

# Northeast Karting Challenge

## Sporting Regulations 2026



# 2023 Northeast Karting Challenge Sporting Regulations

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Updated: April 6th, 2026

The Northeast Karting Challenge (NKC) has selected the National Karting Alliance (NKA) and the NKA Regulations as our base rule package. The rule book can be found online here.

<http://www.nkaonline.com/rules/>

The Northeast Karting Challenge Sporting Regulations serve as the supplement to provide any rule clarifications or modifications to our base rule package and will supersede NKA Regulations.

## ENGINE TECHNICAL

All Engine Technical Rules can be found using the following links.

- **IAME Swift / KA100 / X30** <https://iameusaeast.com/pages/technical>
- **Rotax (All Engines)** <https://racerotax.com/rules-2/>  
\*US Supplemental Regulations/Technical Regulations Apply
- **Vortex (MiniRok / GP / Shifter)** <https://rokcupusa.com/rules/rok-cup-usa-series/>
- **KZ Regulations** <https://www.fiakarting.com/page/homologated-equipment>
- **Lo206 Regulations**  
[https://www.northeastkartchallenge.com/\\_files/ugd/862254\\_7633e117c7ca495795111d46df517771.pdf](https://www.northeastkartchallenge.com/_files/ugd/862254_7633e117c7ca495795111d46df517771.pdf)

## APPROVED FUEL & OIL

Drivers in all categories can choose from any of the fuel and oil options listed below. Please note that the Fuel:Oil Mixture ratio will remain the same and we will be testing fuel in the post-race scale lines and post-race tech regulations.

**SPEC FUEL (all categories)**– VP MS98 and NKC Fuel Mix. Sealed 5-gallon VP MS98 jugs and NKC Fuel Mix will be available at all race events for purchase through NKC. 93 Unleaded Octane (from Wawa or Sunoco) will be allowed for the ROTAX classes only. If using 93, please mix with XPS 3oz/gallon. **All 4-stroke classes must use 93 Unleaded Octane with no additives. Please refer to the Lo206 rules for more info.**

**SPEC OIL** – XPS 2T Full Synthetic (Rotax), Motul Grand Prix 2T, Elf HTX909 (7oz/gal) and Vrooam Factory Racing 2T Kart Engine Oil. Drivers can choose between either of the 4 oils for any class. **Please refer to the Lo206 rules for suggested oils for Lo206 or your engine manual for other 4-stroke motors.**

## SPEC TIRES

TAG SENIOR & SHIFTER CLASSES – MG SM2 (YELLOW) 4.6x7.10-5

MINI/MICRO CLASSES - MG SH2 (RED) (4.60-5)

100cc/JUNIOR/MASTERS/**4-Stroke CLASSES - MG SH2 (RED) (4.60-5 X 7.10-5)**

RAIN TIRES (ALL CATEGORIES) - MG WT & MG SW2 ONLY

***All tires are available for purchase from your favorite teams***

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## TECHNICAL INSPECTION

1. It is the competitor's responsibility to present a kart that conforms to the specific regulations of his/her class. NKC and appropriate staff reserve the right to restrict track access to a kart or driver that it deems non-compliant with regulations
2. NKC reserves the right to inspect any entered kart at any time throughout a race day.
3. The top Three (3) Drivers are expected to proceed to the prescribed tech area at the conclusion of any given competitive session. It is the tech official's discretion to ensure rules are being followed.
4. Chassis or engine swap: Drivers that swap their engine and/or chassis during an event must start from the back of the grid for the next official racing session. Any engine or chassis swaps must be the same brand and configuration as the original. ALL engines used during an event must be submitted to tech.
5. Fuel may be teched from the gas tank of any kart at any time. Fuel must be purchased from the NKC shop. All approved race fuel is available at the NKC shop for sale and ALL tech samples will come from the NKC shop inventory.

## TIRES

1. Tire compounds are per the regulations outlined in the class structure/rules.
2. All drivers MUST use the same set of tires for qualifying and all competitive sessions. If a driver does not compete in the qualifying, heat or pre-final sessions, they must start at the back of the grid and use used tires for the final. For more clarification, please refer to the NKA rulebook.
3. If a driver has a damaged tire, the Race or Tech Director may allow it to be replaced with a tire of similar or greater wear. A tire cannot be replaced with a new one under any circumstances.
4. If a rain race has been declared, all drivers have the option to use rain or slick tires (compliant for the class) for the remainder of the race day. If the day starts on rain tires, a driver may introduce only one set of slicks throughout the day - they may be new or used. Drivers making a poor tire choice resulting in unsafe driving conditions for that driver may be removed from the track.
5. If a race has been declared wet a driver may switch between slicks and wets between sessions provided no more than those eight (8) tires are used throughout the day.
6. Tires must be at ambient temperature upon entering the track. Tire warmers or warming is/are forbidden.
7. ANY form of tire prep or altering of tire composition for the purpose of gaining a competitive advantage will result in stiff penalties and potential suspension of any and all individuals involved.

