

## 2025 Rule book changes

**NOTE: All changes are indicated by a ★ in the rule book.**

UPDATE: 3 B.4. ATTAINED AGE:

a) In the Enduro/Road Racing, Sprint, and Speedway divisions, you must be the attained age of 8 years old before you may begin racing. "Attained" age is the age that the driver will be within the calendar year.

b) In the Sprint division, any 7 year old that will be turning 8 during the competition year and has at least 6 races in the Kid Kart class may send a petition to the Administrative Office for permission to compete in the Jr. 1 class listing those 6 races. This petition must be approved by a KART Director before the competitor will be allowed to participate in Jr. 1. All other Junior rules such as not moving up and back, apply.

c) In the Speedway Division only, attained age of 15 allows 15-year-old drivers to compete in the Senior (16-year-old) Briggs and Stock Yamaha classes only, in the months before their option year. All other Junior rules, such as not moving up and back, apply.

d) In the Enduro/Road Race Division, attained age 15 year old drivers who have competed in at least 8 road races, may send a petition listing those races to the Administrative Office for permission to compete in any Senior (16+ year old) class except the 125cc Shifter, 125cc Stock Honda, Unlimited, 100cc Open, A-Limited, Sprint Tag Senior, and Sprint 125cc Tag classes. This petition must be approved by the KART Directors before the competitor will be allowed to participate in the senior classes. All other Junior rules, such as not moving up and back, apply.

e) In the Enduro / Road Race Division, Juniors who have the attained ages of 12-14 may send a petition listing qualifications to the Administration office for permission to compete in the Sprint LO206 senior class. This petition must be approved by the KART directors before the competitor will be allowed to participate in the senior class. All other Junior rules, such as not moving up and back, apply.

UPDATE: 3.D.8.a - a) Helmets: All helmets used at a KART insured event must be full coverage (full face) designed for competitive motorsports use complying at Snell 2015 (K2015-valid through 2025, SA2015-valid through 2025, M2015-valid through 2025), SFI ratings 24.1 (youth), 31.1, 31.1a, 41.1, 41.1a, or newer standards. Helmets must be available for pre-race technical inspection. NOTE: Effective 2026 the Snell 2020 will be new helmet standards

DELETE: 3.D.18 - Chain and belt guards for axle clutches

NEW: 3.D.24- CHAIN GUARD: All chain or gear-driven karts must be equipped with a chain or gear guard designed to retain a broken chain or gear. Karts with outboard drive systems, must have a guard on the engine. Kart must also have a rear sprocket guard. Rear guard must cover 25% of rear sprocket and be a minimum of 1.5" wide. An exhaust header or clutch cover is not considered a chain guard.

UPDATE: 3.G.3.b) When two or more karts enter a corner simultaneously, each kart must maintain their lane through the corner.

NEW: 3.G. 5. SANDBAGGING: Any competitor deliberately underperforming during a race to gain an unfair advantage to themselves or any other competitor is not allowed.

UPDATE: 3.G.10. (added to end) Only the driver for that event and one mechanic shall be allowed in the impound area.

UPDATE: 3.I.6 (added to end) The appointed KART tech person may at any time ask the KART Board of Directors to make a determination regarding legality.

NEW: 6.A.7.c) The dish (opening) of the wheels may not be covered. No hubcaps, tape or any other material is allowed.

NEW: 6.A.17.e) Seat must be in a fixed immovable position.

UPDATE: 6.B.3 (Added to end) Seat must be in a fixed immovable position.

UPDATE: 6.2 - FIG 6C

UPDATE: 6.3 - FIG 6E

DELETE: 6.B.5 - CHAIN GUARD

UPDATE: 6.E. 4 - Change weight to 360#

UPDATE: 6.E.8 - Change weight on Rotax EVO to 390#

UPDATE: 6.E.16 - Change name to Sprint Stock Moto

UPDATE: 6.E - Moved Sprint Tag 60cc, Sprint Tag Jr and Sprint IAME Tag to section K (local option classes)

DELETE: 6.F.1.a

UPDATE: 6.F - Move extensions for Sprint Tag 60cc and Sprint Tag Junior to section L.

