



The Quaker City Karting Series

Supplemental Rulebook

2026

INTRODUCTION

The Quaker City Karting Series (QCKS) was formed to provide affordable entry into competitive kart racing. This series has adopted the NKA competition rule book for use (<https://www.nkaonline.com/rules>).

This document provides additional information specific to QCKS. The point structure set forth in this document is the official point structure used by Quaker City.

The Quaker City Karting Series Supplemental Rules and their updates will be highlighted in **Red Text**. Please make notes on any and all new changes as we keep our series growing and thriving.

SENIOR STAFF

Owner/Awards Presenter – AJ Fox

Race Director – Gavin Issacs

Series Director – Alyssa Ryniak

Tech Director – Augie Doehre

Timing & Scoring – Erynne Capalbo

Head Flagger – Sean Holby

Grid Manager – Justin Usselman

Scales Manager – Bessy Chase

GENERAL CONDUCT

By participating in any Quaker City Motorsports Park event, you agree that you assume all liability and responsibility for the acts of yourself, your driver, and/or any pit crew and spectators associated with your entry. You also agree to allow Quaker City officials to inspect your race equipment at **any** given time and to abide by any decisions made by those officials. Outbursts of loud/distracting behavior, vulgar language, and/or failure to follow the instructions of any Race Official will not be tolerated. Threatening actions such as intimidation, verbal abuse, harassment, or physical violence towards any Quaker City Official, Staff Member, Event Participant, or any other attendee at an event could result in the entrant's disqualification or ejection from the Event and from future Quaker City events.

REGISTRATION

Racers or their guardians are responsible for online registration for **all** Quaker City Motorsports Park practices and QCKS race dates through Alpha Timing at <https://quakercity.alphatiming.co.uk/> .

If you need guidance or support, please email info@raceqcmp.com.

PRACTICE DAYS

Practice passes will include an NKA wristband for the driver. Any additional wristbands for guests entering the facility will need to be purchased separately. Practice days will be posted to the Quaker City Karting Facebook page as well as the Quaker City Karting Series Discord. All practice days and hours are subject to change due to private rentals, **private events**, and national events. It is the drivers' responsibility to check Alpha Timing for **all** availability **throughout the season**. Season Pass Holders must still register online for the practices they wish to attend.

Season Practice Pass (<i>All NKA Practice Bands Included</i>)	\$1000
*25% Discount for Direct Family Season Passes	
*25% Discount for Garage Tenants	
Practice Day Pass	\$55
SNELL Helmet Rental	\$25
Guest Passes (<i>Adult & Minor 5+</i>)	\$5
*\$400 Guest Passes covers all practice bands	

RACE DAYS

Your race entry fee will include one NKA driver wristband. Any additional wristbands for **all** guests entering the facility will need to be purchased separately.

First Class Entry (<i>Includes one NKA Driver Pit Pass</i>)	\$85
Second Class Entry (<i>per driver</i>)	\$60
Kid Kart Entry	\$40
Transponder Rental	\$20/day
Damaged or lost transponder	\$400
Non-Driver Guest Pass (<i>Adult & Minor 5+</i>)	\$15
SNELL Helmet Rental	\$25
Damaged or lost helmet	\$200
Garage Spots 1 – 20	\$2000/year
Garage Spots 21 – 40	\$2800/year
12' x 60' Paddock Spots 1 – 69 & 87 – 89	\$600/full year
	\$400/race season
	\$20/race day
12' x 60' Paddock Spots 70 – 86	FREE

REFUNDS/CREDITS

Race event cancellations greater than 48 hours prior to the start of the event (8:00 am Thursday for Saturday race, 8:00 am Friday for Sunday race) will be granted a full refund. Cancellations made less than 48 hours prior to the start of the event will be granted a credit towards a future QCKS entry **through the Alpha Account of the participant**. There will be no refunds or credit given for cancellations, no-shows, or breakdowns once the event has started. Practice cancellations greater than 24 hours in advance will be granted a full refund. Cancellations less than 24 hours will be granted a credit towards a future open practice day **through the Alpha Account of the participant**.

FACILITY

PADDOCK SPACES:

All trailers and towing vehicles **MUST** be parked in a paddock spot during all practice and race events. No parking on the asphalt will be permitted.



Paddock Movement:

The speed limit in the paddock is 10 mph.

Minors under 16 are not permitted to use bicycles, scooters, skateboards, and other modes of transportation in the karting paddock. We ask that you please leave these and similar items at home for the safety of minors and all others in attendance.

A valid Driver's License is required for any motorized vehicle usage.

Karts are never to be driven in or through the paddock **on practice days or race days**.

