2026 Route 66 Rule Book

Table of Contents:

100 Basic Rules, Safety, Driver Info & Officials:

101 Basics:

101.1 Know the Rules
101.2 Responsibilities
101.3 Supplemental Rules
101.4 Drivers Meeting
101.5 Podium Pictures
101.6 Sponsor Decals
101.7 Spirit and Intent
101.8 Social Media
101.9 Liability
101.10 Pit Pass
101.11 Insufficient Funds
101.12 Alcohol
101.13 Threatening Actions
101.14 Driver Penalties
101.15 Protest
101.16 Review of Go-Pro/Video
101.17 Probation
101.18 Suspension
- 101.18.1 Appeal
- 101.18.2 Reinstatement
- 101.18.3 Litigation

101.19 Registration Packet
101.20 Transponder Rental
101.21 Sponsor Pit Spots
101.22 Vendors
101.23 Media Access

102 Safety:

102.1 Helmet
- 102.1.1 Helmet Out of Compliance
- 102.1.2 Helmet Cameras

102.2 Neck Collar
- 102.2.1 Neck Collar Out of Compliance

102.3 Chest Protectors
- 102.3.1 Chest Protector Out of Compliance

102.4 Driver Attire
102.5 Cameras
102.6 Pre-Practice/Race Inspection
- 102.6.1 Pre-Tech Sheet Penalty

102.7 Weight
- 102.7.1 Loss of Weight on Track

102.8 Fire Extinguisher

103 Driver Information:

103.1 Basic
103.2 Minors
103.3 Competition Age
103.4 Move up Rule
- 103.4.1 Briggs & Stratton 206 Sportsman or Swift Class Competitor 10 lbs. or More Over Class Weight:
- 103.4.2 Jr. or Sr. Competitor 20 lbs. or More Over Class Weight

104 Race Officials:

104.1 Series Director
104.2 Race Director
104.3 Assistant Race Director
104.4 Flagman
104.5 Chief Scorer
104.6 Grid Steward
104.7 Tech Director

Rev. 03-15-26

2026 Route 66 Rule Book

200 Chassis/Kart, Tires, Fuel & Oil:

201 Chassis/Kart:

201.1 Adjustments
201.2 Frame
201.3 Floor Pan
201.4 Steering
201.5 Axle
201.6 Brakes
201.7 Seat
201.8 Suspension
201.9 Wheel Hubs
201.10 Spindles
201.11 Wheel Bearings
201.12 Wheels
- 201.12.1 Wheel Weights
- 201.12.2 Briggs & Stratton 206 Max. wheel widths ~~Losing Wheel on Track~~

201.13 Throttle Pedal Spring
201.14 Fuel System
- 201.14.1 Fuel Line
- 201.14.2 Briggs & Stratton 206 Fuel Pump

201.15 Chain
- 201.15.1 Chain Guard
- 201.15.2 4 Cycle Chain Guard:

201.16 Bodywork Components
201.17 Front Bumper
- 201.17.1 Front Bumper Support

201.18 Nose Cone
- 201.18.1 4 Cycle Nose Cone
- 201.18.2 Push Back Nose Cone Mounts

201.19 Side Pods and Nerf Bars
- 201.19.1 4 Cycle Side pods and Nerf Bars

201.20 Driver Fairing
201.21 Rear Bumper
- 201.21.1 Briggs & Stratton 206 Rear Bumper

201.22 Numbers
- 201.22.1 Kart Numbering by Class

201.23 Rear View Mirrors
201.24 Transponder Mounting
201.25 Chassis/Kart Change
201.26 Kart Dimensions
- 201.26.1 2 Cycle Minimum & Maximum Rear Wheel/Tire Width
- 201.26.2 Briggs Minimum & Maximum Rear Wheel/Tire Width:

202 Tires & Fuel:

202.1 Tires (Slicks)
- 202.1.1 2 Cycle Tire Rule:
- 202.1.2 Briggs Tires:
- 202.1.3 Practice Tires:

202.2 Rain Tires
202.3 Race Tire Scanning
- 202.3.1 Practice Tire Scanning:
- 202.3.2 Rain Tire Scanning

202.4 Spec Fuel
- 202.4.1 Briggs & Stratton 206 Fuel

202.5 Spec 2 Cycle Oil

Rev. 03-15-26

2026 Route 66 Rule Book

300 Race Information:

301 Flags:

301.1 Green Flag
301.2 Yellow Flag
301.3 Red Flag
301.4 Crossed Flags
301.5 Two Rolled Flags
301.6 White Flag
301.7 Checkered Flag
301.8 Waving Checkered with Red
301.9 Black Flag
301.10 Black Flag with Orange Circle
301.11 Blue/Blue with Yellow Diagonal Stripe Flag

