



**COLORADO**  
**KARTING**  
**CIRCUIT**  
**AT CENTENNIAL AIRPORT**

**Colorado Karting Circuit**  
**2026 CKC Karting**  
**Championship & Alpine**  
**Racing Series**

***Supplemental Ruleset***  
***Version 2026.3 Published 1/29/2026***

Recent Updates:

Section 2.1 - Update to Kid Kart engine and chassis regulations.

Section 2.6 - Addition of LO206 Legends Class.

Section 2.7 - Combination of Rotax Micro and Mini Max to Rotax Cadet

Section 2.11 & 2.12 - Update to Shifter engine regulations.

Section 4.6.2 - Addition of local option to allow belt drive systems in certain LO206 classes.

- 1. Rulesets:** The primary ruleset for CKC hosted race events is the NKA Rulebook, only superseded by this ruleset. Particular engine categories follow engine regulations from other rulebooks as listed in Section 2 Class Structure, however all chassis, sporting & operational regulations follow the NKA Rulebook.

## **2. Class Structure**

### **2.1. Briggs LO206 Kid Kart**

- 2.1.1. **Age:** 5 - 8 Years Old, must have attained the age of 5, without exception.
- 2.1.2. **Chassis:** Kid Kart or 950mm Cadet
- 2.1.3. **Engine:** Briggs LO206, Sealed, Briggs Rulebook. 4100 rpm rev limiter and Briggs .310 restricted slide.
- 2.1.4. **Clutch:** Max Torque #555727 Only
- 2.1.5. **Minimum Weight:** 200 lbs Kid Kart chassis, 215 lbs Cadet chassis
- 2.1.6. **Fuel:** 87 Ethanol Free from CKC
- 2.1.7. **Tires & Wheels:** Shinko Green, 4x - 4.5
  - 2.1.7.1. MAX rear tire circumference 33.75"
  - 2.1.7.2. MAX air pressure 20 psi, measured hot or cold.
  - 2.1.7.3. Minimum Wheel Width 3", Maximum Wheel Width 5.31"
- 2.1.8. **Spec Oil:** 4T Racing Oil
- 2.1.9. **Gearing:** 15/57 gear ratio on #35 chain only
- 2.1.10. **Numbers:** 10-99

### **2.2. LO206 Cadet**

- 2.2.1. **Age:** 7 - 12 Years Old
- 2.2.2. **Chassis:** Cadet 889mm - 950mm
- 2.2.3. **Engine:** Briggs LO206 Green Slide, most current LO206 USA Rulebook
- 2.2.4. **Minimum Weight:** 240 lbs
- 2.2.5. **Fuel:** 87 Ethanol Free from CKC
- 2.2.6. **Tires & Wheels:** Shinko Green, 4x - 4.5
  - 2.2.6.1. Maximum Wheel Width 135mm
- 2.2.7. **Spec Oil:** 4T Racing Oil
- 2.2.8. **Numbers:** 200-299

### **2.3. LO206 Junior**

- 2.3.1. **Age:** 12 - 15 Years Old
- 2.3.2. **Chassis:** Standard NKA Sprint
- 2.3.3. **Engine:** LO206 Yellow Slide, most current LO206 USA Rulebook
- 2.3.4. **Minimum Weight:** 310 lbs
- 2.3.5. **Fuel:** 87 Ethanol Free from CKC
- 2.3.6. **Tires & Wheels:** Shinko Green, 2x - 4.5, 2x - 6.0
  - 2.3.6.1. Maximum Front Wheel Width 135mm

