



REGULATION MID CALENDAR UPDATES

1/1/26

10.9.3.4: Rolling Start Start Zone: The use of the Start Zone has shown significant ability to control the starts of an event, and has also shown to greatly eliminate the chance of significant accidents at the start. While it is not required, it is highly suggested that a NKA facility adopt this procedure.

Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 20mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by two sets of cones spaced roughly 40 feet apart. **One of the following two options may then be utilized to sequence the start of the race, and must be chosen prior to the event and communicated by the race officials.**

Option A: The head flagman will show the green to start the race anywhere within this defined zone. Any driver who accelerates prior to the green being displayed will be considered to have jumped the start and is subject to infraction. If the flagman has failed to display the green or yellow flag by the time the front row reaches the end of the defined start zone, the race is considered started. No driver may lead the pole sitter out of the start zone. If it is deemed a driver has led the polesitter out of the start zone and the race has started it shall be considered a jump start and shall be subject to infraction.

Option B: The pole sitter will start the race anywhere within the defined start zone, and the starter will extinguish the start lights or display green flag as a courtesy to signify that the race has started once the leader has punched off. Any driver who accelerates before reaching the start zone set shall be considered to have jumped the start and is subject to infraction. If the flagman has failed to display the green or yellow flag by the time the front row reaches the end of the defined start zone, the race is considered

started. No driver may lead the pole sitter out of the start zone. If it is deemed a driver has led the polesitter out of the start zone and the race has started it shall be considered a jump start and shall be subject to infraction.

There is no waived start, except with unsafe conditions as determined by the Race Director and/or Head Flagman. A waived start is communicated by the display of a yellow flag and/or the abort light being displayed on a cik style light panel.

SECTION 20.2: CHASSIS - Sprint

- A. STANDARD LENGTH: MAX 84 in
- B. STANNARD LENGTH: MIN 1010 mm
- C. CADET WHEELBASE: MIN 889 mm
- D. NOSECONE WIDTH: MIN 39.375 in
- E. REAR BUMPER WIDTH: CANNOT EXCEED REAR TIRES
- F. STANDARD KART WIDTH: MAX 55.125 in / MIN 51 in
- FF. STANDARD LO206 KART WIDTH: MAX 55.125 in / MIN 49 in
- G. CADET KART WIDTH: MAX 50 in / MIN 41 in
- H. SPACE BETWEEN TIRE AND REAR BUMPER: MIN 1 in

20.2.3: Overall Kart Width

20.2.3.1: All standard full-size karts: 55 1/8" in. maximum, 51" minimum.

20.2.3.1.1: All LO206 full-size karts: 55 1/8" in. maximum, 49" minimum.

20.2.3.2: Cadet/Sportsman Chassis: 50 in. maximum, 41" minimum.

20.2.3.3: Kid Kart Chassis Front maximum is 40". Rear 42" maximum and 39" minimum.

20.2.21: Brake System Assembly

20.2.21.5: Carbon and titanium brake rotors are prohibited, but carbon brake pads are approved.

10.8.7: Black Flag w/ Orange Dot

This flag is specifically meant to warn a driver of a serious mechanical issue with their vehicle. They are to exit the track with caution immediately. In the event that the mechanical issue occurs in the final two laps of a session, the driver will be permitted to

finish the session, but will stop being scored at the point they would have been shown this flag at the first crossing of the line.

10.10.3: Infractions

~~Sealed Component Change~~ **Engine Change** - 10 Position Grid Penalty
Unsportsmanlike Conduct - Exclusion from Session

10.9.12: Sealed Component Change

In the event of a sealed component change (ie engine, carb, exhaust), the breaking of the seal must be done in tech under the direction of a race official. The original part shall remain in tech until the conclusion of the event and is subject to scrutineering by the tech officials. The new seal must be issued by a race official. **Changing the engine shall result in a 10 position grid penalty for the next session. Carburetors and exhausts may be changed without penalty if the current sealed component passes technical scrutineering.**

20.1.19: Transponder Mounting

Transponders shall be mounted on the back of the seat ~~with the bottom of the transponder no closer than 20cm to the ground~~, with no interference from the bottom of the transponder to the ground.

10.4.6.1 Helmets

FIA Helmets

	Expiration
FIA 8859-2015	10 years from manufacture date.
FIA 8860-2010	If not on tag in helmet, it expires 10 years
FIA 8860-2018	from the spec.
FIA 8860-2018 ABP	

SNELL Helmets

M or SA 2015	12/31/25
CMR or CMS (youth)	10 years from manufacture date.
K,M, or SA 2020	12/31/2030

SFI Helmets

24.1/2010 (youth)	1/1/2022
31.1/2010	1/1/2022
41.1/2010	1/1/2022
24.1/2015 (youth)	1/1/2027

31.1/2015	1/1/2027
41.1/2015	1/1/2027
24.1/2020 (youth)	1/1/2032
31.1/2020	1/1/2032
41.1/2020	1/1/2032
24.1/2025 (youth)	1/1/2037
31.1/2025	1/1/2037
41.1/2025	1/1/2037

10.6.19: Course Bypass

Leaving the established course and rejoining after bypassing multiple corners or a significant portion of the track is prohibited, regardless of whether positions are returned. A driver who rejoins in this manner is considered to have gained an unearned advantage by avoiding normal race conditions.

All positions gained must be returned within one (1) lap of the bypass. Failure to return to the correct position will result in exclusion from the session. Additional penalties may also be applied if the driver impedes other competitors, causes an incident, or otherwise affects the race while attempting to give positions back.

Penalty:

Minimum: 10-second penalty applied to race results.

Maximum: Exclusion from session if deemed intentional or egregious, or if positions are not returned, plus additional penalties as required.

10.6.5: Defending

Drivers are allowed to make moves in a single direction away from the preferred line to defend coming to a corner. A defending driver may continue to move further in that same direction, but may not reverse direction or weave. The driver is only allowed to return back ¼ kart width to set for the corner. Lines may not be adjusted while in a braking zone.

Contact made while defending may result in an avoidable contact penalty. Once the attacking kart has broken the rear plane of the defending kart, the parameters of defending end and the defending kart may move freely on the track surface.

Movements made by an attacking driver, provided they are within reasonable distance to attack, while attempting to position for a pass are not considered blocking to drivers behind.

10.10.3.5: Undefined Situations

Failure to adhere to any regulation or specifications found in this rulebook which do not state a specific penalty shall result in exclusion from session. Officials maintain the right to elevate any unlisted infraction to exclusion from event based on severity or safety concerns.

10.4.11: Safety Tech Standards

The following connections must use a nylock nut (or mechanical where specified), and/or be safety wired/pinned/clipped during all official sessions. If an internationally homologated component inhibits these methods of securing, it is acceptable to default to the homologated standard for that component.

- Pedals (brake and throttle)
- All brake rods and safety tether
- Master cylinder to frame
- Calipers to frame/spindle
- Rotor to hub bolts (mechanical lock nuts required) Kingpins
- Steering shaft to frame
- Tie Rods (all mounting points)
- Steering hub to steering shaft
- Steering wheel to steering hub (all - minimum 3)
- Third Bearing Support bolts to the support mount, or to each other (minimum 2)