302 From Grid to Tech:

302.1 Communication
302.2 Officials Helping Competitors
302.3 Track Layout
302.4 Number of Karts Allowed on Track
    302.4.1 Number of Karts Required for Class
302.5 Quiet Grid
302.6 Push Back Nose Inspection
302.7 Bumper to Nose Cone Clearance
302.8 Pre-Grid
302.9 Controlled Grid
302.10 Grid
    302.10.1 Working on the Grid
302.11 Entering the Track for Qualifying
302.12 Race Day 90 Second Rule
302.13 Driver Unable to Start
302.14 Penalties
    302.14.1 Unsportsmanlike or Unsafe Driving
    302.14.2 Avoidable Contact
    302.14.3 Rough Driving
    302.14.4 Forcing Air into the Air Box
    302.14.5 Passing After Checkered Flag
    302.14.6 Push Back Nose Cone Penalties
    302.14.7 Scrubbing Tires
    302.14.8 Tram Lines
    302.14.9 Acceleration Zone
    302.14.10 Jumping the Start
302.15 Practice
302.16 Lapped Competitor
302.17 Slowing or Stopping on Track
302.18 Exiting Your Kart on Track
302.19 Re-entering the Racing Surface
302.20 Restarting Engine
302.21 No Passing Area (Waving Yellow)
302.22 Karts/Drivers Involved in Red Flag
302.23 Restarts
302.24 Loose or Missing Components
302.25 Slick or Rain Tire Condition
    302.25.1 Reducing Race Length (in wet)
302.26 Exiting the Race Track
302.27 Completed Race
302.28 Incomplete Race
302.29 Combining Classes
302.30 Event Format
302.31 Qualifying
    302.31.1 Qualifying Tie Breaker
302.32 Heats
302.33 Finals
302.34 Second Day of the Event Competitor
302.35 Clearing the Scale
    302.35.1 Driving on the Scale
    302.35.2 Drinking Fluids Before Clearing the Scales
302.36 Data Acquisition

2026 Route 66 Rule Book

302.37 Reporting to Tech
- 302.37.1 Tech Area
- 302.37.2 Failure to Report to Tech
- 302.37.3 Refusal of Tech

302.38 Impound Parts or Equipment

303 Scoring & Points:

303.1 Scoring
- 303.1.1 Scoring Protests
- 303.1.2 Scoring Abbreviations
- 303.1.3 Penalized Starting Positions
- 303.1.4 Unforeseen Circumstance
- 303.1.5 Bonus Points

303.2 Championship Points
- 303.2.1 Points Breakdown

303.3 Tie Breaker

303.4 Year End Awards

400 Series Class Structure:

400 Class Structure:

400.1 Briggs & Stratton 206 Sportsman

400.2 IAME Micro Swift

400.3 IAME Mini Swift

400.4 Briggs & Stratton 206 Junior

400.5 IAME KA100 Junior

400.6 Briggs & Stratton 206 Senior

400.7 IAME KA100 Senior

400.8 Briggs & Stratton 206 Masters/Heavy

400.9 IAME KA100 Masters/Heavy

400.10 Senior Shifter

400.11 Master Shifter

500 Engine Rules:

500 General Engine Rules:

500.1 Comparison of Known Stock Part
- 500.1.1 Ambient Temperature Testing

500.2 Engine Pressure/Vacuum Testing

500.3 2 Cycle Carburetor Return Spring

500.4 Clutches

500.5 Engine Sealing
- 500.5.1 Engine Seal Penalty

500.6 Engine Change

500.7 Engine Components

500.8 IAME Engine Claiming

500.9 Cylinder Ports
- 500.9.1 Excessive Carbon Buildup

500.10 Starter Batteries
- 500.10.1 Mounting Batteries
- 500.10.2 Loss of Battery on Track

500.11 Technical Tools

500.12 No Go Gauges
- 500.12.1 Using No Go Gauges
- 500.12.2 Cord Width No Go Gauges

500.13 IAME Supplied Tech Tools
- 500.13.1 Head & Header Profile Gauges

500.14 Piston Squish
- 500.14.1 Checking Piston Squish

500.15 LAD Port Gauge
- 500.15.1 Checking Exhaust Port Height (LAD Tool)
- 500.15.2 Checking Exhaust Port Height (Light Check)
- 500.15.3 Checking Inlet Port Height
- 500.15.4 Checking Transfer Port Heights (Blowdown)