2.3.6.2. Maximum Rear Wheel Width 215mm

2.3.7. **Spec Oil:** 4T Racing Oil

2.3.8. **Numbers:** 400-499

#### **2.4. LO206 Senior**

2.4.1. **Age:** 15+ Years Old

2.4.2. **Chassis:** Standard NKA Sprint

2.4.3. **Engine:** LO206 Black Slide, most current LO206 USA Rulebook

2.4.4. **Minimum Weight:** 355 lbs

2.4.5. **Fuel:** 87 Ethanol Free from CKC

2.4.6. **Tires & Wheels:** Shinko Green, 2x - 4.5, 2x - 6.0

2.4.6.1. Maximum Front Wheel Width 135mm

2.4.6.2. Maximum Rear Wheel Width 215mm

2.4.7. **Spec Oil:** 4T Racing Oil

2.4.8. **Numbers:** 600-699

#### **2.5. LO206 Masters**

2.5.1. **Age:** 35+ Years Old or 15+ Years Old at 200+ lbs body weight

2.5.2. **Chassis:** Standard NKA Sprint

2.5.3. **Engine:** LO206 Black Slide, most current LO206 USA Rulebook

2.5.4. **Minimum Weight:** 390 lbs

2.5.5. **Fuel:** 87 Ethanol Free from CKC

2.5.6. **Tires & Wheels:** Shinko Green, 2x - 4.5, 2x - 6.0

2.5.6.1. Maximum Front Wheel Width 135mm

2.5.6.2. Maximum Rear Wheel Width 215mm

2.5.7. **Spec Oil:** 4T Racing Oil

2.5.8. **Numbers:** 500-599

#### **2.6. LO206 Legends**

2.6.1. **Age:** 50+ Years Old

2.6.2. **Chassis:** Standard NKA Sprint

2.6.3. **Engine:** LO206 Black Slide, most current LO206 USA Rulebook

2.6.4. **Minimum Weight:** 375 lbs

2.6.5. **Fuel:** 87 Ethanol Free from CKC

2.6.6. **Tires & Wheels:** Shinko Green, 2x - 4.5, 2x - 6.0

2.6.6.1. Maximum Front Wheel Width 135mm

2.6.6.2. Maximum Rear Wheel Width 215mm

2.6.7. **Spec Oil:** 4T Racing Oil

2.6.8. **Numbers:** 700-799

#### **2.7. Rotax Max Cadet**

2.7.1. **Age:** 7 - 12 Years Old

2.7.2. **Chassis:** Cadet 889mm - 950mm wheelbase

2.7.3. **Engine:** Rotax Micro Max, USA Trophy Rulebook

2.7.4. **Weight:** 245 lbs

- 2.7.5. **Fuel:** VP MS 93
- 2.7.6. **Spec Oil:** Rotax XPS Mixed at 50:1
- 2.7.7. **Tires & Wheels:** Shinko Green, 4x - 4.5
  - 2.7.7.1. Maximum Wheel Width 135mm
- 2.7.8. **Numbers:** 10-99

## **2.8. KA100 Junior**

- 2.8.1. **Age:** 12 - 15 Years Old
- 2.8.2. **Chassis:** Standard NKA Sprint
- 2.8.3. **Engine:** IAME KA100, Junior Restrictor 26mm, Skusa Rulebook
- 2.8.4. **Weight:** 320 lbs
- 2.8.5. **Fuel:** VP C12
- 2.8.6. **Spec Oil:** Motul Kart Grand Prix 2T, Mixed at 8oz per gallon
- 2.8.7. **Tires & Wheels:** Shinko Yellow, 2x - 4.5, 2x - 7.10
  - 2.8.7.1. Maximum Front Wheel Width 135mm
  - 2.8.7.2. Maximum Rear Wheel Width 215mm
- 2.8.8. **Numbers:** 800-899

## **2.9. KA100 Senior**

- 2.9.1. **Age:** 15+ Years Old
- 2.9.2. **Chassis:** Standard NKA Sprint
- 2.9.3. **Engine:** IAME KA100, Skusa Rulebook
- 2.9.4. **Weight:** 355 lbs
- 2.9.5. **Fuel:** VP C12
- 2.9.6. **Spec Oil:** Motul Kart Grand Prix 2T, Mixed at 8oz per gallon
- 2.9.7. **Tires & Wheels:** Shinko Yellow, 2x - 4.5, 2x - 7.10
  - 2.9.7.1. Maximum Front Wheel Width 135mm
  - 2.9.7.2. Maximum Rear Wheel Width 215mm
- 2.9.8. **Numbers:** 900-999

