



This document serves as a supplement to the National Karting Alliance Sporting Regulations. Any rule found below supersedes those found in the NKA Regulations.

All competitors are urged to check for updates at nkaonline.com/rules prior to each event.

Consumable Specifications

It is the right of NKA events to declare the requirement of certain consumables such as tires, fuel, and/or oil. All IAME competitors are required to purchase their tires, fuel, and oil to be used in all official sessions from the Apex Karting Championships. Briggs competitors will be required to purchase their competition tires from Apex, with fuel being a local pump spec per event and open oil.

SPEC FUEL (IAME) - VPMS98L (BRIGGS) - SPEC PER EVENT

SPEC OIL (IAME) - VROOAM 2T [1 LITER PER/ 5 GAL] (BRIGGS) - OPEN / NO ADDITIVES

SPEC TIRES (JUNIOR + SENIOR) - MG SH2 (RED) (4.60-5 X 7.10-5)

SPEC TIRES (MINI + MICRO) - MG SH2 (RED) (4.60-5)

RAIN TIRES (ALL CATEGORIES) - MG SW2 ONLY (NOT SUPPLIED BY APEX)

All competition tires must be issued from the Apex Karting Championships. All categories are required to use one set for all competition sessions (beginning with new tires for qualifying).

EVENT COMMUNICATION

Before and during an event, Apex uses Discord, a free app, for all event communications. Please reference the 'Using Discord' document on our website and in your registration packet for detailed information on how to download and use the app.

There are three channels that you'll use during your event; event-announcements, event information, and help-desk. If there is a need to make an announcement we'll do it in the event announcements channel. For PDF images of the Event Schedule, Schedule of Sessions, and some other documents you'll find those in the event-information channel.

Need to ask a question or get some help? Then the help-desk is your go-to. It's fast and monitored by multiple Apex staff members during an event, and your fellow racers also will help

as well. A friendly reminder that this isn't the 'opinion-desk', or the 'complaint-desk', and we do reserve the right to issue a penalty based on the use of foul language, attacks, or any general douchebaggery. It's a great feature with a helpful vibe. Keep it that way.

COMMON FORMS

Facility Map: Shows all pertinent information about locations of areas, such as Registration, Tech, Tire Pick Up, Track Entry/Exit, Scales, etc. Please review prior to the event.

Light Location: Apex utilizes a track safety light and information system. You'll see a form that will show you the locations for lights, the Information Boards, and the Start Light. If we feel we need to revise those locations we'll update the image and let you know. Later in this document we'll go over all of the lights.

Event Timeline: Shows the times things are open/closed during an event. We work to strictly adhere to this schedule.

Schedule of Sessions: This is the document that shows when you'll be on track. This document is offered as a reasonable approximation of when you can expect to be on track, but Apex reserves the right to modify as necessary. Modifications are posted to the Apex Discord page.

Protest Form: The Protest Form can be found with the Penalty Steward.

LIVE TIMING

Apex uses Alpha Racehub to broadcast live scoring. Transponders are mandatory beginning with Round 3 of practice on Friday for all standard classes. This is not official timing information and is for entertainment purposes only. All official results are posted on your class Discord page.

PIT CLEAN UP

Don't be that guy (or girl). Take pride in our event, your area, and our tracks over the course of the event. The facilities will all have regular trash pick up and/or dumpsters. Do your part and toss your trash during the event. When you leave? Take your tires, fuel cans, etc home with you. It's the right thing to do.

EVENT FORMAT | Apex Supplement

Our events are progressive, beginning with qualifying and culminating in the Final on Sunday afternoon. Your qualifying time will line you up for all heat races. The points you earn in the heat races will determine your Pre-Final starting position. Your Pre-Final finish position will determine your starting position for the Final.

You will earn championship points for all heats, pre-final, and final.

QUIET GRID

For information about the Quiet Grid, and other helpful information about grid procedures, please see the referenced regulation.

LEAVING YOUR KART ON TRACK

If you have a mechanical or stop for whatever reason on track, it is your responsibility to get your kart moved out of the way to a safer location, and then yourself. It is not the responsibility of track staff to do this for you. Obviously younger, smaller drivers are an exception.

SERIES DECALS

All karts shall display all event or series required decals in the correct positions if required by the event. Decals representing conflicting brands/companies are expressly prohibited.

COMPETITION LICENSE

All competitors are required to have a current Apex Karting Championships competition license to participate in any Apex event.

