



Sprint Rule Book

Of
SNAKE RIVER KARTERS

2026 Final

SNAKE RIVER KARTERS 2026 RULES

All Current 2021 IKF rules apply with the following Snake River Karters local options.

Our family welcomes you, your family and friends to Snake River Karters! We have been a family oriented karting motorsports organization since our humble beginnings in 1959 when go karting was a motorsport with steel framed go karts powered by 2- cycle chainsaw engines with drivers wearing open faced helmets and leather jackets! Our club has fostered the growth and success of youth and adult drivers with more wins at the International Karting Federation (IKF) National level than any other karting club in the Pacific Northwest! We have been successful over the past 6 decades and continue our prosperous growth by adhering to our Vision, Mission and Strategic Operating Principles.

Vision: “What we aspire to be known for”

- A quality, thriving member driven karting club, having fun and producing champions of all skill levels.

Mission: “What we must do daily to achieve our Vision”

- Conduct fun, competitive events in a safe, helpful, friendly family atmosphere while developing our membership and managing the club’s financial and legal affairs in a prudent, open fashion.

Operating Principles: “Rules of thumb to guide our decision making and action”

- Member Driven – For the members by the members
- Fair, Factual, Responsible and Accountable
- Open and Honest-Timely Communication and Fair Decision Making
- Financially Prudent-Short and Long Term
- Affiliated- With the Motorsports and Greater Community
- Progressive-Driving for tomorrow and trying new approaches
- Environmental-Respecting mother nature

Strategic Imperatives: “The key initiatives to improve delivery of our Mission and Vision”

- Implement Strategic Planning: Professionally track and report not just our financials but all metrics relating to the attainment of our imperatives, mission and vision.
- Improve the facility to Regional Quality: Determine our objectives, gaps, estimate costs, and build a time phased capital and action plan to deliver upon these.
- Drive revenues: Set and deliver upon tactics to increase membership and fundraising while ensuring our fees are a competitive reflection of the Snake River Karters experience.
- Rationalize costs: Identify cost drivers and rationalize our expenditures in relation to value.

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1. **MEETINGS**

- A. A general Club meeting which is open to all persons eligible to participate in SRK events will be held the 1st Tuesday of each month. When possible, this meeting will be at Casa Mexico 10332 Fairview Ave. Boise ID 83702, (208) 375-0342. An alternative will be an online meeting via Zoom or any other suitable platform. Notice of meeting location and/or format will be provided via the club's Facebook page: <https://www.facebook.com/groups/SnakeRiverKarters>. A Board of Directors meeting will follow the general membership meeting- this meeting may be closed to individuals not part of the SRK Leadership Team.
- B. Our Annual Membership meeting and Awards Banquet is usually held during the months of November or December, the date to be determined each year at the monthly board meeting. A notification will be sent to the applicant's email address provided on their application.

2. **MEMBERSHIP**

A. MEMBERS:

1. 2026 Membership will be valid for 1 calendar year from January 1, 2026 to December 31, 2026.
2. 2026 SRK Membership Dues:
 - a. Individual Membership - \$150.00
 - (i) Individual members must be a minimum of 18 years of age
 - b. Family Membership - \$200.00
 - (i) Family memberships are limited to children 21 and younger residing in the same household. Special circumstances must be submitted and will be approved by the board of directors.
 - c. Unlimited Practice Pass
 - (i) Must be a member of SRK, and must practice with a host or request to be a host.
 - (ii) Practice pass does not apply to race events.
 - (iii) \$100 for Individual Membership
 - (iv) \$150 for Family Membership
3. Members that host non-member persons to the race track for practice will enforce all club rules. Failure to abide to track safety and club rules will be subject to suspension from club and/or termination of track privileges. Incidents of abuse should be documented and presented to the Board of Directors.

B. NON-MEMBERS:

1. NON-MEMBERS using track facilities without authorization and a SRK member present will be considered trespassing.

3. **EVENT & PRACTICE FEES:**

- A. **Special notice:** Non-event practice times start **NO EARLIER** than **9:00 A.M.** and go **NO LATER** than **8:00 P.M OR DUSK (WHICHEVER IS EARLIER)**. Engines shall not be started/run **BEFORE 9:00 A.M. OR AFTER 8:00 P.M OR DUSK (WHICHEVER IS EARLIER)** on weekends or weekdays. Event weekend practices start and finish times will be posted and/or regulated during the event by SRK officials. It is the intent of SRK to be good neighbors and community partners.

*******NOTICE: ANY INFRINGEMENT OF ABOVE REGULATION 3.A WILL RESULT IN IMMEDIATE DISMISSAL OF ALL SRK PRIVILEGES, REMOVAL FROM PREMISES AND POSSIBLE PERMANENT BAN FROM ALL SRK PROPERTY AND/OR EVENTS THAT INVOLVE ANY SRK PROPERTY OR SANCTIONING. PRACTICE HOSTS WILL BE REQUIRED TO INFORM ALL PARTICIPANTS OF SUCH TIMES AND KEEP TRACK OF THE TIME.*******

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- B. Pit Passes:
1. All race weekend non driver pit passes are \$10.00
 2. When a pit pass is issued there will be no refunds or credits.
 3. A pit pass is required to enter any restricted areas.
 4. All persons entering any restricted area must sign the liability waiver.
 5. Parents of minors (under 18, driving or not) must fill out form 1068 "Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity agreement." This is required at each event (practice or race) unless an original copy is on file with SRK, form 1068NS, and is on file with SRK and NKA.
- C. Practice fees:
1. Race weekends:
 - a. Race entry includes practice the day prior to the race (i.e. Saturday race entry includes Friday practice, Sunday race entry includes Saturday practice).
 2. Practice without a race or designated practice day (**READ SECTION 3.A.**)
 - a. Pricing may be subject to change on special events.
 - b. \$10.00 per driving member and \$5.00 per non-driving member.
 - c. \$40.00 per driving non-member and \$10.00 per non-driving non-member.
 - d. All persons entering the pit area during practice MUST purchase a pit pass.
 - e. Must have proof of paid membership on file or on person
- D. Race Entry (Entry includes previous day practice):
1. Single Entry - \$50 for single event, \$35 for additional class.
 - a. NOTE: This is a per points race day fee. Saturday-Sunday race weekends are two separate points race days.
 2. Race entry includes pit pass for the entire event weekend.
 3. Transponder rental:
 - a. Members
 - (i) \$10.00 per single day points race day, per transponder
 - (ii) \$15.00 per two-day point race, per transponder
 - b. Non-members
 - (i) \$15.00 per single day points race day, per transponder
 - (ii) \$20.00 per two-day point race, per transponder
4. **PIT SPACES:**
- A. All paid memberships come with one reserved pit space, depending on availability of a director assigned to maintain and coordinate assigned spots. Map available at [map available at www.snakeriverkarters.com](http://www.snakeriverkarters.com) and upon request from director assigned to maintain and coordinate assigned spots.
1. Term is valid from notification of assignment (which shall be prior to first race of the season) to December 31
 2. Reserved pit spaces shall be reserved in order of tenure of membership; Longest-standing member may select pit space first, so on and so forth
 3. Pit spaces must be chosen by March 1. Pit spaces not selected by March 1 will remain unassigned, available on a first come, first served basis.
 4. Notification of assignment of pit spaces will be sent to all members prior to the first scheduled race of the season.
 5. Send reserved pit space request to srkarters@gmail.com or see registration personnel
 6. Pit spaces may be available for all practices (scheduled/non-scheduled) and race days