## **2.10. KA100 Masters**

- 2.10.1. **Age:** 35+ Years Old or 15+ Years Old at 200+ lbs body weight
- 2.10.2. **Chassis:** Standard NKA Sprint
- 2.10.3. **Engine:** IAME KA100, Skusa Rulebook
- 2.10.4. **Weight:** 390 lbs
- 2.10.5. **Fuel:** VP C12
- 2.10.6. **Spec Oil:** Motul Kart Grand Prix 2T, Mixed at 8oz per gallon
- 2.10.7. **Tires & Wheels:** Shinko Yellow, 2x - 4.5, 2x - 7.10
  - 2.10.7.1. Maximum Front Wheel Width 135mm
  - 2.10.7.2. Maximum Rear Wheel Width 215mm

- 2.10.8. Numbers: 700-799**

## **2.11. Shifter Senior**

- 2.11.1. **Age:** 15+ Years Old
- 2.11.2. **Chassis:** Standard NKA Sprint
- 2.11.3. **Engines:** Stock Honda, Built Honda, **FZ125**, ROK Shifter, KZ, Skusa Rulebook for Honda & KZ, ROK Cup USA Rulebook for ROK, **Factory Karts Rulebook for FZ**
- 2.11.4. **Weights**

- 2.11.4.1. Stock Honda: 375 lbs
- 2.11.4.2. ROK Shifter, Built Honda, **FZ125: 385 lbs**
- 2.11.4.3. KZ: 400 lbs
- 2.11.5. **Fuel:** VP C12
- 2.11.6. **Spec Oil:** Motul Kart Grand Prix 2T
- 2.11.7. **Tires & Wheels:** Shinko Yellow, 2x - 4.5, 2x - 7.10
  - 2.11.7.1. Maximum Front Wheel Width 135mm
  - 2.11.7.2. Maximum Rear Wheel Width 215mm
- 2.11.8. **Numbers:** 300-399

## **2.12. Shifter Masters**

- 2.12.1. **Age:** 35+ Years Old or 15+ Years Old at 200+ lbs body weight
- 2.12.2. **Chassis:** Standard NKA Sprint
- 2.12.3. **Engines:** Stock Honda, Built Honda, **FZ125**, ROK Shifter, KZ, Skusa Rulebook for Honda & KZ, ROK Cup USA Rulebook for ROK, **Factory Karts Rulebook for FZ**
- 2.12.4. **Weights**
  - 2.12.4.1. Stock Honda: 395 lbs
  - 2.12.4.2. ROK Shifter, Built Honda, **FZ125: 405 lbs**
  - 2.12.4.3. KZ: 420 lbs
- 2.12.5. **Fuel:** VP C12
- 2.12.6. **Spec Oil:** Motul Kart Grand Prix 2T
- 2.12.7. **Tires & Wheels:** Shinko Yellow, 2x - 4.5, 2x - 7.10
  - 2.12.7.1. Maximum Front Wheel Width 135mm
  - 2.12.7.2. Maximum Rear Wheel Width 215mm
- 2.12.8. **Numbers:** 500-599

## **3. Sporting Regulations:**

- 3.1. Age Eligibility:** All classes are governed off of the NKA ruleset for age eligibility as detailed in Section 10 of the NKA rulebook including but not limited to Section 10.3.8 Competition Age, Section 10.3.9 Option Year, and Section 10.3.10 Advancing an Age Group.
- 3.2. Protest, Appeals, & Infractions:** CKC follows the NKA rulebook for protest and appeal rules, however the protest fee is \$300 and each entrant is only allowed 1 protest per day. In the event the protest is ruled in favor of the entrant, that entrant will receive the option to protest a second time on the same day. PBB penalties are protestable. The fee for an appeal is \$1,000 and the NKA process will be followed. All infractions will follow the NKA rulebook.
- 3.3. Safety Equipment:** All safety equipment guidelines are detailed in the NKA rulebook. However, the CKC has a couple of additional requirements:
  - 3.3.1. Suits must be one piece design and CIK Level 2 certified. Jackets are not allowed.
  - 3.3.2. Shoes must be closed toe and high top to cover the ankle, and are recommended to be designed for motorsports.
- 3.4. Pre-Tech Sheet:** Will be available online for download and are required to be

submitted to the Grid Marshall prior to the start of qualifying. Failure to submit a pre tech sheet will result in penalties.