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## HOT GRID

1. No fueling is allowed on the grid. NJ State law restricts fuel jugs from being present on the hot grid and can result in the event being shut down.
2. Work may be completed on the grid and is not limited to one mechanic or driver to any given kart.
3. No heavy equipment or rolling tool boxes allowed on the grid.
4. No personal vehicles (motorized and non-motorized) are allowed on the grid during a race day or while the track is hot. No bikes, scooters, skateboard, segways, hoverboards, quads, motorcycles, cars, trucks, etc. are allowed on the grid.

## DRIVERS MEETING

1. The driver's meeting is scheduled and organized by the Race Director for all drivers registered for any given race. Parents, team principals, and tuners are encouraged, but not required to attend the driver's meeting. Time and location of the driver's meeting will be announced on race day.
2. All drivers are required to attend the driver's meeting. Penalties may be enforced by the Race Director for drivers that do not attend.
3. ANY rule clarifications, announcements, or rule changes from the driver's meeting should be considered and is a supplemental regulation that takes the highest precedence over ANY other rule(s) written or otherwise.

## SCORING/TRANSPONDERS

1. Results for all official track sessions are to be considered pending until signed off by the appropriate official and posted on the posting board as announced by the Race Director. The posting of results does not automatically deem those results as official.
2. Protesting of results will only be permitted within thirty (30) minutes of the results being posted on the posting board.
3. Transponders
  - 3.1. Transponders are mandatory for practice. If a driver does not have a transponder on during practice and they receive no time in a qualifying session, they will receive no time and start at the rear of the field for the next competitive session.
  - 3.2. Transponders must be mounted on the back of the seat approximately 20-25cm from the track surface (See NKA 20.2.19)
  - 3.3. Transponders can be rented from NKC for a fee, but must be returned following the driver's last competitive session on track. Competitors are responsible for rented transponders that are lost while in their possession. Failure to return a transponder will result in the competitor being charged full retail price for a replacement transponder.

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Rental transponders MUST be mounted using an approved Transponder mount to prevent damage to the transponders.

3.4. The driver is responsible for mounting (and remembering to mount) his/her transponder in the proper/optimal manner for correct and accurate scoring and preventing the loss of a transponder on track.

3.5. If your transponder is not working, you will NOT be scored using a different device.

3.6. If your transponder is not working or is not present during a race session, we MAY hand score you for a race, but only as a courtesy and only when possible. If your transponder is not working or is not present for qualifying, you will receive no time for that session.

3.7. If the transponder (rented or owned) worked properly during practice, is showing charged and mounted in a legal manner, but is not recording, we will hand score you for a race. If it is qualifying, we will make every attempt to give you ample time to set a lap.

### QUALIFYING

1. Qualifying is usually one, seven-minute-long timed session where a driver's fastest lap is referred to for grid spots in the next competitive session.
2. A tie in qualifying laps by two or more drivers will be broken by comparison of the driver's next competitive lap(s) until the tie is broken
3. No hot pitting is allowed. Once a driver exits the track, their qualifying session is over.
4. Bump drafting/pushing is not permitted during qualifying.
5. Karts are to be lined up for qualifying on a first come, first served basis. Cutting to the front of the grid for qualifying may result in penalties.
6. Karts may enter the track for qualifying any time after the track goes green until the checkered flag is shown for that session. Driver's entering the qualifying session late should not impede the lap of drivers already up to speed in the session. Failure to do so could result in loss of their fastest lap.

### ROLLING START PROCEDURE

1. When drivers are released onto the racing surface for a race session, they will be given one full hot lap. Once the leader has passed the starting line for the first time, they have started the formation lap and should slow their pace to allow all other drivers to catch up.
2. Drivers must use the designated tram lanes as they approach the starting zone. Any drivers deemed to have at least two tires outside of the white lines before the green flag is displayed will be penalized.
3. The leader must be the first kart to cross the acceleration line. If the driver in second is the first one across the acceleration line, they will be penalized.
4. Drivers are not permitted to accelerate until they have crossed the acceleration line.

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5. In the event a rolling start is “waved off”, the starter will display the yellow flag and all drivers will continue around the track for an additional lap in the same order until a satisfactory start can be made.
6. In the event a rolling start is waved off twice, the first and second rows may be inverted. If a satisfactory start still cannot be made, the Race Director may suspend the session.
7. In the event the green flag has been displayed and there is a need to restart the race without suspending the session, the yellow and red flags will be displayed together at all corner stations. Drivers should slow down and reform into their original grid positions.