FULL YEAR/SEASON PADDOCK MOVE DAYS:

There are two events (plus the off season) that we ask full year and season paddock owners to move their equipment to a different part of the facility:

- CKNA East / June 5th - 7th / Out before Wednesday June 3rd
- Apex Midwest / August 21st - 23rd / Out before Wednesday August 19th
- Off Season / October 31st - March 31st / Season Paddock Only

ENGINE STARTS:

Engines are not to be started prior to 7:00 am or after 11:00 pm.

TRACK ACCESS – PRACTICE DAYS:

Instructors and mechanics **that have the correct displayed wristband** may enter the track area to teach and/or restart racers who have stalled or become stuck with prior approval from the Quaker City Practice Manager.

TRACK ACCESS – RACE DAYS:

No crew, racer, mechanic, parent, or other persons may enter the racing surface or distract QCKS staff for any reason. Quaker City officials and medical personnel are the only persons allowed on the track surface unless otherwise authorized by the Race or Series Director.

SAFETY

PRE-TECH:

Drivers, parents, and/or mechanics are responsible for ensuring all safety equipment is in good operating order and in use as the manufacturer intended during practice **days** and race **days**. Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event.

You may use this link to print off your own Pre-Tech Form to hand in to the registration facility members, or you may pick one up during registration in the morning of each QCKS race event.

<https://drive.google.com/file/d/1uGq0E5tYfgTkHi5mLDzq3p2EB7NEuTlt/view?usp=sharing>

WEIGHTS:

All weights must meet NKA 10.4.10 standards, but we strongly recommend that all weights are to be safety clipped or safety wired on top of being double nutted.

HELMETS:

Competitors will need to have a 2026 Quaker City **Blue** Tech Sticker on their helmet for both practice and race days. All helmets must meet NKA 10.4.6.1 Standards.

If the participants helmet does not meet the standards, a helmet must be rented from the facility to allow competitors to participate.

Tech stickers are good for the entire 2026 season.

PERSONAL CAMERAS:

All cameras must meet **the** NKA 20.1.1 standards regardless of whether it is a race or practice day.

For Quick Reference, stated from the NKA Rulebook 20.1.1:

20.1.1.1	Up to two (2) cameras (Go Pro or similar) per kart is allowed. Each camera and clear protective casing is to have the last name of the Legal Entrant clearly printed on it.
20.1.1.2	Cameras must be mounted in one of the following ways. Hard mounted by bolt and nut to a driver fairing. Clamped to seat uprights. Mounted to a radiator via GoPro brand adhesive mount with tether through the radiator to the camera case.
20.1.1.3	Mounting any camera to the helmet in any way is prohibited at all times. This includes any form of mounting to the shell of the helmet, or the mounting of any type of video or camera system inside the helmet, such as in the viewport.

RACE DAYS

The race day schedule will be posted in Discord under #event-documents and is subject to change based on class turnout.

Quaker City Motorsports Park Karting 2026 Series Race Schedule:

Round 1 – April 25th	Round 6 – July 19th
Round 2 – May 9th	Round 7 – August 15th
Round 3 – June 27 th (GLSS)	Round 8 – August 16th
Round 4 – June 28 th (GLSS)	Round 9 – September 5th
Round 5 – July 18th	Round 10 – September 26 th
	Enduro – September 27 th

CLASSES

A driver's competition age will be determined by the driver's attained age during the calendar year except for racers younger than 5 and 7 years old. Some classes may be run at the same time with either a blended or split start.

KID KART:

Age	5 – 8 Years Old
Chassis	Kid Kart or Cadet Chassis
Weight	150 Lbs. Min. for Comer or Honda 50cc
	200 Lbs. Min. for Junior LO206 w/Carb Lock & Black Kid Kart Slide
Gear Ratio	Comer – 10:89
	Honda – 16:89
	LO206 – 15:57
Tire Circumference	Max. 33.25"

LO206 CADET:

Age	7 – 12 Years Old
Engine	Briggs and Stratton LO206 w/Carb Lock
Weight	250 Lbs. Min. w/ Red Slide

LO206 JUNIOR:

Age	11 – 15 Years Old
Engine	Briggs and Stratton LO206 w/Carb Lock
Weight	320 Lbs. Min. w/ Yellow Slide

LO206 SENIOR:

Age	15+ Years Old
Engine	Briggs and Stratton LO206
Weight	360 Lbs. Min. w/ Stock Slide

LO206 MASTERS:

Age	30+ Years Old
Engine	Briggs and Stratton LO206
Weight	380 Lbs. Min. w/ Stock Slide

MINI SWIFT:

Age	8 – 12 Years Old
Engine	IAME
Weight	245 Lbs. Min.