500.16 LAD CC Measuring Plug
- 500.16.1 Cylinder Head Volume/CC Fluid
- 500.16.2 Burette
- 500.16.3 CC Procedure

2026 Route 66 Rule Book

501 Briggs & Stratton Rules and Regulations:

"Briggs Official 2025 United States Rule Set Update", published at www.Briggsracing.com/racing-engines/206.

501.1 Sealing the Briggs 206 Engine

502 IAME Swift Rules and Regulations:

502.1 Carburetor
- 502.1.1 Carburetor and Manifold Gaskets
- 502.1.2 Carburetor Gaskets and Diaphragms:

502.2 Fuel Filter
502.3 Air Box and Filter
502.4 Spark Plug
- 502.4.1 Spark Plug Boot

502.5 Bearings, Seals, O-Rings and Gaskets
- 502.5.1 Base Gasket
- 502.5.2 Head Gasket

502.6 Piston and Ring
502.7 Mini Swift Exhaust Header
- 502.7.1 Micro Swift Exhaust Header

502.8 Exhaust Pipe
502.9 Clutch
- 502.9.1 Clutch Test Procedure:

502.10 IAME Swift Spec
502.11 Swift Carb Spec HW-31A
502.12 Sealing the Swift Engine

503 IAME KA100 Rules and Regulations:

503.1 Air Box
503.2 Fuel Filter
503.3 Carburetor
- 503.3.1 Carburetor Gaskets and Diaphragms:

503.4 Reeds & Reed Cage
- 503.4.1 Reed Measuring Procedure

503.5 Spark Plug
- 503.5.1 Spark Plug Boot

503.6 Cylinder Head
- 503.6.1 Cylinder Head O-Ring or Gasket

503.7 Cylinder
- 503.7.1 Base Gaskets

503.8 Bearings, Seals, O-Rings and Gaskets
503.9 Crankcase
503.10 Crankshaft and Rod
503.11 Piston and Ring
503.12 Ignition
- 503.12.1 Ignition Ground Strap

503.13 Exhaust Header and Pipe
- 503.13.1 Junior Exhaust Header

503.14 Starter & Battery
503.15 Clutch
- 503.15.1 Clutch Test Procedure

503.16 Timing Procedure
503.17 IAME KA100 Spec
503.18 KA100 Carb Spec HW-33A
503.19 Sealing the KA100

Rev. 03-15-26

2026 Route 66 Rule Book

100 Basic Rules, Safety, Driver Info & Officials:

101 Basics:

*** Note: The Series reserves the right to modify any rule, at any time, to ensure program safety and fairness.**

101.1 Know the Rules:
Route 66 participants should know and follow the rules that have been set by Route 66 in this document.

101.2 Responsibilities:
The driver or guardian of each kart is responsible for the safe operation and condition of the equipment; they are also responsible for their actions and any crew member's (this includes family and friends) actions while participating in a Route 66 event.

101.3 Supplemental Rules:
The Race Director can implement supplemental rules at any event. Supplemental rules will take precedence over any written rule. The supplemental rule must be delivered to the competitors in either written or verbal form.

101.4 Drivers Meeting:
Every competitor is required to attend the drivers meeting; all minors shall have a parent or adult representative in attendance also. If a competitor does not attend the meeting, he/she loses the right to protest and will receive a two (2) position penalty added on to their qualifying spot for the event. Example: if you qualify 3rd you will be starting 5th in all races that use your qualifying position as the lineup. A roll call may or may not be called at the Race Director's discretion.