ENTRY FOR AN EVENT

The Legal Entrant must enter a Apex event prior to going on course for any official session of the event. Entry to a Apex event does not guarantee the Legal Entrant any additional benefits, points, or awards, and may not be used in any protest or appeal. Entering an event implies that the rules and standards have been agreed to by the Legal Entrant. Any entrant must be registered for the event prior to the start of qualifying.

TECHNICAL INSPECTION FORM

At any Apex event, it is the responsibility of the entrant/driver to maintain all facets of safety for their vehicle, and not Apex, for all sessions related to the event. To ensure that the entrant/driver is aware of this responsibility, Apex requires drivers to complete their technical scrutineering during the registration process for each event. Once completed, drivers will mark the appropriate box and complete the registration process. It is acceptable for an Apex event to require a pre-tech inspection as opposed to the technical scrutineering completed via your event registration, and is at the discretion of the event officials. All competition tires must be claimed and scanned in at the tire desk and must match the barcode numbers for all competition sessions. Apex technical staff will be available for courtesy technical checks in the tech area during times designated on the event schedule.

TECHNICAL COMPLIANCE

For all Apex event sessions, drivers are required to meet all technical requirements as outlined in the regulations (including safety tech standards, registered kart numbers, engine compliance, etc). Note: Spec tires are not required for practice sessioned, but are required for all official sessions beginning with qualifying. Failure to meet these requirements may result in removal from course.

ENGINE SEALS

All Apex competitors are required to seal their engines using their assigned engine seals for all competition sessions beginning with qualifying. Cable seals used for all IAME categories must remain the original length and cannot be cut or altered unless done so by an official. All IAME categories are permitted a total of 1 engine to be sealed per event.

SUITS

Driving suits of one piece design made of abrasion resistant material are required. Nomex and similar materials are not permitted.

RESTARTING OF KARTS

Restarting of a kart during green conditions is allowed, but is the sole responsibility of the driver. If the driver is unable to restart, it is the sole responsibility of the driver to remove the kart from the course to a safe location. Failure to comply may result in a penalty. Consideration will be given to drivers unable to remove the kart under their own power.

If a driver must be assisted on track during qualifying, they will stop being scored at that point (excludes micro and mini).

STANDARD EVENT FORMAT

Each Apex event will have the following format; Official Practice, Qualifying, 2 Heat Rounds, Pre-final, and Final. All sessions will be determined by time and not laps. The exact duration of each session will be as follows.

Qualifying - 6min

Heat - 7min + 2 laps

Pre Final A - 9min + 2 laps

Pre Final B - 7min + 2 laps

Final - 12min + 2 laps

Apex will observe an open grid for all practice and qualifying sessions for all categories.

Qualifying determines the starting position for both Heats. Heat points determine the starting position for Pre Final. Pre Final finishing position determines starting positions for Final.

All categories will have a 40 driver entry cap per event. If a category is opened up, the max driver cap will be 70 and the class will be split into A and B run groups. All practice/warmup sessions will be run in the group assigned to you at entry and designated by the group decal on your driver fairing. The final practice session to take place before qualifying will set the A and B groups for qualifying, with the top half going to group A and the bottom half to group B. Heat groups will then be determined by qualifying position (odd = A, even = B). A and B will compete in their corresponding group for both Heat Races based on their qualifying results. Using accrued points, the top 30 drivers from the Heat Races will advance to the A Pre-Final, with all remaining drivers advancing to the B Pre-Final. Drivers who make the A Pre-Final are guaranteed starting positions in the Final. The top 10 finishing drivers in Pre-Final group B will directly advance to the Final, being placed in order of finishing position at the rear of Pre-Final group A (positions 31-40).

RACE DROP

The Apex Karting Championships will count a driver's best 2/3 events towards each regional championship.

APEX FINALS

To qualify for the annual Apex Finals, competitors must have run a minimum of 2 Apex regional events in that season. Drivers are only eligible to compete in the finals in a category(s) that they have completed in at an Apex regional event that year. In the event that a category at the Apex Finals reaches capacity, priority entry will be given to the top ten competitors in each category from the various Apex regional programs.

TIMING PROCEDURES

For qualifying, the time clock will begin when the grid is released and the checkered will be thrown when the time clock reaches zero. For all other official sessions, the time clock will begin at the start of the race. If a rolling start is aborted, the clock will still start at the first passing of the loop. When the time clock reaches zero (+- 5 seconds at the discretion of the head flagman) drivers will be shown two to go, followed by white, followed by checkered. In the event of a red flag, time will be paused until the track

returns to yellow. If the session exceeds 60% of the noted session time (not including +laps), the race director may consider the session complete. Functions of time are not protestable.