MINI MAX:

Age	8 – 12 Years Old
Engine	ROTAX
Weight	255 Lbs. Min.

JUNIOR MAX:

Age	12 – 15 Years Old
Engine	ROTAX
Weight	320 Lbs. Min.

SENIOR MAX:

Age	15+ Years Old
Engine	ROTAX
Weight	360 Lbs. Min.

SENIOR TaG:

Age	15+ Years Old
Engine	IAME X30 / IAME Leopard / ROK GP
Weight	360 Lbs. Min.
	*Minimum Weight subject to change by engine platform
	*In TaG, QCKS reserves the right to allow additional engine platforms provided the requests are submitted ahead of race day.

NOVICE RACERS:

Any racer who has raced in less than three (3) QCKS events at any level will be required to mark their kart in the following areas:

- X's on the back bumper on either side of the number panel
- A single X on the back of the racer's helmet
- X's on each side pods next to the number panel

All X's shall be made with neon pink electrical or duct tape. X's may be removed on the racer's fourth race. Racers who move up a class (*example: Junior to Senior*) are also required to abide by this rule. Quaker City race officials can require a racer to keep their novice tape past 3 races if deemed necessary for safety reasons, or waive the requirement for established experienced racers.

Pink Tape can be personally supplied or provided to the participant upon arrival to the facility from QCKS facility members.

NUMBERS:

Numbers must be correctly displayed on all four sides of the kart. Numbers must be legible at speed and meet NKA 20.1.3.1-4 standards. Numbers are required for every session of race days and racers may be removed from the track if their numbers are not legible or if they do not match the number registered for the event.

TIRES:

Kid Kart	Open	
Cadet & Mini	Dry: 4.6 MG Red SH2	Wet: 4.2 MG SW2
All Other Classes	Dry: 4.6/7.1 MG Red SH2	Wet: 4.2/6.0 MG SW2

- All LO206 and ROTAX Junior classes will be allowed to run the Mojo D2 in place of the MG SH2 and Mojo W5 in place of the SW2 for 2026.
- ROTAX Senior will be allowed to run the Mojo D5 in place of the MG SH2 and Mojo W5 in place of the SW2 for 2026.
- All ROTAX classes will be allowed to run the Envinco SKH2 in place of the MG SH2 for 2026.

TIRE DISPOSAL:

Used tires may be left with Quaker City Motorsports Park for disposal, charged at \$5 per tire which can be paid in cash. Any tires left next to or in garbage cans will incur a fine of \$100 and result in event disqualification.

FUEL:

The official fuel for LO206 and ROTAX engines is 93 octane.

The official fuel for IAME, CIK, and ROK engines is 110 octane.

All fuel must test within +/- 10 points on the fuel tester when compared to a fresh sample from the track pumps or the driver will be disqualified from the event.

TRANSPONDERS:

Personal or Rented Transponders are required to be attached to the kart for all track sessions from the start to end of every race day. This includes all Practice sessions. No Micron Data will be taken from Qualifying, Pre-Finals, or Finals to add a missing time/session. A missing transponder will result in finishing in the back of grid.

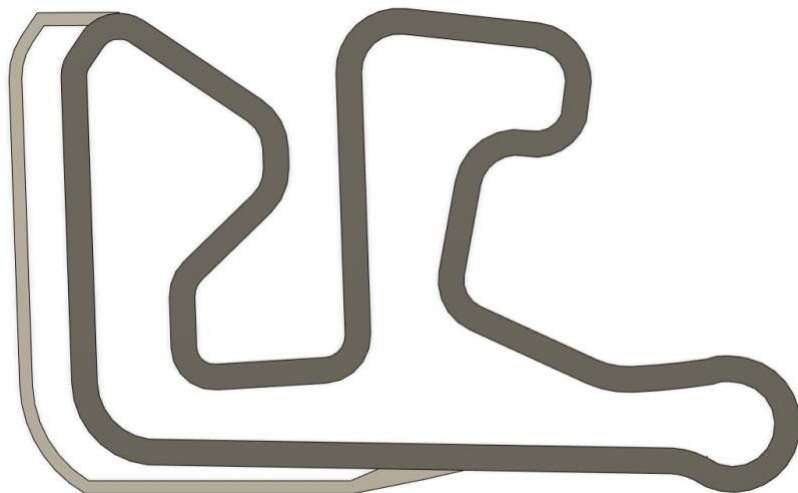
NKA Rulebook section 10.5.11.6 states, "At no time is the lap time delivered from any data system to be used as a valid qualifying time".