**3.5. Declarations:** Declarations shall be required and will vary by class. The declaration window opens at registration and shall close at the start of the qualifying. Competitors failing to complete declarations prior to qualifying shall be required to start the first session following qualifying from the rear of the grid. Declarations can be made on the Alpha Race Hub app or on [cokartcircuit.alphatiming.co.uk](http://cokartcircuit.alphatiming.co.uk)

**3.6. Allowed Equipment:**

3.6.1. **Chassis:** Each driver will be allowed the use of one chassis to use for the duration of the event. The serial number of the chassis is required to be recorded on the pre tech sheet, and may require to be sealed by the tech officials. Failure to install seals correctly or record serial numbers on the tech sheet can result in penalties. Any change of chassis must be approved by the Technical Director, and must be of the same make and model. Changing of declared equipment can result in penalties regardless of the reason of change

3.6.2. **Engines:** Each driver will be allowed the use of one engine to use for the duration of the event. The serial number of the engine is required to be recorded on the pre tech sheet, and may require to be sealed by the tech officials. Failure to install seals correctly or record serial numbers on the tech sheet can result in penalties. Any change of engine must be approved by the Technical Director, and both engines will be required to pass technical inspection. Changing of declared equipment can result in penalties regardless of the reason of change

3.6.3. **Tires:** Each driver is allowed one set of dry slick tires and one set of wet tires from qualifying through the duration of the event. Further details are listed in section 4.1 Tires.

3.6.4. Under no circumstance will declared equipment be allowed to change to a different entrant. IE if you do not race your kart, no one else can race it for you. Driver changes after qualifying will result in exclusion of the event for both drivers and possible suspensions.

**3.7. Penalties:** Penalties will be as defined by the NKA rulebook, however a couple of additional requirements apply.

3.7.1. Push Back Bumper penalties will be 3 seconds for one side, and 6 seconds for both sides.

3.7.2. Multiple penalties can occur for the same infraction. IE if a driver ignores a yellow flag and causes a collision, they will be penalized for both infractions.

3.7.3. All penalties are on a per occurrence basis. IE a driver will receive a penalty for every blocking occurrence, and is not limited to one per on track session.

**3.8. Official Practice Sessions:** Any practice session on the same day as a race event will be treated as an official practice session. This means all rules apply the same as a qualifying or race session, and all equipment is subject to technical inspection and rules compliance.

3.8.1. All drivers must practice with their correct official run group. Any driver

found practicing with another group will be subject to penalties including exclusion from qualifying.

**3.9. Grid Area:**

- 3.9.1. The grid area will be considered a “cold” area until 1 minute prior to your session starting. The Grid Marshall will instruct when engines can be started on the grid.
- 3.9.2. Once the session has been released on track, you have 90 seconds to leave the grid area. Failure to leave the grid on time will result in the loss of the session.
- 3.9.3. There is no hot grid at CKC. If you pull off the track during an official session, re-entry to the track will not be permitted.

**3.10. Race Starts:** The NKA procedure is followed for race starts, with the following additions.

- 3.10.1. The formation cone and commitment cone will not be marked using actual cones, but with red lines that are painted on the track itself. The CKC has one set of each line painted for each direction, with complete clarity given over each painted line at the morning driver’s briefing.
- 3.10.2. The finish line will be treated as the start of the start zone or acceleration line, with the yellow line succeeding it treated as the start line.
- 3.10.3. Tram lines and all tram line rules and penalties will be strictly enforced.

**3.11. Inclement Weather:** Racing does continue in inclement weather at CKC at the sole discretion of the Race Director.

- 3.11.1. Competitors must use the dry “slick” Shinko tire until the track has been declared “wet” by the Race Director. Once the race has been declared wet there will be a 15 minute break to choose/change tires and only then will the treaded wet Shinko tire be allowed. Only one 15 minute break will be provided immediately after the race has been declared wet. After the race has been declared wet it is the driver’s choice on tires for the remainder of the day. Please note that the race can be declared wet for the day prior to the start of any official session if the Race Director deems it necessary. In this case no break to change tires will be provided.
- 3.11.2. In the case of impending severe weather, the event officials will evaluate any available information, cease all activities, and advise all parties to take immediate shelter if necessary. CKC is not responsible or liable for any damage to property or individuals during bouts of severe weather. It is the responsibility of the driver and their crew/family to recognize severe weather and take appropriate action to secure their property and protect themselves regardless of the actions of the event.