ROLLING START PROCEDURES

Formation Cone: Once a class has left the grid, they can proceed at a reasonable speed until they reach the Formation Cone, typically half-track distance. At the formation cone, it is the responsibility of the pole sitter to bring the field to pace speed and allow the field to properly line up.

Commitment Cone: Once the pole sitter reaches the commitment cone, the field is now set. Drivers late leaving the grid, who are attempting to regain their starting position, at this point must halt and line up where they are. This applies only to rolling starts. Once leaders have reached the commitment cone the grid will close. Commitment cone procedures reset in the instance of an aborted start.

Tram Lanes: At all starts (with the exception of a standing start), all drivers are to stay fully within their tram lanes. Once the race has started, racing has begun and drivers can then move out of the tram lanes. If Tram Lines do not exist, then each lane is expected to be formed directly behind the pole and off pole karts, who will place their karts at 1/4 distance from the inside or outside of the edge of the course.

Rolling Start - Start Zone

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 a set of blue cones. The pole sitter will start the race anywhere within this defined zone, and the starter will extinguish the start lights or display green flag to signify that the race has started once the leader has started the race. There is no waived start, except with unsafe conditions as determined by the Race Director and/or Head Flagman.

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 pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. No driver may lead the pole sitter out of the start zone. If it is deemed that a driver has led the pole sitter out of the start zone and the race has started it shall be considered a jump start and shall be subject to infraction.

Light Procedure (primary): The red lights will be fully illuminated as the field approaches the Start Zone. When the flagman starts the race, the red lights will go out signifying to the field the race has started. If the start is aborted, the red lights will remain on and two orange lights will illuminate.

Flag Procedures (secondary): When the pole sitter starts the race, the head flagman will waive the green signifying to the field the race has started.

Single File Restart The start zone is to be used as the standard for single file restarts with the field lined up in order, nose to tail. The lead kart will choose the inside or outside tram lane and will use the basic start zone procedure. If a start is aborted, all starting procedures (including formation and commitment cones) will be reset.

Aborting a Rolling Start: Per Apex regulations, rolling starts will only be aborted if the attempted start will create an unsafe situation on the circuit. If the start is aborted, the orange abort light will illuminate on the right side of the CIK light board and be accompanied by yellow flags. All other starts will be executed with penalties issued as needed. Any driver found to carry the sole responsibility for an aborted start may be issued an incident responsibility penalty. If a start is aborted, the race clock will still begin at the first passing of the start line.

POST RACE SCALE PROCEDURES

All drivers shall be weighed with their karts immediately after every official session. The post-race scale area is restricted to drivers only. Restricted area infractions may result in penalties for associated driver(s).

Drivers and karts shall be weighed together and must maintain or exceed their minimum weight for more than three seconds. If parts or pieces have come off the kart, they are not to be included in post-session scale procedures. Drivers shall not add any weight to themselves or their karts between the finish of the session and weigh-in.

Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, “zero” the scales, and immediately make a second attempt.

Only a credentialed Apex official may issue a DQ for weight infractions.

PUSH BACK BUMPERS (PBB)

The Apex Karting Championships will not enforce Push Back Bumper (PBB) regulations for any classes at Apex events.

RAIN REGULATIONS

20.1.24.3: Rain tires shall be the MG SW2 compound. The number of sets of rain tires is not regulated, and they are not required to be new. It is not the responsibility of the series to have a ready supply of rain tires. Rain tire inventory is at the sole responsibility of the entrant.

It is at the discretion of the competitor to determine the use of dry or wet tires depending on conditions. Once the grid has been released a driver shall not re enter the pits to make any changes to the kart. The Race Director retains the right to remove a driver whose tire choice may result in a dangerous situation.

The decision to halt an official session due to a change in course conditions (typically dry to wet or vice versa) is solely based on the performance of the preferred tire choice for those conditions.

(IAME Categories) When a driver chooses to utilize rain tires, they are then permitted to change the airbox to wet weather specifications. If a driver chooses to run dry compound tires, they are not permitted to run a rain hood.

(Briggs Categories) Refer to Briggs regulations regarding rain hoods.

KART WIDTH

The following minimum widths apply to all conditions, wet weather included;

20.2.3: Overall Kart Width

20.2.3.1: 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.

PROTESTS

If you feel that you have incurred an incorrect penalty, your sole solution is a protest, and you get one for the event so use it wisely. Penalties can and do get overturned for any number of reasons. And remember, getting a penalty isn't the end of the world.