### GENERAL RACING GUIDELINES

1. A race day will compose of one qualifying session, one pre-final race session, and one final race session, where the final will determine championship points for the day, unless otherwise specified.
2. Should the Race Director or other official deem the need to split a class to reduce the number of karts on the track at any one time, the following schedule for that class will be followed:
  - Qualifying (Two groups, split in half, based on practice times)
  - Group B Pre-Final (Top finishers transfer to group A, determined by officials)
  - Group A Pre-Final
  - Group B Final (Top finishers transfer to group A, determined by officials)
  - Group A Final
3. Contact resulting in a gain of position is forbidden and subject to penalty at the Race Director’s discretion. If the position is returned to an offended kart, a penalty may be waived.
4. Drivers being lapped are expected not to impede the karts lapping them and should wave the leaders through at their earliest convenience. Lapped drivers should use their best judgment when, where, and how to let another kart through safely. Causing a collision without warrant is subject to penalty.
5. Drivers are permitted one defensive move on a straight. Defensive move penalties will be subject to race official ruling.
  - 5.1 A defensive move is defined as a change in direction that is away from the normal racing line.
  - 5.2 Drivers are not permitted to return to the racing line until they begin their maneuver to the next corner.
  - 5.3 Drivers are permitted to defend in reaction to an attacking driver’s move.
  - 5.4 Drivers are not permitted to force a driver outside of the track limits or to cause a collision, whether attacking or defending.
  - 5.5 Drivers are not permitted to turn into a driver who is attempting to pass them

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## SCALE PROCEDURE

1. Post qualifying and post race scale reading will be deemed final and official.
2. Every competitor must be weighed after each competitive event to earn the rewards of that event whether it be qualifying, a heat race, or a final.
3. Only officials may breach the scaling area as determined by the scale official or appropriate appointee. No intervention is allowed with drivers or their equipment unless it has been authorized by these officials.
4. Drivers not making weight may be asked to step aside and attempt to weigh in again after all others in the class have had a chance to do so.
5. If the weight of a driver is not compliant with that of the class rules, the driver will receive a disqualification for the session.
6. Drivers may be allowed to drink (a reasonable amount) of water from a clear plastic bottle in the scaling line with the permission of the scale official. Any driver dumping water on their person or suit will have 2lbs. Added to the minimum weight they must weigh for that session.
7. Violations to these rules may result in a penalty or disqualification for the just completed on track session.
8. Drivers may NOT drive onto the scales. Drivers must exit their kart and push their kart onto the weighbridge. Failure to do so will result in a penalty.
9. Making weight is the responsibility of the driver and team. We all know there is some slight inconsistency with the scales throughout the weekend, so it is the team's responsibility to add ballast as needed.

## PENALTIES

1. Penalties are outlined in Section 10.10.3.4 of the NKA Regulations
2. All competitors have the right to protest a penalty called upon themselves. Protests will be heard by the Race Director or Event Steward or designated NKC competition committee members.
  - 2.1 Competitors may use ONLY their own video footage to protest a call and must provide their own device to race officials for viewing. Race officials reserve the right to call on any footage to review an incident.
3. Race officials will ONLY consider conversation relative to the one incident being called into question for a given protestor video review. An unorganized or overly emotional protest may be aborted at any time by the race official in charge of the protest.
4. A penalty called may be rescinded using driver video, but a penalty not called will not be applied using video. Drivers requesting a protest on a non-call are not permitted to use video to implicate another driver.

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## POINTS AND AWARDS

1. Points will only be awarded for finishing positions of the FINAL. The exception being if the FINAL is not completed for some reason. Points will then be awarded based on committee agreement (most likely PRE-FINAL)
2. Trophies will be awarded by participation as follows as follows:

Less than 3 Entries	1 <sup>st</sup> place
4 - 6 Entries	1 <sup>st</sup> & 2 <sup>nd</sup> place
> 7 Entries	Top 3
Any Cadet or Junior Class > 10	Top 5

3. The championship structure consists of 10 final events over 10 race days. Two drops are allowed for each driver, but a DQ in a final may not be dropped. A driver's top 8 scores will be considered for championship points with a DQ being scored as a '0'.
4. The top three competitors in each class will be recognized at the final awards banquet provided they have participated in ½ or more of the scheduled race events. Registering for an event is considered the same as participating.
5. Any tie in points (after drop rounds have been applied) will be settled going to the driver who has earned more wins, then more second place finishes, then more third place finishes, etc. until the tie is resolved. If there is still a tie, the driver earning more points in the last race of the season will win the tiebreaker.
6. No Show / Rain Points – Driver's registering for the event, but NOT starting the FINAL session will receive finishing points equivalent to the number of drivers + 2 positions. For example if 8 drivers start the final session, you will earn 10<sup>th</sup> place points toward the championship.