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- a. **Exception:** reserved pit spaces will not be available during Regional or National events to accommodate out of town guests and large trailers
- B. Overall pit space size to be determined by appointed SRK officers and/or coordinator.
- C. All participants are required to clean their pit space prior to leaving the facility

5. **EVENT SCHEDULE:**

A. Race Day Events

1. In efforts to administer a timely event, the following schedule will be a guideline for race day events. A race day event schedule including class line up will be posted at the registration trailer. Due to unforeseen circumstances (disabled karts, wrecks, scoring issues, etc.) actual times may vary and time schedules may be adjusted as necessary by the Race Director. It is highly recommended that participants are timely. Check www.snakeriverkarters.com and Snake River Karters The Racing Forum Facebook page for updates.
 - a. Registration:
 - (i) Pre-Race Day: as available
 - (ii) Race Day: 8:00 am
 - b. Drivers Meeting: 8:30 am (Roll call or other means may be utilized to validate a driver is in attendance. Drivers not attending driver's meetings will start from scratch in heat races). Pre-Tech sheets should be turned by the drivers meeting to input grid line up. Pre-tech sheets turned in after the drivers meeting can and will delay grid entry in scoring.
 - c. Practice: directly after pit/drivers meeting
 - d. Qualifying
 - e. Heat Race
 - f. Main
 - g. Awards after last class finishes

6. **HIERARCHY OF RULES**

- A. Driver's meeting announcements
- B. SRK Supplementary Rule Book
- C. Engine manufacturer's rule and released updates
- D. IKF Rules and released updates

7. **PRACTICE:**

- A. Scheduled practice days will be posted on the club website and Facebook page.
- B. Any person(s) volunteering to host a practice day must attend a Snake River Karters practice training session prior to hosting a practice event. Training sessions will be hosted by the Practice Coordinator or appointed person(s) at the monthly club meeting unless specified otherwise.
- C. Practice hosts (only) will be granted a pit pass at no charge.
- D. The practice host will be responsible for all paperwork and proper fees collected. In the event the paperwork is not completed in accordance or fees collected are incorrect, the person(s) agree to fulfill fee discrepancies. Abuse of host responsibilities shall subject person(s) to suspension by the Board of Directors.
- E. The practice host or official in charge will be responsible for conducting and ensuring all rules are followed.
- F. Combining Classes. The combining of classes at an IKF event is acceptable.
 1. Classes must be age and speed similar, and are at the discretion of series officials. While it is not preferred, it is acceptable under certain conditions to allow a Junior and Senior class to be combined, as long as they are similar in speed and maneuverability.
 2. Kid Karts will not be permitted to break in motors, warm up, practice, qualify or race with any other class of

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karts on track at any time. Kid Karts will have the track to themselves.

- G. Members that host practice will enforce all club rules. Failure to do so shall subject the offender to immediate ejection from the event site, and possible probation or suspension of membership by action of the SRK Board of Directors. All incidents of abuse or violation of compliance should be documented and presented to the Board of Directors.
- H. **Special notice:** Non-event practice times start **NO EARLIER** than **9:00 A.M.** and go **NO LATER** than **8:00 P.M OR DUSK (WHICHEVER IS EARLIER)**. Engines shall not be started/run **BEFORE 9:00 A.M. OR AFTER 8:00 P.M OR DUSK (WHICHEVER IS EARLIER)** on weekends or weekdays. Event weekend practices start and finish times will be posted and/or regulated during the event by SRK officials. It is the intent of SRK to be good neighbors and community partners.

*******NOTICE: ANY INFRINGEMENT OF ABOVE REGULATION 7.H. WILL RESULT IN IMMEDIATE DISMISSAL OF ALL SRK PRIVILEGES, REMOVAL FROM PREMISES AND POSSIBLE PERMANENT BAN FROM ALL SRK PROPERTY AND/OR EVENTS THAT INVOLVE ANY SRK PROPERTY OR SANCTIONING. PRACTICE HOSTS WILL BE REQUIRED TO INFORM ALL PARTICIPANTS OF SUCH TIMES AND KEEP TRACK OF THE TIME.*******

8. **GENERAL REGULATIONS**

- A. No pretense is made of having designed a fool-proof set of rules and regulations. Karting is a sport designed for the fun and enjoyment of the whole family. There have been attempts to test the rule by deviating from this purpose for which the basic rule was intended. The Spirit and Intent of the rule is going to be the standard by which karting will be guided. Event Officials are authorized to decide if an equipment change or design is an attempt to “beat” the rules. They can and will disqualify an entry in violation of the Spirit and Intent of these rules. Any Official or representative shall have the right to correct conditions not in compliance with the Spirit and Intent of these regulations.
- B. **RULE CHANGES:**
 - 1. Race Day Officials will have the authority to make changes or additions to these rules to keep within the guidelines, spirit, and intent of the rules
 - a. Such changes must be announced in the pre-race drivers meeting
- C. **AWARDS:**
 - 1. The classes listed herein in Section 12.E, are the 2026 SRK competition classes and only these competition classes will be recognized, receive race event awards and be eligible for year-end Championship awards.
 - 2. Race Day:
 - a. Awards will be given to 1st thru 3rd finishes in all classes.
 - (i) Kid Karts will be given participation awards for all drivers.
 - 3. Year End:
 - a. Year-end points total will be determined by the driver’s total eligible points.
 - (i) See section H for details of how points are awarded.
 - b. Classes ending in a season point’s tie will be decided by the most accumulated main event wins. If the main event wins are also tied, the racers will be awarded co-champs.
 - c. Drivers must complete at least 50% of the scheduled races to be eligible for year-end awards.
 - d. Awards will be given to 1st thru 3rd finishes in all classes.
 - (i) Kid Karts will be given participation awards for all drivers.
 - 4. Special awards may be given at the discretion of the award sponsor or Board of Directors.
 - 5. Awarding for the Larry Kurpiewski Shifter Trophy will be determined by cumulative points, in their class, over the 2 day period. In the event of a tie the awardee will be determined by the lowest combined

qualifying times for both days.

6. The Doug Lindamood Trophy will be awarded in the adult 4-stroke class with the highest number of entries.
7. All participants in the Larry Kurpiewski and Doug Lindemood memorial weekend race agree to return the perpetual trophies during or before the following year's memorial race.

