rules: Class will run under TAG USA Local Option Rules for CIK 125 Sprint Class. Chassis and engine tech per TAG USA rules. Engines allowed are: 125cc stock Honda, 125cc KZ CIK/FIA & 175 SSE engines (KZ engines stock 30mm Delorto carb only). Ignition boxes may be swapped at discretion of race officials.

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

Weight:

175cc SSE: 410 pounds

KZ engines: 400 pounds

Rok Shifter engine and tuned Honda: 390 pounds

Stock Honda: 380 pounds.

Fuel: Sunoco 110, VP110 or C12 Gasoline fuel only – This fuel will NOT be sold at the track. Please plan to bring your own.

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

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

Bodywork: CIK bodywork only

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

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

Open Shifter 2: Racer may use a new and unique set of tires for this class. Unlike the other Heavy 2 and Medium 2 classes, they are NOT required to use tires ran in the other shifter classes (King Of The Streets or 125cc Masters Shifter)

125 Stock Honda

Rules: Class will run under TAG USA Local Option Rules for CIK 125 Sprint Class. Chassis and engine tech per TAG USA rules. Engines allowed are: 125cc stock Honda. Ignition boxes may be swapped at discretion of race officials.

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

Weight:

Stock Honda: 380 pounds.

Fuel: Sunoco 110, VP110 or C12 Gasoline fuel only – This fuel will NOT be sold at the track. Please plan to bring your own.

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

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

Bodywork: CIK bodywork only

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

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

125cc Masters (KZ, 175 SSE and tuned & stock Honda)

Rules: 125cc Masters will run TAG USA Local Option rules for G-125 Sprint class. Engines allowed are: 125cc stock Honda, 125cc KZ CIK/FIA & 175 SSE engines (KZ engines stock 30mm Delorto carb only). Ignition boxes may be swapped at discretion of race officials.

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

Weight:

175cc SSE: 425 pounds

KZ engines: 415 pounds

Rok Shifter engine and tuned Honda: 405 pounds

Stock Honda: 395 pounds.

Fuel: Sunoco 110, VP110 or C12 Gasoline fuel only – This fuel will NOT be sold at the track. Please plan to bring your own.

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

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

Bodywork: CIK approved only.

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

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

Briggs & Stratton 206 Medium, Heavy 1 & Heavy 2

Rules: 2019 Briggs & Stratton 206 rules (including any amendments) with no exceptions.

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

Weight: Heavy 1&2 will run at 375 lbs

Fuel: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.

Tires: Only 5-inch wheels and tires. Hoosier R60B Tires are required in this class. Tire sizes must be 4.5/10.0-5 R60B front; 6.0/11.0-5 or 7.1/11.0-5 R60B rear. Must run same size tire on LR and RR. Tires are available for purchase through the Rock Island Grand Prix registration at the discounted price of \$195/set. All Briggs drivers are required to purchase one set of tires through the Rock Island Grand Prix. ONLY Pre-ordered tires will be available at the track. Tires will be distributed starting Friday before the race near fuel trailer and tech area. Tire mounting and dismounting services will NOT be provided by the RIGP. Please plan to mount tires if purchased. Racers are responsible for providing their own Hoosier R60B Tires if tires are not purchased through the RIGP.

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

Rain tires have an open tire rule for wet conditions. You may run any brand, compound and size of rain tire when the track is declared wet by the race director.

Bodywork: CIK and "full bodied" bodywork allowed. Bodywork rules for this class are per Cup Karts Of North America and can be found on page 11 of the link below:

<https://www.cupkarts.com/wp-content/uploads/2019/03/CKNA-Rules-rev19.1.pdf>

Seats: Laydown or Sit-up Seats allowed

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

Briggs & Stratton 206 CIK Only Bodywork

Rules: 2019 Briggs & Stratton 206 rules (including any amendments) with no exceptions.

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

Weight: 375 lbs

Fuel: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.

Tires: Only 5-inch wheels per CKNA rim width rule. Hoosier R60B Tires are required in this class. Tire sizes must be 4.5/10.0-5 R60B front; 6.0/11.0-5 or 7.1/11.0-5 R60B rear. Must run same size tire on LR and RR. Tires are available for purchase through the Rock Island Grand Prix registration at the discounted price of \$195/set. All Briggs drivers are required to purchase one set of tires through the Rock Island Grand Prix. ONLY Pre-ordered tires will be available at the track. Tires will be distributed starting Friday before the race near fuel trailer and tech area. Tire mounting and dismounting services will NOT be provided by the RIGP. Please plan to mount tires if purchased. Racers are responsible for providing their own Hoosier R60B Tires if tires are not purchased through the RIGP.