UPDATE: 6.F.11 - Update to read as follows: For Sprint Style chassis competing in any laydown class, there will be an allowed 20 lb weight break for sprint chassis karts with full body work with a laydown seat (Section 6A, Fig 6D), a 25 lb weight break for CIK bodywork and seat (Section 6A, Fig 6E), and a 30 lb weight break for no bodywork.

UPDATE: 6.K.6 - Move 4Z190 class as a National Class

NEW: 6.K - New local option classes: B&S LO206 Legend, Sprint 100cc Air Cooled Tag Heavy, Sprint 25cc Masters, Sprint 100cc Air Cooled Tag Limited, Yamaha Senior classes

NEW: 6.L - Extensions for Local Option class - SPRINT 100CC AIR COOLED TAG LIMITED

UPDATE: 7.C.1 - Update 90-93 to 87-93

UPDATE: 7.C.3.b -No cool cans, insulated tanks or any other means to cool the fuel are allowed.

UPDATE: 9.D.8 - (second to last sentence) Reset dial indicator to zero before measuring max lift.

UPDATE: 9.D.20 VALVE SEATS: Must be one 30° and 45° angle only on valve seats. Stock B&S seats are mandatory

NEW: 9.F.3 (added to end) The only security seals that are legal have a red/black tracer wire with an orange housing seal. A plain cable is not legal for competition. Each competitor is responsible for the condition of their seal. We recommend that each seal be wrapped (plastic bag, etc.) to prevent exposure from harsh chemicals.

NEW: 9.F.20 d. Valve spring retainer finish color is a non-tech item.

UPDATE: 9.F.27 a. Unaltered B&S stock ignition part #555718 or #84011138 with the green shell is mandatory. If using part #84011138, the LED must flash green when engine is run. Maximum RPM: 6,150. Exception – Cadet Junior 206 class requires the use of unaltered B&S stock ignition part #555725 or #84011140 with the black shell is mandatory. If using part #84011140, the LED must flash yellow when engine is run. Maximum RPM: 4,150.

UPDATE: 9.F.27 d. Spark plug connector: Only the OEM B&S part #555714 is to be used for the #555718 or #555725 coils. Only the OEM B&S part # 84013173 is to be used for the #84011138 or #84011140 coils.

UPDATE: 9.F.30 STARTER: Recoil starter, B&S service part #695287 or part #84007752 must be retained, as produced and intact. Starter maybe rotated. NOTE: Recoil starters and flywheel cups are not interchangeable. Starter part #695287 and cup #591302 are compatible. Starter part #84007752 and cup #597088 are compatible.

UPDATE: 9.L.2 - CARBURETOR a) Max carb size is 34mm b) Pump around Carburetors are allowed

UPDATE: 9.L.4 f) The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following: Combustion chamber volume 14.4cc - 15.2cc. Squish minimum is 1.25mm (.049"). NO allowance is admitted on the height of the squish.

UPDATE: 9.L.11 TRANSMISSION a) The gears of the primary drive (on the crankshaft and on the clutch) must be kept original. 5 speed only. No cyro or heat treating allowed. b) Kick starter system can be removed and plugged.

UPDATE: 9.L.12 CLUTCH a) Stock clutch okay, SMR and Daytona stiffer springs allowed. Daytona and SMR clutch fibers allowed. SMR 7-disc clutch allowed. Aftermarket clutch covers are allowed. No lightening or balancing of clutch or any parts of clutch allowed. No cyro or heat treating allowed.

NEW: 9.L.14 (c) No digital or self-timing adjustment ignition systems.

UPDATE: 10.I - (last sentence, first paragraph) AXLE clutch is allowed in the SENIOR 125cc ROAD RACING classes only

DELETE: 12.A.9 - (last sentence) No modifications or treatments (such as coating) of any kind are permitted.

UPDATED: 12.A.9 - (last sentence) Two lubrication holes may be added to the piston skirt where it contacts the exhaust bridge. These holes may not exceed .090".