To ensure a high standard of officiating, penalties will be assessed by marshalls on track in addition to the Overwatch VOS video system.

The Penalty Steward is your resource for navigating your protest for you. They will have the forms, will accept payment (\$250 cash only), and will manage your protest through its conclusion. The Protest Steward does not call penalties, and is not on the track. They are your representative so please treat them with courtesy and respect as they are working to help you.

The Penalty Steward does not rule on a protest.

Each entrant is allowed 1 protest per event. If the entrant wins their protest, they retain their right to use their 1 protest again.

Note: It is your responsibility to define your case clearly, and with evidence. Camera footage may be allowed if it clearly shows the incident (not the result of the incident).

Do;

- Identify to the Penalty Steward you feel you had an incorrect penalty called and ask for a protest form.
- Fill out the form clearly, and be ready to provide evidence to support your position
- Have your payment and form ready
- Come back to the Penalty Steward when he/she reaches out to you regarding your protest.
- Most of the time the Race Director will speak with you, but it is not always an option.

Don't;

- Run to the Penalty Steward asking about all of the details of your penalty, or demanding to know why you received a penalty. He/she does not have that information.
- Ask to talk to the Race Director. The Race Director is actively engaged in directing the race and will only be involved once a protest has been filed.
- Show the Penalty Steward your video, as they are not the one that is making a decision.
- Argue about the penalty with the Penalty Steward.

In the event a protest has taken place, any and all materials gathered in the investigation of that incident may be used to issue additional penalties to drivers involved or uninvolved in the initial infraction.

Articles 30 and 40: Engine Standards

IAME ENGINE STANDARDS

Apex observes all NKA IAME engine regulations found at <https://nkaonline.com/rules>.

BRIGGS ENGINE STANDARDS

Apex observes all Briggs engine regulations found at <https://www.briggsracing.com/racing-engines/206>. The following Apex specific rules, clarifications, and procedures apply at all Apex events and supersede the Briggs engine regulations.

SPARK PLUGS

The AR3910X spark plug is mandatory for all 206 categories.

- The plug gap is a technical item.
- Minimum allowable gap at **any** grounding point: **.018"**.
- Verification will use the **.0185" Class Z No-Go pin** from the Briggs Tech Tool kit.
- A visual comparison to a known OEM plug may also be performed.
- Once inspected, spark plugs will be marked and must be used for all scored sessions.
- Any plug change must be approved by the Apex technical officials and must be done in tech. Apex reserves the right to confiscate the replaced plug.

PISTON POP UP

To supplement Briggs Rule 26.a & 26.c:

- Apex Tech may reference the **Briggs & Stratton Engine Seal Database** for each engine's factory pop-up value.
- Tolerance allowed: **+ .001"** over the documented build sheet value.
- Inspectors may remove carbon until factory piston markings are visible.
- First measurement: center of piston.
- If that value exceeds the allowed tolerance, three additional measurements will be taken across the centerline, parallel to the wrist pin.
- If the **average** of those measurements still exceeds **+ .001"**, the engine will be disqualified and the seals cut.
- Engines with cut seals become ineligible for future Apex events.

CARBURETOR STANDARD

Walbro-style carburetors are not permitted at any Apex event.

- Legal carburetors must have the **Briggs & Stratton logo cast into the body**.
- Any carb not displaying the Briggs casting will be declared illegal.

ENGINE SEALING

The Apex technical staff may apply a paint type seal to various components of the Briggs engine package. If any component needs repaired or replaced which will require the breaking of a seal, the repair must be done in tech and the driver will receive a ten position grid penalty for the following session.

CAMSHAFT MEASUREMENT

In addition to the standard Briggs cam profile checks, Apex events will also verify:

- **Intake lobe center:** must fall between **105.0° and 107.5°**.

CAMSHAFT NON-COMPLIANCE

- If **more than one** camshaft measurement (including centerline or any profile check) falls outside the legal specification:
 - The driver will be **disqualified**.
 - The **short block** (cam, lifters, crankshaft, rod, piston, etc.) will be **confiscated** for further inspection by Apex.
- If further inspection reveals tampering or intentional manipulation of sealed components, additional penalties—up to or including suspension—may be issued.

HEADER WRAP

Header wrap is treated as a safety requirement at Apex events.

- Header wrap must be installed in accordance with Briggs & Stratton guidelines.
- Excessive deterioration, loose material, or unsafe installation may result in removal from course.