**3.12. Post Race:**

- 3.12.1. All vehicles exiting the track from an official session are subject to post race scrutineering at the sole discretion of the Technical Director. The driver or equipment cannot have contact with a crew or outside member until after the scale area has been cleared. Upon clearing scales wait to pass any other scrutineering checks requested before leaving the technical inspection area.
- 3.12.2. The driver is required to bring tools to the technical area.

- 3.12.3. Technical penalties are detailed in the NKA and Engine Specific rulebook(s) and are at the Technical Director's sole discretion.
- 3.12.4. Technical disqualifications in a final race cannot be dropped from the series points total.

**4. Race Vehicle Standards:** All categories use the NKA Rulebook to govern the standard of race vehicles.

- 4.1. Tires:** CKC uses the Shinko tire as its spec tire for both dry and wet tires. Tires must be purchased through the CKC or an approved dealer and will be barcode scanned to verify location of purchase as well as to verify use of the same set per race. All classes must use one set of tires from qualifying through the remainder of the race event.
  - 4.1.1. Tire Prep: Tire prep chemicals are strictly prohibited. If tires are found to be outside of the durometer window or do not pass the 'sniffer', those tires will be confiscated and will be cause for driver suspension.
  - 4.1.2. Tire Warmers: Tire warmers are strictly forbidden, and tire temperature may be checked on pre grid. Any tires found outside the window of ambient temperature may be cause to reject the driver's entry to the grid, and may result in further disciplinary actions.
  - 4.1.3. Tires do not have to be new for qualifying, however the set you qualify on will be scanned after qualifying and must be used for the duration of the official event.
  - 4.1.4. Tire Changes: Tires may be changed due to damage or manufacturing defects post-qualifying however: the race director must pre-approve of all tire changes prior to the next official session. A "similar use" used tire may be approved for use and under no circumstances will a new tire be approved.
  - 4.1.5. All classes must run dry weather "slick" tires until the race has been declared "wet" by the Race Director. After the race has been declared wet the driver has the choice of dry or wet weather tires for the remainder of the race day. Multiple day race events must be declared wet on a daily basis for the driver to have the choice of tires.
- 4.2. Fuel:** Fuel specifications are listed in Section 2 Class Structure for each individual race category.
  - 4.2.1. Any class listed with "87 Ethanol free" fuel is required to buy fuel directly from the CKC. Keeping a proof of fuel purchase receipt is recommended. Fuel is available onsite for all classes.
  - 4.2.2. Fuel additives or tampering are strictly forbidden. CKC takes fuel tampering very seriously and anyone caught will be excluded from the race event and face possible suspensions or fines. CKC can use any method of technical inspection to determine if fuel tampering exists.
  - 4.2.3. At any point in time the CKC Technical Director or Race Director can require a competitor to come to the grid with an empty fuel tank and use fuel provided by the CKC. If any engine damage occurs after use of CKC fuel, the competitor is solely responsible and the CKC will assume the competitor has been fuel tampering and take the necessary disciplinary

actions.

#### **4.3. Bodywork & Push Back Bumpers (PBB)**

- 4.3.1. All bodywork must be CIK specification in all categories. Plastic rear CIK bumpers are required in all categories except Kid Kart, where a full width double rail metal rear bumper can be used. Rear bumper width rules still apply as defined by the NKA rulebook.
- 4.3.2. CKC will utilize the Push Back Bumper (PBB) system in all categories with the exception of Kid Kart, Shifter Senior, and Shifter Masters, and will follow the NKA Rulebook Section 20.2.23 regarding their deployment and use. Bumpers must be removed from the kart prior to grid entry for inspection by the grid official. Bumpers must be in good condition with no holes; if a competitor's bumper shows wear holes or damage, the competitor will not be admitted to the grid area. No modifications to the bumper or push back blocks will be allowed.