## PITS AND PADDOCK:

1. Competitors' pit area must be found in the same condition when they leave as it was when they arrived. Garbage cans have been provided - please do not leave debris on the ground.
2. Some of the venues will have limited pit space. Teams may be asked to remove ALL vehicles, including tow vehicles from the pit area once you have dropped your trailer or have dropped your equipment off with your team.
3. Please support a courteous setup and teardown area in the pits and paddock by not blocking others in or putting your vehicle/equipment in a spot that diminishes another's experience.
4. Personal vehicles will be restricted to ADULT and Staff use only. Personal vehicles must also be used in a responsible manner; be courteous of pedestrians and traffic, limit the speed of the vehicle and be cautious at all times. This includes, but is not limited to, pit bikes, scooters (powered and non-powered), bicycles (powered and non-powered), and skateboards. The penalty for illegally using a personal vehicle will be: warning (first offense), removal of 25 points from driver (second offense), removal of 50 points (third offense), 1 race suspension (fourth offense). This rule applies to overnight campers as well.

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### APPENDIX: Class Structure Summary

CLASS	AGE	ENGINE	WEIGHT	OIL	TIRES	Notes
Kid Kart	5-8	Comer C50/Iame M1	150		MG SH2 4.5/4.5	Chest protector Required
Mini Cadet	7-12	IAME Mini Swift	245	6.75 oz	MG SH2 4.5/4.5	Chest protector Required
		VORTEX Micro ROK	245	6.75 oz		Chest protector Required
		Rotax MICRO MAX	245	XPS 3 oz		Chest protector Required
		Rotax MINI MAX	270	XPS 3 oz		Chest protector Required
100cc Junior	12-15	IAME KA100	320	6.75 oz	MG SH2 4.5/7.1	
		VORTEX VLR	320	6.75 oz		
Tag Junior	12-15	IAME X30	320	6.75 oz	MG SH2 4.5/7.1	New Exhaust/30mm Header
		Rotax Junior Max	320	XPS 3 oz		
100cc Senior	15+	IAME KA100	360	6.75 oz	MG SH2 4.5/7.1	
		VORTEX VLR	360	6.75 oz		
Tag Senior	15+	IAME X30	360	6.75 oz	MG SM2 4.5/7.1	New Exhaust/Header
		Rotax Senior Max	360	XPS 3 oz		
		Vortex Rok GP	380	6.75 oz		
100cc Masters	40+	IAME KA100	390	6.75 oz	MG SH2 4.5/7.1	
		VORTEX VLR	375	6.75 oz		
		KA100 Super Heavy	420	6.75oz		
Tag Masters	32+	IAME X30	385	6.75 oz	MG SH2 4.5/7.1	New Exhaust/Header
		Rotax Senior Max	385	XPS 3 oz		
		Vortex Rok GP	400	6.75 oz		
Shifter	15+	Rok/KZ	385/395	6.75 oz	MG SM2 4.5/7.1	
		Stock Honda	375	6.75 oz		
Tag Novice	15+	IAME X30	360	6.75 oz	MG SH2 4.5/7.1	

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		Rotax Senior Max	360	XPS 3 oz		
Open 4-Stroke	12+	Light	340		MG SH2 4.5/7.1	Lo206/Tillotson/Predator Ghost
		Medium	365		MG SH2 4.5/7.1	
		Heavy	390		MG SH2 4.5/7.1	

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## APPENDIX:

### Class Structure Notes

1. NKC will make every attempt to run and score each class separately, however participation and other factors may influence a decision to group classes of similar speeds together.

2. Tag Novice is intended to be an introductory class for competitors that are new to the sport. Drivers who qualify more than 3.5 seconds slower than the pole sitter's time of their respective class MAY be moved to Tag Novice. NKC reserves the right to promote competitors who demonstrate the requisite skill and performance to the appropriate class. There is no season championship linked to this class.

### Championship Points

Pos	Points	Pos	Points
1	200	16	110
2	180	17	105
3	175	18	100
4	170	19	95
5	165	20	90
6	160	21	85
7	155	22	80
8	150	23	75
9	145	24	70
10	140	25	65
11	135	26	60
12	130	27	55
13	125	28	50
14	120	29	45
15	115	30	40

### 2026 Board & Competition Committee Members

- Keith Raffa
- John Bonanno
- Mike Doty
- Jerry White
- John Ferris
- Alec Vidal
- Lucy Arce