9. RULES OF CONDUCT

A. PARTICIPANT COOPERATION WITH OFFICIALS:

1. A participant is anyone, official, driver, crew member, or interested bystander who has signed a release and purchased an insurance pass to be in a controlled area, or who is attending any SRK event.
2. All participants must cooperate with officials at all times to facilitate a smooth event.

B. RESPONSIBILITY:

1. Drivers, or parent(s)/guardian(s) of a minor participant, will be responsible for the conduct and control of all people associated with the driver (Kart owner, pit crew, spectators, and self, etc.). Unacceptable actions by the associates of the driver will subject the driver to immediate ejection from the event, possible probation or suspension of their membership upon review of the Board of Directors.
2. Members are responsible for all accompanying nonmember guests entering the SRK facilities and agree to comply with all rules and ensure the attendees sign the appropriate release waiver and forms. Failure to do so shall subject the offender to immediate ejection from the event site, and possible probation or suspension of membership by action of the SRK Board of Directors. All incidents of abuse or violation of compliance should be documented and presented to the Board of Directors.
3. Each participant is responsible to keep the track, facilities and pit area in a clean manner. Disposing of trash tires, cans, oil, fuel and etc. is the responsibility of the participant unless such areas are designated for such.
4. **Special notice:** Non-event practice times start **NO EARLIER** than **9:00 A.M.** and go **NO LATER** than **8:00 P.M OR DUSK (WHICHEVER IS EARLIER)**. Engines shall not be started/run **BEFORE 9:00 A.M. OR AFTER 8:00 P.M OR DUSK (WHICHEVER IS EARLIER)** on weekends or weekdays. Event weekend practices start and finish times will be posted and/or regulated during the event by SRK officials. It is the intent of SRK to be good neighbors and community partner

*******NOTICE: ANY INFRINGEMENT OF ABOVE REGULATION 9.B.4 WILL RESULT IN IMMEDIATE DISMISSAL OF ALL SRK PRIVILEGES, REMOVAL FROM PREMISES AND POSSIBLE PERMANENT BAN FROM ALL SRK PROPERTY AND/OR EVENTS THAT INVOLVE ANY SRK PROPERTY OR SANCTIONING. PRACTICE HOSTS WILL BE REQUIRED TO INFORM ALL PARTICIPANTS OF SUCH TIMES AND KEEP TRACK OF THE TIME.*******

C. UNBECOMING CONDUCT:

1. Physical Violence:
 - a. All participants shall conduct themselves in an orderly manner. Physical violence, or threat of physical violence, to any individual (official, driver, crew member, interested bystander, or other) at any SRK sanctioned event will subject the offender to immediate ejection from the event site, and possible probation, or suspension of membership by action of the SRK Board of Directors.
2. Verbal Abuse:
 - a. Verbal abuse, use of improper gestures or threats, directed at any individual (official, driver, crew member, interested bystander, or other) at any SRK sanctioned event will subject the offender to immediate ejection from the event site, and possible probation or suspension of membership by action of the SRK Board of Directors.
3. Prohibited Substances:

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- a. All participants entering the controlled area at an SRK sanctioned event shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner. It is the responsibility of the participant to withdraw from competition if they are taking medication that may display side effects that would impair their ability to safely participate. If, in the judgment of the officials in charge, an individual is under the influence of alcohol or any controlled substance during the period of an event, that individual may have their participation restricted or be ejected from the controlled area or event site, and possible probation or suspension of membership by action of the SRK Board of Directors. After the race event is completed and the track is closed for the day, local laws governing the use of alcohol shall apply. Consumption of alcohol is not allowed in the Tech area until Post-race Tech is complete.
 4. Social Media:
 - a. Occasional differences of opinion may arise regarding SRK rules and regulations, decisions by event officials, or event policies. However, communication and discussion of these differences must be handled directly with SRK leadership, their officials and the parties involved. Publishing and discussing these differences on social media sites (such as Facebook or Twitter) may result in disciplinary action including loss of ability to participate in SRK events.
 5. Threat of Legal Action:
 - a. Any competitor, parent, legal guardian or general participant of an event that threatens or takes legal action via an attorney against SRK or any of its members, board members, officers, event participants, will be ejected from the event and suspended from further participation in SRK sanctioned events.
- D. DRIVING PROCEDURES:
1. Good Sportsmanship:
 - a. It is the Spirit and Intent of these rules that all competitors drive exhibiting good sportsmanship; that is, every driver is expected to behave according to principles of fairness, observe all rules, show respect for others, proceed on track without touching or endangering the vehicles of fellow competitors and accept victory or defeat graciously. However, inadvertent occasional contact between karts on track is a reality of racing. The judgment of the point at which inadvertent contact becomes deliberate pushing, bumping, crowding, nerfing, blocking, etc. is solely at the discretion of the Race Director and his/her officials. The Race Director may penalize or disqualify any competitor, who, in his/her judgment, is not driving as a good sportsman. Penalties assessed by the Race Director while karts are on the track are not protestable.
- E. PROTESTS:
1. All protests must be made in writing to the Race Director within 30 minutes after the qualifying session, heat, or main event being protested. Protest must be accompanied by a \$100.00 protest fee (immediately refundable if protest is found to be valid) If protest is found to be invalid, protest fee becomes general club revenue. Person(s) involved will be notified immediately and the Race Director or appointed Official will discuss the protest with other officials, etc. and will make a decision. After a decision is made, both parties will be informed of the decision.
 2. Protest forms will be available at the scoring trailer or will be accepted on a written piece of paper and submitted to the Race Director. The protest must include the written rule in dispute.
 3. Protests involving finishing positions will be determined at the end of the race event.
 4. The Race Director or appointed official will be responsible for the final decision of all protests.

10. **SAFETY RULES**

A. GENERAL SAFETY:

1. No one will be allowed on the racecourse after karts enter the track area, except for race officials. In case of an accident, the race officials will give instruction. Failure to abide by this rule may result in the disqualification of the kart or karts involved.
2. First Aid Kit: Each entrant shall have an adequate first aid kit in their pit.
3. Fire Extinguisher: It is highly recommended that each entrant in the event have a minimum of (1) one operable 1-1/2 pound dry powder fire extinguisher (rated for use on A, B & C type fires) accessible in their pit. Carbon Dioxide type extinguishers are not an acceptable substitute for the dry powder type.
4. Pre-Race Safety Inspection
 - a. Beginning in 2026, SRK will utilize the NKA Pre-Tech Certification form. The form is available on the SRK and NKA website. A review of this form prior to entering practice or a race event is strongly recommended. By signing the NKA Pre-Tech Certification form the racer (or parent/guardian) certifies that the entry is compliant with the required safety rules.
 - (i) Upon request by a race official, entrants must present their kart, engine, helmet, jacket or suit, gloves and neck collar for inspection, with the Pre-Tech Certification form, before driving onto the track at all NKA insured race events.
 - (ii) No entrant shall enter the track until his/her Pre-Tech Certification form or equipment has been submitted. This applies to each day of multiple day events and also includes official event practice days, and morning practice sessions.
 - (iii) If a chassis is presented with an engine which is legal in one class entered, but not another, the engines to be used in the additional classes shall also be available for inspection at pre-race tech, if requested.
 - (iv) Pre-Race Technical Inspection, or Self-Tech, is primarily for the purpose of checking for safety aspects of the kart, and approval at Pre-Race Inspection shall not guarantee legality at Post Race Inspection and tear down. All Pre-Race items must be able to pass the same inspection after the race. Technical Inspectors shall thoroughly examine each kart and safety gear presented by each entrant. When a kart passes all requirements, it may be allowed to be operated on the track.
 - (v) Any kart that enters the track before their Pre-Race Technical Inspection form has been submitted will subject the offender to immediate ejection from the event site, and possible probation or suspension of membership by action of the SRK Board of Directors.
5. Drivers Safety Equipment:

SRK helmet rules must align with the insurance carrier on record (presently NKA). A Full Coverage (full face) proper fitted helmet designed for competitive motorsports use is mandatory and must comply with one (1) of the following or newer standards of the same type as they become available. DOT and ECE rated helmets are not approved without the additional Snell and/or SFI ratings.

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a.

FIA Helmets	Expiration Date
FIA 8859-2015	10 years from manufacture date if it is in helmet, it expires 10 years after spec
FIA 8860-2010	
FIA 8860-2018	
FIA 8860-2018 ABP	
Snell Foundation Specifications	Expiration Date
M or SA 2015	12/31/2025
CMR or CMS 2016 (Youth)	12/31/2026
K, M or SA 2020	12/31/2030
SFI Specifications	Expiration Date
41.1/2013	12/31/2023
SFI 24.1/2015 (Youth)	12/31/2025
SFI 31.1 or 41.1/2015	12/31/2025
SFI 24.1/2021 (Youth)	12/31/2030
31.1 or 41.1/2020	12/31/2030
24.1/2021 (Youth)	12/31/2031

Modification: Any addition of devices, whether aerodynamic or other, to helmets is prohibited unless such devices have been certified (BY SNELL or SFI) with the helmets. It is the driver's responsibility to provide the helmet's manufacturer's literature describing any added devices to the Pre Tech inspectors if requested.

- b. Helmets must be in "factory condition", with no visible shell damage. If shell damage is visible, it will not be allowed to be used. Additionally, all certification stickers must be present and easily visible upon inspection.
- c. Video and Recording Equipment: Video or recording equipment of any kind including cameras, microphones, battery packs, wiring or cabling will not be allowed to be worn or attached on any part of the driver including helmets. Exception is helmets that are pre-wired for radios with the unused connectors secured are allowed.
- d. Gloves must be worn by all drivers. No open finger gloves allowed.
- e. All open kart drivers shall wear jackets of heavyweight leather, heavyweight vinyl, ballistic nylon or other abrasion resistant material and full-length pants to prevent or minimize abrasions or driving suits of one (1) or two (2) piece design constructed of heavyweight leather, heavyweight vinyl material or heavyweight abrasion resistant nylon material. CIK homologated karting suits are acceptable. Suits of Nomex only or Proban material are not acceptable. Fire resistant suits are not adequately abrasion resistant. No sweatpants allowed.
- f. Footwear: Socks and High-top shoes are required for all IKF sanctioned kart racing. High top must cover the ankle bone and be laced, buckled or secured as designed.
- g. Long Hair: If hair extends appreciably from beneath the helmet, the competitor must wear a balaclava to retain hair from extending outside the helmet. No hair is allowed to be visible when the driver is "race ready". If hair is visible during the competition the driver shall be removed from the circuit with immediate effect.
- h. Neck Collars:
 - (i) Use of a neck collar is mandatory for all Kid Kart and Junior divisions.
 - (ii) They are not mandatory, but recommended, for all Senior divisions.
 - (iii) If a Rookie or Junior driver loses a helmet support on-track, they shall be removed from the course and will not be able to return to competition.

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(iv) A senior driver that elects to use a Helmet Support shall not receive a Black Flag for losing a helmet support.

(v) Advanced neck and head supports are highly recommended for drivers of all ages

i. Chest Protection: All drivers in all Kid Kart and Junior 1 are required to present for Pre-Race Technical Inspection, a chest protection device with a Specification 20.1/1 SFI Certification (ages up through 8) or Specification 20.1/2 SFI Certification (ages 9-12). These ages are guidelines for proper sizing. This device must be worn whenever such drivers are on track in their kart. The Grid personnel are empowered to prevent a driver from entering the track without this device, just as they would a driver without a neck collar or gloves.

j. Safety Recommendations:

(i) Rib Braces/Chest Protection: The use of rib braces/rib protectors are recommended for all sit-up style karts.

(ii) Ear Plugs: The use of ear plugs by participants, both drivers and pit crews is strongly recommended when in the hot pit area.

B. TRACK SAFETY:

1. Always locate and be aware of the location of safety crews, fire extinguishers and paramedics.
2. No driving through the pits. All engines must be shut off at the PIT STOP LINE. Karts must be hand pushed onto the scales.
3. No pitting or fueling on the asphalt or grid areas
4. For the safety of all participants, karts are not allowed on the track after the race event has been announced as being completed and has ended for the race day event.
5. Helmets must be worn at all times by people using scooters, skateboards, etc.
6. No scooters, skateboards, etc. allowed on any part of the grid area or track from the start of practice until after the race event has been announced as being completed and has ended for the race day event.
7. No dogs allowed on any part of the grid area or track from the start of practice until after the race event has been announced as being completed and has ended for the race day event.
8. All dogs on the premises must be on a leash and under the control of their owner, which includes control of barking dogs.

C. ACCIDENTS:

1. All entrants are expected to use every precaution to avoid injury to drivers, attendants, spectators or property. Extreme care should be exercised when a driver is injured in an accident. Please wait for officials or an E.M.T. to arrive before any attempt is made to move a driver. If a kart is resting on any part of a driver, use extreme caution when removing the kart from the driver.
2. Karts involved in an accident may be required to stop for inspection by the Officials. Accidents shall be investigated by the track Officials only. No pit personnel are permitted on the track while the race is in progress.
3. Any driver involved in a red flag accident is required to check with the E.M.T. or medical staff before returning to the track.
4. Incident Reports: An NKA Incident Report must be completed by the race director or their representative, any time an injury occurs during the conduct of an event. An NKA Incident Report must be submitted to the Insurance Company and the NKA Office within 24 hours after the event.

11. **RACING RULES**

A. NUMBER PANELS:

1. SRK members with the most seniority have the right to their number in any class they compete in. Any member allowing their membership to lapse for one year will lose seniority rights to their number.

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Number list will be available at registration or contact the club Treasurer. The number 19 has been retired and is only available to the family of Larry Kurpiewski.