Transponders are to be mounted on the sidepod no closer than 9 inches from the centerline of the kingpin to the leading edge of the transponder.

Transponders rented for the day must be returned immediately following your last race. If not returned or returned damaged, you will be charged the full retail price of the transponder.

TRACK CONFIGURATIONS

Kid Kart Layout



National Layout



Full Track



GRID PROCEDURE:

Karts are to be pushed to pre-grid no more than 10 minutes prior to their session time. All accompanying crew must move out of the grid lines once the one-minute time is called. Karts will not be released from the grid to the track if crew are still in the grid lines when the one-minute time expires. No work is to be done on the kart once it has entered the grid except for adjusting tire pressures.

Late track entrance of a competitor will be denied after the pole sitter has reached the blue commitment cone that will be displayed on track for officials to close the grid.

QUALIFYING GRID:

Qualifying Grid will be established by the times in morning warm-ups. Drivers must set down their karts in their established positions for Qualifying Grid order. Drivers that miss the morning warm-up will start qualifying at the tail of the field. In the event of limited participation or cancellation of morning warm-ups, at the Race Director's discretion, the Qualifying order will be established by the current Championship points. The Grid Steward will release the grid at the designated times, and all karts must clear the grid by the time the pole sitter has reached the blue commitment cone or approximately 90 seconds after being released. Any karts that hold beyond that, will not be allowed to enter the track without the Grid Steward's permission.

ROLLING START:

Start Zone Procedure: All drivers will use the outer loop as their out lap. 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 a green flag to signify that the race has started once the leader has started the race.

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: 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.

WAIVED START:

The Head Flag/Starter may waive off a start for certain circumstances. Once the start has been waived, all karts are to use the outer loop to return to the straightaway. If the start is waived a second time, the pole sitters will move back a row and 3rd and 4th position sitters will take pole.

Any racer who ignores the waived start will be disqualified.

Race starts will not be waived for jumpstarts.

The racer who jumped will be given a **3-second penalty** unless the racer gives the position back to the pole sitter before turn 2.

PENALTIES / INFRACTIONS:

Track Officials will call penalties based from the NKA Rulebook, Section 10.6 under Competition & Section 10.10 under Protests, Appeals, and Infractions. Please see pg.23 of the NKA Rulebook for Infractions. Officials have the right to modify said penalties at their discretion that best fits the needs of Quaker City Motorsports Karting Series at our club series level.

FLAGS:

Track Officials will use the NKA Rulebook, Section 10.8 under Flags to properly display track flags to drivers on track.

FULL FACE TUCK:

No full-face tucks are permitted during any QCKS event. Drivers will be given a warning for the first offense and disqualified for the day on the second offense.

SESSION RESTART AFTER A RED FLAG:

For restarts following a red flag incident, karts will line up **double** file based on their position when they crossed the start/finish for the last fully completed lap prior to the red flag. **All drivers involved in the red flag and able to restart themselves will be able to start in the back.** If deemed by an official that the participants' kart does not meet the track safety requirements, you will be removed from the session for safety. Drivers will take the outer loop to take green.

NKA 10.8.17.7 section states "officials may inspect karts that are involved in the red flag, or any kart that is stopped on course, for damage. If the kart exhibits any reasonably significant damage to any part of the kart that may result in an unsafe condition for the driver, or for other drivers, they will exclude the kart from competition. Examples would be bent steering components, damaged bodywork, bent axles, or damaged wheels."

SESSION ENDED AFTER A RED FLAG:

A session will be considered completed if a red flag occurs after the session's halfway mark. Finishing position will be determined by the last completed lap. If more than half the field has crossed start/finish when the red flag is shown that will be considered the final completed lap.

DRIVER RESPONSIBILITY:

Restart: If a mechanical issue happens on track, attempted restarts must be done as safely as possible, either in a cut-through or off-track. Restarts on track must be done under the supervision of a corner worker and if deemed unsafe, pulled off track until traffic has passed. All restarts must be attempted with the driver in the seat. Track workers may assist Kid and Cadet in restarting and reentering the track.

Non-Restart: It is the driver's responsibility to remove themselves and their kart to a safe location as quickly as possible if the kart cannot be restarted. Karts should be pulled as far off the track as possible or strategically placed behind a tire wall or barrier. Once the kart is no longer a danger to other racers, the driver must find a safe location away from the track preferably with a corner worker, or behind a barrier. At no point should a driver sit or lay down next to their kart. A driver should always be aware of their surroundings and be ready to move out of the way of an uncontrollable kart. Drivers should never remove their helmet while the track is hot. Drivers may remove gloves, neck brace, chest protector and unzip the top of their racing suit to avoid overheating. All items must be put back on prior to driving their kart off track if recovery is not needed.