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

Rain tires have an open tire rule for wet conditions. You may run any brand, compound and size of rain tire when the track is declared wet by the race director.

Bodywork: CIK bodywork ONLY allowed. Bodywork rules for this class are per Cup Karts Of North America and can be found on page 11 of the link below:

<https://www.cupkarts.com/wp-content/uploads/2019/03/CKNA-Rules-rev19.1.pdf>

Seats: Sit-up Seats ONLY allowed. per CKNA 2019 rule book page 12

<https://www.cupkarts.com/wp-content/uploads/2019/03/CKNA-Rules-rev19.1.pdf>

Briggs & Stratton 206 Masters

Rules: 2019 Briggs & Stratton rules (including any amendments) with no exceptions.

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

Weight: 390 pounds

Fuel: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.

Tires: Only 5-inch wheels and tires. Hoosier R60B Tires are required in this class. Tire sizes must be 4.5/10.0-5 R60B front; 6.0/11.0-5 or 7.1/11.0-5 R60B rear. Must run same size tire on LR and RR. Tires are available for purchase through the Rock Island Grand Prix registration at the discounted price of \$195/set. All Briggs drivers are required to purchase one set of tires through the Rock Island Grand Prix. ONLY Pre-ordered tires will be available at the track. Tires will be distributed starting Friday before the race near fuel trailer and tech area. Tire mounting and dismounting services will NOT be provided by the RIGP. Please plan to mount tires if purchased. Racers are responsible for providing their own Hoosier R60B Tires if tires are not purchased through the RIGP.

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

Rain tires have an open tire rule for wet conditions. You may run any brand, compound and size of rain tire when the track is declared wet by the race director.

Bodywork: CIK and "full bodied" bodywork allowed. Bodywork rules for this class are per Cup Karts Of North America and can be found on page 11 of the link below:

<https://www.cupkarts.com/wp-content/uploads/2019/03/CKNA-Rules-rev19.1.pdf>

Seats: Laydown or Sit-up Seats allowed

Margay Ignite Senior Shootout 1 & 2

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

<https://www.margay.com/race-with-us/ignite-shootout.html>

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

Chassis: Margay Ignite K3

Engine: Briggs 206 Adult (2019 Briggs 206 Rules)

Carb Slide: Black OEM Unaltered

Weight: 360 lb.

Fuel: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.

Tires: Hoosier R80 per Ignite Challenge Series rules. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final.

Bodywork: CIK bodywork only

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

Margay Ignite Senior 2: To compete in this class, drivers must use the same marked tires that were run in either Margay Ignite Senior 1 or Margay Ignite Masters – 4 tires from the same race.

Margay Ignite Masters Shootout

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

<https://www.margay.com/race-with-us/ignite-shootout.html>

Age: Ages 35 and up determined by age on race weekend. No prior RIGP winners are eligible for this class

Chassis: Margay Ignite K3

Engine: Briggs 206 Adult (2019 Briggs 206 Rules)

Carb Slide: Black OEM Unaltered

Weight: 390 lb.

Fuel: Non-Ethanol Pump Gasoline Spec fuel purchased from fuel trailer on race weekend.

Tires: Hoosier R80 per Ignite Challenge Series rules. Class will run Heat Races, LCQs if needed, and Finals on the same set of tires. All tires must be the same compound. You may NOT change compound after Heat Races or you will be DQ'd. Tire mold number and/or mold letter designation is a non-tech item. Tires are NOT part of the registration fee and will NOT be available at the track. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final.

Bodywork: CIK bodywork only

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

Vintage Karts

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

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

Classes: Three classes have been specified for Vintage karts.

- 1) Yamaha Class: Sidewinder karts with single KT 100 piston port engines
- 2) Mac Class: All 80cc to 100 cc American fan cooled engines. Mac 101, WB 820, Stock 4 cycle Raptor OK. Single engine rear and single engine sidewinder engines
- 3) Open Class; All 100 cc to 135cc foreign engines; all dual engine karts. Sidewinder/rear engines OK

Weight: NA

Fuel: NA

Tires: Open tire brands and compounds. In the event that a tire becomes unsafe outside of normal race wear, it MAY be replaced WITH PRIOR APPROVAL and supervision of the head tech official/scrutineer. Use of tire warmers is NOT allowed. Absolutely no modifications or tire treatment is allowed. Any competitor disqualified for the use of prep will be immediately disqualified from that class and all remaining classes for that weekend. All results and subsequent penalties are final.

Bodywork: NA