2. All competition karts must be equipped with four (4) number placements meeting the following specifications:
 - a. Number panel or panel area must be a minimum of 7.00" high and 7.00" wide. It is highly recommended the panel area be plain white or yellow.
 - b. Numbers must be plain black block style on the correct color background panel. It is highly recommended that numbers are plain and contrasting in color to the number panel.
 - c. Numbers must be a minimum of 5" high and proportional in width.
 - d. No shadowing, outlining, pinstriping etc. is allowed on the numbers.
3. All new competitors shall display an orange number panel or background sticker with a black "X" affixed to the rear of their kart in addition to regular number panels and a black (or contrasting color) "X" shall be displayed on the rear of the helmet for the first 3 race days. Competitors shall start at the rear of all heats, main or finals for their first three (3) race days.
 - a. Orange number panel must remain in place for the first 12 months of karting competition.

B. FLAGS:

1. GREEN:

- a. The start of an event, a qualifying lap or the restart of competition after running under a yellow flag.
- b. When the flagman waves the green flag, the race has started. Passing is therefore allowed before reaching the starting line. Passing before the green flag is waved is a 1-lap penalty.
- c. The pole kart will set the pace, which shall be consistent in accordance with track conditions and as required to form the field.
- d. Karts in the last row will not be allowed to lay back and take a run at the field when coming down for the green flag.
- e. If you are unable to make a heat or your kart breaks before the green flag is dropped you can request to postpone the heat by notifying the pit steward or Race Director. It is the responsibility of the driver or pit crew to make an official aware of the situation. In the spirit and intent of the race event a fair attempt will be made to accommodate a request; however the decision is at the Race Directors sole discretion.

2. YELLOW:

- a. Sprint track: All yellow flags will be local yellows only. In a yellow area raise your hand to signal other drivers of the hazard. Reduce speed in the corner where the yellow is. There is no passing in the corner where the yellow is. Passing in a corner that is under a yellow flag will be a 1-lap penalty. If the starter deems it necessary for a full course yellow, the red flag will be displayed and the field stopped.
- b. Speedway: The lead kart shall hold the pace the starter wants and the rest of the field shall form a single line behind. The lead kart may be sent to the rear of the field if it does not slow down to comply with the flagman's commands while running under the yellow flag.
- c. Speedway: A kart that stops (unless directed to stop by an official) or spins for any reason while under the yellow flag will be started at the rear of the field, but in front of the karts that caused the yellow flag.
- d. Speedway: When the flagman displays the yellow flag and/or the yellow light comes on in the corner, no driver will be allowed to pass another competitor. The lineup for the resumption of racing will be the same as the lineup on the last green lap, with the exception of the karts involved in the spin or which stopped in the pits will start at the back of the field. All yellow flags will be full course yellows.

3. YELLOW and RED FLAGS WAIVED:

- a. Restart
 - (i) Drivers, at a slow pace, line up in their original starting position

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4. BLUE OR BLUE WITH A YELLOW DIAGONAL STRIPE:
 - a. Passing flag. You are being lapped by a faster kart, hold your line and do not make any erratic moves.
 5. RED:
 - a. Danger: Raise your hand and come to a safe controlled stop at the side of the track as soon as safely possible.
 - b. Any kart that completes a full lap and passes the starting line after a red flag has been thrown shall be subject to a black flag consultation.
 6. BLACK:
 - a. A rolled black flag pointed at a driver or group of drivers is a warning against rough driving, blocking or other infractions and is being warned.
 - b. By displaying a waved black flag, the Flagman or Race Director may order any driver at any time to stop at the pits. Any driver receiving the open black flag must exit the track. A warning, in the form of a rolled up black flag, is not necessary before removal from the track with a waived black flag.
 - c. A driver may be ordered to the pits, if, in the opinion of the Flagman or Race Director, the driver has violated the rules or is driving in a reckless, improper or unsportsmanlike manner.
 - d. The driver shall return to the pit area immediately after the current race has ended, the Flagman or Race Director will consult the driver.
 - e. Drivers, who in the opinion of the Flagman or Race Director, clearly ignore the black flag signal and do not stop at the pits on the next lap after the signal has been given, will be penalized, in that no laps will be officially credited following the lap in which the signal was first given. The decision as to whether the black flag was ignored is not protestable.
 - f. The Flagman or Race Director is authorized to determine what constitutes a hazard and to issue the black flag.
 - g. Failure to obey a black flag is a flagrant violation and the driver is subject to exclusion from the event and suspension from SRK upon the action of the Board of Directors.
 7. BLACK with SOLID ORANGE CIRCLE:
 - a. A black flag with a solid orange circle (Meatball flag) indicates a mechanical failure or safety hazard.
 - b. Any driver receiving the open black with orange flag must exit the race track and return to the pit area immediately. After the current race has ended, the flagman or Race Director will consult the driver. The decision as to whether the meatball flag was ignored is not protestable.
 - c. Failure to obey a meatball flag is a flagrant violation and the driver is subject to exclusion from the event and suspension from SRK upon the action of the Board of Directors.
 8. WHITE:
 - a. A white flag may be displayed signifying the leader has commenced their last lap. One lap left in the race before the checkered flag is displayed.
 9. CHECKERED and BLACK FLAG WAVED:
 - a. Finish is under review or protest. Used to end the competition if suspicion or reports of foul, rough or illegal driving, or unsportsmanlike conduct are present. It shall then be considered that the competition was finished under official review or protest by the Race Director or Starter. After checking with corner personnel and the race committee, the Race Director shall state findings or rulings to the entrant(s) involved if an infraction of the rules occurred.
 10. CHECKERED:
 - a. The checkered flag signifies the end of the race regardless of the actual number of laps completed. The driver has completed the race when they receive the checkered flag at the finish line.
- C. RACE ORDER:
1. Sprint: To promote safety, the spirit of sportsmanship, enhance skill and experience of all racers, the HEAT

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racers will line up in the order below according to class. NOTE: The race director has full authority to change heat races starting line-up formats in any class if safety based time differential or high kart count concerns are present at any time up to the official completion of lap one. The race director may in his discretion stop the field and change starting order format if a first lap is waived off for a restart, front rows failing the formation lap or starting procedures infraction. ROOKIE STATUS RACERS ALWAYS START AT REAR OF FIELD.(Review section 11.G.1)

- a. Senior Classes: For heat races, all Senior classes (16 and older non-jr classes) will be a full invert of qualifying times.
 - (i) Race Director has the discretion to adjust or eliminate invert on a class by class basis.
 - b. Kid Kart per race director.
 - c. Jr.1 Novice:
 - (i) For heat races, heads up based on qualifying times.
 - d. Jr1: Race Director and head scorer will review qualifying times, racing groups skill, the days' incidents from practice and qualifying to select the format below.
 - (i) Heads up based on qualifying times, no invert (This is the most likely Jr1 format).
 - (ii) Full invert of qualifying times for all racers within 1 second of fastest qualifying time up to 7 karts.
 - (iii) Front 50% invert of qualifying times over 7 racers within 1 second of fastest qualifying time.
 - e. Jr2: Race director and head scorer will review qualifying times, racing groups skill, the days' incidents from practice and qualifying to select the format below.
 - (i) Full invert of qualifying times for all racers within 1 second of fastest qualifying time up to 7 karts.
 - (ii) Front 50% invert of qualifying times over 7 racers within 1 second of fastest qualifying time.
 - (iii) Heads up based on qualifying times if the situation warrants it.
2. Main event line up uses a position based points (low # for higher finish/qualifying position, higher # for lower finishing/qualifying positions) will be tabulated for the qualifying session and heat race finishing positions. The kart with the least accumulated points from qualifying and the heat race will be on the pole for the main event. In the case of a tie going into the main event, the kart with the better qualifying time will receive the better start position for the main event.