SCALE PROCEDURE:

Drivers may NOT drive onto the scales. Drivers must turn off and exit their kart before pushing their kart onto the weighbridge. Any racer that does not comply will be automatically disqualified from the session.

All drivers must scale to obtain points. Any driver that refuses to scale will get Disqualified from the session they have refused scaling. No rescale at a later date will remove the Disqualification of the driver. Leaving the scale house and completely moving out of sight of a scale official will also result in a Disqualification of failing to scale.

TECHNICAL REGULATIONS:

All technical regulations will be specific to your engine manufacturer. These are chassis and engine specific rules. Ensure you are following the most up to date engine manufacturer regulations for 2026. Technical violations are subject to penalties, disqualification, and suspension.

- **LO206:** <https://www.briggsracing.com/support>
- **IAME:** <https://iameusaeast.com/pages/technical>
- **ROTAX:** <https://www.rotax-racing.com/rmc-regulations>

- **ROK:** <https://rokcupusa.com/rules/rok-cup-usa-series/>

PROTESTS:

Protests must be submitted no later than 30 minutes following the heat and will only be accepted with an official NKA protest form and a \$50 fee paid in cash. If the protest is won, the fee will be refunded. Sufficient evidence must be provided along with the protest form and fee and will be delivered to the Race Steward before any decision is made. Protests can only be submitted for penalties that have been levied by race officials.

Protests forms can be found through this link for personal print off (<https://shorturl.at/BJ1LP>), or can be provided to the participant from the Series Director.

AWARD STRUCTURE:

Awards will be presented for first, second, and third place in each class per round except Kid Kart where all participants receive an award.

POINT STRUCTURE:

Event points are awarded based on the number of legal entrants per competition class plus the below point structure. Only racers that compete in the Final Race of their class are awarded points.

Position	Points	Position	Points	Position	Points
1 st	200	15 th	115	29 th	45
2 nd	180	16 th	110	30 th	40
3 rd	175	17 th	105	31 st	35
4 th	170	18 th	100	32 nd	30
5 th	165	19 th	95	33 rd	25
6 th	160	20 th	90	34 th	20
7 th	155	21 st	85	35 th	15
8 th	150	22 nd	80	36 th	10
9 th	145	23 rd	75	37 th	8
10 th	140	24 th	70	38 th	6
11 th	135	25 th	65	39 th	4
12 th	130	26 th	60	40 th	2
13 th	125	27 th	55		
14 th	120	28 th	50		

RAIN / INCOMPLETE EVENT POINTS:

Classes that don't complete the Final will be awarded rain points. Rain points are defined as 175 points plus a point for each legal entrant in the class.

CHAMPIONSHIP RANKING

Each driver will count 8 of 10 races in the division to determine the final standings for the yearly championship.

The season championship awards will be presented for the first, second, and third place drivers of each class based on total points from the individual racer's best 8 of 10 rounds.

REPLACEMENT SCORES:

Two drops are available per 10 race sprint series. A no-show will be considered the first dropped score. If a racer competes in all 10 races the two lowest scores will automatically be dropped to designate a champion.

TIES:

If there is a tie, the following criteria will be used to determine the ranking for the championship:

- most wins throughout the season
- then, most 2nd place finishes
- then, most 3rd place finishes; and so on.

Once either of the tied competitors achieves a better record the tie will be considered broken and the competitor with the better record will be awarded the higher position.

QUESTIONS AND CONCERNS

Questions or concerns regarding scoring and points can be emailed to info@raceqcmp.com.

**Quaker City Motorsports Park Karting Series Supplemental Rulebook Changes,
Updates, and Notes:**

Version 2

Dated July 27th, 2026

Refined wording under the General Conduct section, Registration section, Practice Days section, Race Days section, Refunds/Credit section, Facility section, Typed-out Race Schedule, Track Access Practice Days section, Safety/Pre-Tech section, Safety/Helmets section, Novice Racer section, Fuel section, Paddock Movement section, Novice Drivers section, Restart after red flag section, and Waived start section.

Updated Senior Staff List

Supplied Pre-Tech Race Day Sheets

Organized Price Sheets of Practice & Race Days

Transponder Requirements for all sessions added

Rebuilt Classes available

Novice Racers Pink Tape third displayed spot added

Personal Cameras NKA Rulebook added

Grid Procedure starting cone added

Qualifying Grid ruling added

Protest Form Link supplied and added

Scale Procedure refined and added

Added Penalty section

Added Flags section

Session Restart after Red Flag NKA Rulebook added