#### **4.4. Numbers:** Numbers follow NKA specification in all categories. Numbers must be clearly legible at all times, failure to have legible numbers on all 4 corners can result in rejected entry to the grid area.

#### **4.5. Cameras:**

- 4.5.1. Maximum of two cameras per kart are allowed to be used. Each camera and protective case are required to have the kart number clearly marked on them.
- 4.5.2. Cameras must be mounted by bolt and nut to the front driver fairing, or by clamp or bolt and nut to the seat posts of the chassis. Each camera is required to have a safety cable composed of steel cable or safety wire.
- 4.5.3. Mounting any camera to the helmet in any way is prohibited at all times. This includes any form of mounting to the shell of the helmet, or the mounting of any type of video or camera system inside the helmet, such as in the viewport.
- 4.5.4. Loss of a camera on track will result in an exclusion from the session.

#### **4.6. LO206 Engines:**

- 4.6.1. LO206 Mufflers must be safety wired through the baffles of the muffler around the support bracket of the header. Mufflers secured by safety wire around a hose clamp on the muffler will not be permitted.
- 4.6.2. **Belt drive systems are allowed on categories not using a spec gear ratio. This applies to all LO206 classes except for Kid Kart.**

#### **4.7. Required Stickers:**

- 4.7.1. Competitors will be required to display the "Porsche Colorado Springs Karting Championship" series sticker, the "Colorado Karting Circuit" sticker, and the "Shinko Tires" sticker in accordance with the sticker placement guide during all official sessions. CKC will provide the required stickers and the sticker placement guide in the competitor's registration packet. CKC reserves the right to add or remove sticker requirements at any time and will update the supplemental ruleset accordingly.
- 4.7.2. No other series, tire, or track stickers will be permitted during official sessions.
- 4.7.3. Failure to comply with the sticker requirements will result in denial of grid

access by the grid official until the kart is in full compliance with Section 4.7 of the CKC Supplemental Ruleset.

#### **4.8. Required Seals**

- 4.8.1. Competitors will be provided with (1) chassis seal and (1) engine seal, except KA100 Junior which will receive (2) engine seals with their registration packets.
- 4.8.2. Prior to reporting to the grid for qualifying, competitors must affix the chassis seal around the chassis tube directly adjacent to the right front "c". Engine seals must be affixed to the engine in accordance with the "engine sealing guide" provided with the registration packet.
  - 4.8.2.1. All Briggs LO206 Classes will run the engine seal through the carburetor side valve cover bolt, and capture the nut on the carburetor bolt where it bolts to the intake manifold.
  - 4.8.2.2. All shifter classes will route the engine seal through one head nut and one cylinder nut.
  - 4.8.2.3. KA100 Senior and Masters will run the engine seal through the head stud and through the carburetor.
  - 4.8.2.4. KA100 Junior requires an additional seal to be run through an exhaust manifold nut and the other head stud.
  - 4.8.2.5. Rotax Mini Max, Rotax Micro Max and Honda Kid Kart will utilize the factory engine seals and do not require an additional CKC engine seal.
- 4.8.3. Failure to adhere to the engine sealing policies will result in penalties being applied in accordance with the NKA rulebook.

#### **4.9. Scrutineering Declarations**

- 4.9.1. Competitors must upload their engine seal numbers, chassis seal numbers, and Helmet rating to the Alpha race hub app or at [cokartcircuit.alphatiming.co.uk](http://cokartcircuit.alphatiming.co.uk) as part of the "scrutineering declarations". Declarations must be uploaded and signed prior to reporting to the grid for their qualifying session. If scrutineering declarations are not completed, the competitor will not be admitted to the grid.
- 4.9.2. Additionally competitors must bring their filled out pre-tech form to the grid for their qualifying session, if competitors do not present their tech forms to the grid official, they will not be admitted to the grid.

- 5. If the rulebooks, including the NKA, CKC supplemental ruleset, or any engine specific rulebook does not explicitly say you can do it, then you cannot do it. CKC reserves the right to change, update, and modify this rulebook at any time.**