D. STARTS:

1. All rules governing starts, contained under race procedures, shall be enforced. Utmost caution should be observed during all starts. Remain calm and alert, as all karts will be running closely grouped. Avoid sudden changes in direction and if evasive action is necessary, check first to make sure your intended course is clear. Once the kart enters the track and the 90 second clock has expired for any race it may not leave the racing surface to enter the pits and return to the track for that same race unless directed by the Race Director.
2. Any kart or karts causing two delayed starts will be penalized one row.
3. Rolling start race order with a drop out: If a kart drops out after leaving the grid during the Parade Laps, do not change the positions by crisscrossing. Karts further back will move forward to fill vacant position(s). If a kart cannot make the starting grid, karts are to be crisscrossed by moving one position ahead on the starting grid. Karts must complete one lap under the green flag to be given credit for their position in the Heat Race. Shifter classes will remain in their original line up position on track at the start of all heats and will ignore dropped kart positions.
4. Shifter Start:
 - a. All shifter karts will receive two (2) complete warm-up laps. If a driver falls out during warm up laps, then the remaining drivers grid-up in their original positions, leaving a position open for the driver who dropped out.
 - b. F1 style standing starts shall be employed, with a minimum one kart length between karts from front to rear and a maximum aisle width of four feet between karts as established by "Grid" lines on the

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track. The grid may also be staggered by rows.

- c. A kart out of position or not on the grid properly may be penalized up to one lap.
- d. If a driver stalls on the grid, then he/she must raise both arms over head so as to warn other drivers that their kart is disabled. After the start they then must remove the kart to a safe location off racing surface
 - (i) An attempt to restart will be given if conditions allow
- e. If a driver rolls (creeps) before the green flag is dropped, a penalty may ensue. The driver must allow the improperly passed drivers to regain their position during the first lap. Failure to do so will result in a black flag or position penalty at race directors' discretion.

E. RESTARTS:

1. Two or more karts unable to continue racing from an incident (i.e. at the HairPin turn) on the 1st lap of racing under their own power, will be given (at the Flagman or Race Director discretion) a complete restart of that heat race or main.
 - a. On a restart, Yellow and Red Flags waved together; drivers shall, at a slow pace, line up in their original starting positions.
2. Shifter Kart: If a driver stalls the motor on the start, then he/she must raise both arms over their head so as to warn other drivers that their kart is disabled. The disabled kart will be allowed to be pushed starting from the grid after all karts have left the grid.

F. KARTS LEAVING THE TRACK:

1. After the start in a qualifying, heat, or main event, a kart that leaves the track surface and cannot get back on track without help will be out of that event. If any hazard to racing is created by such actions, there can be disqualification for that day. Corner workers can help all Kid Karts and Junior 1 drivers return to the track if it can be done in a manner that is safe for all drivers and track officials. If a chain has come off, it cannot be put back on. ONLY Kid Karts can be restarted by an official.
2. Disabled Karts: No driver shall continue on track if they must get out of their kart for any reason except under a Red Flag or in a designated Hot Pit area.
3. Drivers are allowed to restart engines if they can do so without assistance and without getting out of the kart.
4. Any driver unable to continue because of a stalled engine, mechanical failure or lack of fuel, must move the kart well off the track into a safe location as soon as safe conditions permit. Do not leave karts adjacent to the track at any time. Await the conclusion of the race before attempting to move the kart back to the pit area.
5. All drivers must follow track personnel directions. Kid Kart Drivers and Junior 1 Drivers are to remain in their kart until instructed to exit.

G. DRIVERS:

1. All new competitors shall display an orange number panel affixed on the rear of their kart in addition to regular number panels. A black (or contrasting color) "X" shall be displayed on the rear of the helmet and competitors shall start at the rear of all heats and main events for the first three (3) race dates. Orange number panels must remain in place for the remainder of the year. Three race dates are required at each venue to overcome rookie status
 - a. Exception to rookie status:
 - (i) Race participation at other Kart tracks can be considered by the race director, and at his/her discretion can be counted toward the 3 race requirement.
 - (ii) An adult driver who has prior experience in 4-wheel motorsport racing can provide his/her prior experience to the Race Director and may be allowed to waive rookie status at the Director's discretion.
2. New Driver Orientation must be completed by any inexperienced/new drivers. The orientation must be

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completed and the orientation form signed off by a designated senior member (5+ years, approved by the president, board of directors or race director) in order to start racing at SRK. Contact an SRK officer on the Contact section of www.snakeriverkarters.com/contact prior to your first race event if you have any questions.

3. All rookie drivers with less than 3 race dates of any age or class, all Kid Kart, JR 1, and JR 2 class drivers, each accompanied by a parent or guardian if under 18, must attend a separate driver meeting as directed after the primary driver's meeting. A driver will not be allowed to compete in any part of the race event if not in attendance at the meeting.
4. Substitute drivers will start from scratch at the rear of the field and will not be awarded any points for any driver.

H. POINTS

1. Points awarded for Main Event finish positions will be as follows:
1st-200 points+* / 2nd-190 points+* / 3rd-180 points+* / 4th-175 points+* / 5th-170 points+*
6th-165 points+* / 7th-160 points+* / 8th-155 points+* / 9th-150 points+* / 10th-145 points+*
11th-142 points+* / 12th-139 points+* / 13th-136 points+* / 14th-133 points+*
15th-130 points+* / 16th-127 points+* / 17th-124 points+* / 18th-121 points+*
19th-118 points+* / 20th-115 points+*
*Points equal to the number of entries in class.
2. There will be (2) drop or "throw-a-way" races allowed.
 - a. Lowest eligible points earned during the season will be subtracted from the driver's total eligible point total.
3. A kart must complete a lap under green for qualifying, heat race or main event to score that day's championship points.
4. If a kart does not start in the main event they will be awarded last place points, if two or more karts don't start the main event they will be awarded points based on earned starting position for the main event.
5. Points cannot be used as a drop if the driver received a flagrant disqualification from the Race Director or received a suspension for that event. A flagrant disqualification by the Race Director is not protestable.

I. TRACK RECORDS

1. Track records will be defined only in the qualifying session of any race event. Potential record setters must pass all post- tech for the day's event, regardless of finish position.

