



This document serves as a supplement to the National Karting Alliance Sporting Regulations.
Any rule found below supersedes those found in the NKA Regulations.
Where applicable the referenced NKA rule number has been used.

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

10.1.12: Consumable Specifications

It is the right of NKA events to declare the requirement of certain consumables such as tires, fuel, and/or oil. Fuel and competition tires are to be purchased from the Stars Championship Series. Oil is to be sourced by the competitor.

SPEC FUEL (SINGLE SPEED) - VPMS98

SPEC FUEL (GEARBOX) - VPMS98 / VPC12

SPEC OIL - ELF HTX909 / MOTUL 2T (8OZ PER/GAL)

SPEC TIRES (SINGLE SPEED) - MG SH (RED) (4.60-5 X 7.10-5)

SPEC TIRES (MINI - MICRO) - MG SH (RED) (4.60-5)

SPEC TIRES (GEARBOX) - MG SM (YELLOW) (4.60-5 X 7.10-5)

RAIN TIRES (ALL CATEGORIES) - MG WT ONLY (NOT SUPPLIED BY STARS)

All competition tires must be issued from the Stars Championship Series. All categories are required to use one set for all competition sessions (beginning with new tires for qualifying). Gearbox categories are allowed a second set which may be deployed at the driver's discretion (the second set must also come from series).

10.1.19: 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.

10.2: Competition License

All competitors are required to have a current Stars Championship Series competition license to participate in any Stars event.

10.3.3: Entry for an Event

The Legal Entrant must enter a Stars event prior to going on course for any official session of the event. Entry to a Stars 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.

10.4.12: Technical Inspection Form

At any Stars event, it is the responsibility of the entrant/ driver to maintain all facets of safety for their vehicle, and not the Stars, for all sessions related to the event.

To ensure that the entrant/driver is aware of this responsibility Stars requires the use of the Safety Inspection Form. This form is to be filled out and signed by the entrant and handed in as they enter the grid prior to their qualifying session. The event officials may do spot checks during an event. It is acceptable for a Stars event to require a pre-tech inspection as opposed to the Technical Inspection Form, and is at the discretion of the event officials. All competition tires must be claimed on the technical inspection form and match the barcode numbers in the Stars tire scanning system.

10.4.15: Technical Compliance

For all Stars event sessions, drivers are required to meet all technical requirements as outline in the regulations (including safety tech standards, tire manufacturer and compound, registered kart numbers, engine compliance, etc). Note: Corresponding Evinco tires will be permitted for use in free practice only. Transponders are required by Free Practice 4. Failure to meet these requirements may result in removal from course.

10.4.6.3: Suits

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

10.6.10: Restarting of Karts

Restarting of a kart during green conditions is allowed, but is the sole responsibility of the driver. If an official is required to assist, the driver will be removed from the course immediately. 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 shall result in a penalty. Consideration will be given to drivers unable to remove the kart under their own power.

10.9.1: Event Format

Each Stars event will have the following format; Official Practice, Qualifying, 2 Heat Rounds, Pre-final, and Final. Beginning with the 2022 season, all sessions will be determined by time and not laps. The exact duration of each session will be as follows.

Qualifying - 7min

Heat - 8min + 2 laps

Pre Final - 12min + 2 laps

Final - 16min + 2 laps

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.

At the point a category exceeds 40 entries, the category is to be split into A and B groups as determined by qualifying position (odd = A, even = B). A and B will compete in their corresponding group for both Heat Races. 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 advance to the Final, being placed in order of finishing position at the rear of Pre-Final group A.

Race Drop

The Stars Championship Series will count your three best point events to determine championship results out of the four events each season. Event points are determined by all points accrued during the course of an event (heats/pre final/final). An event with a disqualification for an illegal performance modification, use of unauthorized or false parts, or for unsportsmanlike conduct may not be used as a drop. An event with any other general disqualifications may be used as a drop event.

10.9.1.1 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. 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. Functions of time are not protestable.

10.9.3: Starting Procedures

10.9.3.1: 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. Applies to standing and rolling starts.

10.9.3.2: 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. Applies to standing and rolling starts. Once leaders have reached the commitment cone the grid will close.

10.9.3.3: 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.

10.9.3.4: 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 cones spaced 40-60 feet apart. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or 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.

If the leader goes before the first set it shall be considered a jump 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 polesitter 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 pole sitter 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.

10.9.3.6: Standing Start: Drivers will arrive at the start area and pull into their grid position as indicated by an official. The driver is to stay on or behind the grid line. When the field is set, the official 'holding' the field will move off course, which indicates the start is imminent.

Light Procedure (primary): As the field approaches the starting grid, the lights will be off. When the field is properly set and the official 'holding' the field moves off course, four lights will illuminate in a sequential sequence. The race will start when the four lights go off. If the start is aborted, the red lights will remain on and two orange lights will illuminate.

Flag Procedure (secondary): When the field is set, the official 'holding' the field will move off course, which indicates the start is imminent. The flagman will raise their hand indicating roughly 5 seconds to green. At roughly 5 seconds, the starter will waive the flag and the race has begun.

10.9.3.5: 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.

20.2.23: Push Back Bumpers (PBB)

The Stars Championship Series requires use of push back bumpers for all single speed categories (with the exclusion of Briggs 206 Stars). PBB regulations can be found in detail in section **20.2.23** in the NKA Regulations.

Rain Regulations

20.1.24.3: Rain tires shall be MG tires manufactured specifically for use in wet weather conditions. 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.

When a driver chooses to utilize approved MG rain tires, they are permitted to change the airbox and spark plug to wet weather specifications.

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

20.2.3: Overall Kart Width

20.2.3.1: All standard full-size karts: 55 1/8" in. maximum, 53" minimum, 206 Stars: 51" minimum

20.2.3.2: Cadet/Sportsman Chassis: 50 in. maximum, 41" minimum.

Articles 30 and 40: Engine Standards

Stars observes all IAME USA East engine regulations found at <https://iameusaeast.com/pages/technical>

Stars observes all ROK CUP USA engine regulations found at <https://rokcupusa.com/rules/rok-cup-usa-series/>

Stars observes all CIK engine regulations found at <https://www.fiakarting.com/page/homologated-equipment>
KZ entrants shall be required to present homologation sheet at the request of tech.

Stars observes all Briggs engine regulations found at <https://www.briggsracing.com/racing-engines/206>