J. RACE FORMAT

1. Races are conducted in what is commonly known as "Nor Cal" format.
 - a. 3 minute qualifying time, possibly split into two segments for larger class or speed differential rookies.
 - b. Race a heat using starting order determined by qualifying heads up starting order for Jr classes with inversion of a portion or all of the qualifying order for senior classes as determined by Race Director. Karts must pass post race tech.
 - c. Main starting order determined by combination of heat and main finishing orders with 0 = 1st and 1 for 2nd etc...lowest number starts P1 and descends after.
 - d. Ties will be settled using finishing positions in the heat race.
2. There will be no rain races. In the event of severe inclement weather, racing for the day will be canceled and rescheduled (if possible). Race fees can be forwarded to the next race or credited. If a credit is requested the amount of race entry LESS pit pass fee of \$10 will be refunded. No pit passes can be reimbursed as live pits must be insured.

- K. Transponders will be mounted a minimum of 12-inches rearward of the left kingpin.

ENGINE, CHASSIS, TIRES and CLASS REGULATIONS

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All engine and chassis rules apply per 2021 IKF rulebook.

L. ALL CLASSES

1. The classes listed herein are considered the 2026 SRK competition classes and only these competition classes will be recognized, receive race event awards and be eligible for year-end Championship awards.
 - a. Spirit of intent... if you arrive with a current IKF regulation kart for a class other than SRK's official competition classes, we will determine which class for you to race with.
2. In the event a kart fails post-race technical inspection for an item that could be temperature related (i.e. Jr1 carb slide) the racer will be given a 20 minute period to allow the inspected item to reach ambient temperature and then be re-inspected. The results of the second inspection will be final.
3. The rear bumper shall extend to at least the center of the rear tires. The ends of the bumper shall not extend beyond the outside of the rear tire.
4. All 2 cycle classes must run a muffler min. 12" x 3".
5. All 4 cycle classes will be required to use a RLV B-91 muffler. It must be completely intact and in working order.
 - a. Exception: World Formula RLV Silencer #4108 required with baffle.
6. All exhaust systems are subject to safety, and tech inspection.
7. Mufflers shall be safety-wired to the header, header bracket or per class engine rule.
8. All header bolts or nuts shall be drilled and safety-wired per class engine rule.
9. Fuel type is defined in each class.

M. OPTION Year: The Option year is designed to give the Junior drivers flexibility of class due to variances in driver weight and driving ability. Drivers that become 8, 12, or 15 during the calendar year have the option to move to the next higher age class at any time during the year.

N. The SRK competition age is the highest age of the driver during the calendar year.

1. The SRK attained age is the age of the driver on the day of the event.
2. Drivers in their option year must drive in either the lower age class or higher age class. This applies to all events, and across all divisions.
3. If a driver races in the higher age class in any karting series or event, the driver cannot move back to the lower age class.
4. A driver may move from the lower age class to the higher age class during mid-year. If the driver moves up during the year, the driver moves up in all racing classes. If a driver moves up in mid-year, any points earned in the lower class do not move up.
5. A driver may not compete in both the lower age and the higher age class at the same event.

O. CLASS SIZE:

1. At Race Director's discretion if more than 10 karts in any class the following may apply:
2. Split qualifying and heat.
3. Qualifying in two groups split evenly on the grid by racers or Race Director.
4. Heats split by time from qualifying groups A and B. Starts are inverted.
 - a. A Heats are odd numbers from the qualifier (1, 3, 5, etc.)
 - b. B Heats are even numbers from the qualifier (2, 4, 6, etc.)
 - c. Combine qualifying and heat finish points. (tie to best qualifying)
 - d. Group top 8 points totals go to the main. Group highest point total on pole. (etc.)
 - e. 9th, and lower go to consi.
 - f. 1st, and 2nd finishes from consi go to the main starting 9th and 10th on grid respectively.
 - g. Points awarded for finishing of consi (3rd = 11th place main points, 4th = 12th place main points, etc.)

P. TIRES:

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1. All competitors in Sprint, 2 and 4-Cycle classes, must qualify and race all heats, or Pre-final/Final, on the same set of tires. Tires will be marked prior to qualifying. It is the racer's responsibility to make certain tires are marked before leaving the scale area following qualifying. The Race Director or Chief of Tech must approve a one-for-one replacement of a tire that is damaged by road hazard or accident. The replacement tire must be replaced by/with a tire of similar wear and condition (used).
2. CHEMICALS OF ANY KIND APPLIED TO TIRES OR USED TO TREAT TIRES IS NOT ALLOWED
3. All racers must race the same tires all weekend for two-day races. (excludes practice)
 - a. If racing on the second day only, racers must run all practice sessions on race tires.
 - b. No new tires for the second day.

Q. CLASS STRUCTURE:

Note: All 206 classes will follow the current Briggs & Stratton Racing, 206 United States Rules Set as published on the Briggs & Stratton Racing website, unless otherwise specified below (carburetor slides and class weights, etc...).

1. KID KART: Kid Kart class is run as "non-competitive" at all club races. Kid Karts are required to complete an NKA Pre-tech Certification (Self-Tech) Form before entering the track. Kid Karts will go through post race tech only as requested by the Tech Director.
 - a. AGE: Attained age 5* - Competition age 8 , Option year applies
**Attained at the age of 5 years old.*
 - b. MOTOR: Comer C-50 or Honda GXH50, all engines to remain stock as supplied by the manufacturer. No grinding of parts or aftermarket accessories (including fasteners) except as specifically noted. The intent of this class is to allow beginning drivers (and their parents) the opportunity to learn driving and mechanical techniques. The only changes permitted are those that will promote equality among competitors rather than increase performance.
 - i. Comer C-50/51 series engines have a plastic covered on/off switch. K&N air filter RC-1250 or equivalent, stock muffler, stock carburetor and stock clutch are required. Chain is to be #219 with 10T driver and 89T rear sprocket.
 - ii. Honda GXH50 as supplied by Honda Performance development. a. Engine seal: As installed by HPD. Gas Tank, Carburetor, Air Filter and Exhaust as supplied by HPD. Clutch: HPD supplied. No oiling or greasing of clutch shoes or drums allowed. Stall speed 2400 rpm. No modification of the clutch drum allowed. Gearing: 15:89 or 16:89 (#219 chain).
 - iii. Briggs & Stratton LO206 "Junior", Model 124332, 4,100 RPM Rev Limiter #555725. CARBURETOR SLIDE: Throttle slide will be a BLACK 206 Junior slide, Briggs part # 555732, unaltered, with a maximum opening between slide & carb venturi of 0.350", no-go 0.352". Briggs carb lock #555726 must be in place and unaltered. Max-Torque Clutch #555727, 3/4" crank, #35 17T driver (as supplied). GEAR RATIO: (#35 chain) 17:57
 - iv. Predator 3HP 79cc OHV Horizontal-shaft motor as supplied by Harbor Freight. Engine seal will be required and offered by SRK appointed representative. Clutch – gearing 12-72 #35 chain.
 - v. Tillotson 3HP TPP-105R. 105cc 2 valve 4 stroke, Noram clutch (18t), Tillotson Carburetor, analog ignition coil and exhaust as supplied by Tillotson. Engine seal as installed by Tillotson required. Gearing TBD.
 - c. CHASSIS: Compliant with IKF rules.
 - d. WEIGHT: no minimum
 - e. FUEL: pump gas/oil only.
 - f. TIRES: no restrictions other than 4.50 size tire.
2. JUNIOR 1 Briggs 206:

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- a. The Junior 1 Briggs 206 class is a competitive class. The engine, carburetor, jetting, restrictor, air filter, exhaust pipe, muffler, clutch, chain guard, etc. are sealed or are a spec item.
 - b. AGE: Attained age 7- Competition age 13 (Competition age 12*, Option year applies) 2021 IKF rule 209
 - c. MOTOR: Briggs 206 Spec Engine Package
 - (i) Model 124332 Type 8201 Only
 - (ii) 6,100RPM Rev Limiter
 - d. CARBURETOR SLIDE: Throttle Slide will be a 206 Blue slide, Briggs part # 555734, unaltered, with a maximum opening between slide & carb venturi of 0.520", no-go .521", measured from the air filter removed, Briggs carb lock #555726 must be in place and unaltered.
 - e. CHASSIS: Compliant with IKF rules.
 - f. WEIGHT: 250 lbs. minimum
 - g. FUEL: Gas only, non-ethanol
 - h. TIRES: 4.50 front and rear, Shinko Green ALLOWED, SIK RACES MAY DIFFER.
 - i. *NOTE- For safety reasons at the Race Directors discretion, JR1 may be broken into separate JR1 and JR1 Novice classes. JR1 Novice will be awarded trophies for race events, but will not score points towards a season Championship. The purpose of JR1 Novice is to build skill in a young driver, encouraging them to be allowed to "graduate" to JR1.*
3. JUNIOR 2 Briggs 206:
- a. AGE: Competition age 12 – 15 (Competition age 16*, Option year applies.)
 - b. MOTOR: Briggs 206 Spec Engine Package
 - (i) Model 124332 Type 8201 Only
 - (ii) 6,100RPM Rev Limiter
 - c. CARBURETOR SLIDE: Throttle Slide will be a stock 206 Black slide, Briggs part # 555590, unaltered
 - d. CHASSIS: Full size, Compliant with IKF rules.
 - e. WEIGHT: 320 lbs. minimum
 - f. FUEL: Gas only, non-ethanol
 - g. TIRES: 4.50 fronts, 6.10 rears, Shinko Green ALLOWED, SIK RACERS MAY DIFFER.
4. SR 206:
- a. AGE: 16 and up
 - b. MOTOR: Briggs 206 Spec Engine Package
 - (i) Model 124332 Type 8201 Only
 - (ii) 6,100RPM Rev Limiter
 - c. CARBURETOR SLIDE: Throttle Slide will be a stock 206 Black slide, Briggs part # 555590, unaltered
 - d. CHASSIS: Full size, Compliant with IKF rules.
 - e. WEIGHT:
 - (i) LIGHT - 360 lbs. minimum
 - (ii) HEAVY - 390 lbs. minimum
 - f. FUEL: Gas only, non-ethanol
 - g. TIRES: 4.50 fronts, 6.10 rears, Shinko Green ALLOWED, SIK RACERS MAY DIFFER.
5. WORLD FORMULA HEAVY:
- a. AGE: 16 and up
 - b. MOTOR: Briggs World Formula
 - c. CARBURETOR SLIDE: Throttle Slide will be a stock WF Black slide, Briggs part # 557083, unaltered
 - d. CHASSIS: Full size, Compliant with IKF rules.
 - e. Weight 390 lbs. minimum
 - f. Fuel: Gas only, non-ethanol

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- g. TIRES: 4.50 fronts, 6.10 rears, Envico Blues SKH or SKH2, Shinko Green ALLOWED, SIK RACERS MAY DIFFER.

R. SENIOR SHIFTER 125:

- a. AGE: 16 and up
- b. MOTOR Group 1: All production 125cc Motocross based, single cylinder, 125.0 cc max. displacement, reed induction engines are legal in this group. Engine must be readily available over the counter to the general public in the U.S.A. Engine must be normally aspirated, have wet clutch operation, internal water pump, and one single venturi float bowl type carburetor. Example Engines; Stock TM Moto 125CC, CR125, Modified Honda 125CC, KX125, RM125, YZ125
- c. WEIGHT: 400 lbs. minimum
- d. MOTOR Group 2: All CIK Homologated KZ engines are allowed. CIK rules govern engines. The competitor must bring a copy of his/her engine homologation papers to tech inspection. Examples of KZ engines; TM, IAME, Debei, ROK, Maxter, Pavs, Modena, IAME SSE
- e. Recommend air box and ICC muffler for noise reduction per Kart Idaho rules.
- f. WEIGHT: 420 lbs. minimum
 - (i) MOTOR Group 3: ROK motors are 410 lbs. minimum.
- g. CHASSIS: Full size, Compliant with IKF rules.
- h. FUEL: All engines, Non-Oxygenated Race or Pump Gas/oil only
- i. TIRES: 4.50 fronts, 7.10 rears, Envico Red SKM2 or Blue SKH2 or Shinko Yellow ALLOWED, SIK RACERS MAY DIFFER.

2. 100cc Air Cooled Senior / TAG 125:

- a. Age: 16 and up
- b. Engines: Per manufacturer's specifications and rules package as listed below.
 - (i) IAME KA100 Technical Documents: (iameusawest.com)
 - (a) KA100 Technical document located on the IAME USA West website
 - (b) KA100 Supplemental Rules document located on the IAME USA West website
 - (ii) Rok VLR 100cc Technical Documents: (rokcupusa.com)
 - (a) ROK Cup USA VLR Tech Sheet located on the ROK Cup USA website
 - (b) ROK Cup USA VLR Supplemental Rules document located on the ROK Cup USA website
 - (iii) Italian Motors X100AC technical document: (www.italianmotors.com)
 - (a) X100AC Homologation document located on the Italian Motors website
 - (iv) Rotax 125, approved 125cc TAG engines (per IKF 2021 rulebook)
- c. WEIGHT:
 - (i) 100cc
 - (a) 350 lbs for VLR100
 - (b) 360 lbs for KA and Ital100
 - (ii) TAG 125
 - (a) 400 lbs
- d. CHASSIS: Full size, Compliant with IKF rules.
- e. FUEL: All engines, Non-Oxygenated Race or Pump Gas/oil only
- f. TIRES: 4.50 fronts, 7.10 rears, Shinko Yellow COMPOUND ONLY
- g. NO FRONT BRAKES ALLOWED

3. ALL IKF SANCTIONED CLASSES ARE ALLOWED TO COMPETE

- a. With 3 or more participants class may be ran separately, at the Race Directors discretion