101.5 Podium Pictures:
All drivers are required to wear their driver's suit and bring their helmet for podium pictures.

101.6 Sponsor Decals:
All karts shall have all of the appropriate Sponsor decals for their class on the kart, in the correct position per provided diagram (in registration packet). If appropriate decals are not on the kart or in the correct position, the competitor could be warned during qualifying or heat. If the competitor does not have the sponsor decals on after the final, they could be penalized one position per decal that is not on or out of place.

101.7 Spirit and Intent:
This document provides specifications to assure engines, kart and any components used are legal. It is not intended to be used as a read-between-the-lines document. Route 66 officials have the right to review and to determine if a person (builder or competitor) has changed or re-designed any part or component that would gain an advantage or bend the rules. If a competitor is deemed in violation of the spirit and intent rule, he or she may be disqualified, netting zero points for the day in the class of the DQ, without the option of dropping that race from the season points total, if applicable. If this document does not say you can, then you can't. When it states shall, then you must. When it states you may, then it is permitted. Calls on and off the track are in the eyes of the Route 66 officials. If your intent is to find loopholes, please re-evaluate your association with Route 66. Route 66 has the right to confiscate any parts or components up to, and including, complete karts or engines for further inspection.

2026 Route 66 Rule Book

101.8 Social Media:
When differences of opinion arise regarding Route 66 rules and regulations, decisions by Route 66 officials, Route 66 policies, or between the competitors (and/or their charges), communication and discussion of these differences are best handled privately and directly between the parties involved. Attacking parties on social media sites like Facebook or Twitter is unacceptable and may result in disciplinary action if the Route 66 Official determines that the communication is not in the best interest of the Route 66 series. Resulting penalties may be disqualification, ejection from the event and possibly from Route 66 until further notice.

101.9 Liability:
All participants must sign a waiver/pit pass releasing Route 66 and officials of liability before participating in a Route 66 event. The signee agrees to hold Route 66 and officials harmless from any and all liability. This includes but is not limited to: injury to person, employees, property and/or reputation that may be sustained by signee, from all claims of injuries at present and future. This includes minors that may be at a Route 66 event.

101.10 Pit Pass:
Everyone is required to purchase and wear a pit pass at all Route 66 events.

101.11 Insufficient Funds:
Failure to have sufficient funds to cover checks or credit cards could cause suspension from Route 66 until paid in full, and could result in cash only for future events if it is reoccurring.

101.12 Alcohol:
Alcohol is not allowed by anyone at any time during the day's racing event. After the event has concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply.

101.13 Threatening Actions:
Threatening actions such as intimidation, verbal abuse or physical violence to any Route 66 official, participant or spectator at an event could result in disqualification or ejection from the event, and possibly from Route 66 until further notice.

101.14 Driver Penalties:
Route 66 officials have the right to penalize a driver to meet the severity of the driver's actions. Some examples are: loss of position, start at the rear of the field, disqualification, probation or suspension.

101.15 Protest:
It is Route 66's intent to make every effort to resolve all protests on the track before an event concludes. All on track penalties will be decided at the event.
On-Track Officials are unavailable to review or discuss penalties until racing is completed for the day.
Competitors wishing to obtain more information about a penalty or file a protest should see the Tech Director, who is based in the scale/tech area.
A driver may protest an on-track penalty by submitting a Protest form, along with a refundable $200 cash deposit, to the protest official. Drivers are allowed one unsuccessful protest per event, after which they forfeit the right to protest. Protests must be submitted within 30 minutes of the class clearing the scale line.
Once a competitor's equipment has been removed from the impound area, he or she has waived the right to file a protest.
If a driver's finishing position is adversely affected by an incident on the track, the driver cannot be reinstated to his or her previous position. However, this does not prevent the driver from filing a protest after the race to argue a position penalty given by the officials.

101.15.1 Protest Hearing:
Only the driver and a representative or one (1) tuner/mechanic is allowed in the protest hearing unless cleared by one of the Officials.

2026 Route 66 Rule Book

101.16 Review of Go-Pro/Video:

Due to time constraints, videos will NOT be reviewed for penalties issued in Qualifying or Heats, unless the Race Director announces during the Driver's Meeting that Qualifying or Heat Races may be protested.

In the event of a protest, the Route 66 Race Director (or designated official), may choose to review video evidence. A protest shall be filed and the video must be immediately available for the official to review on a tablet or laptop (Phone or Go-Pro will not be permitted). Video will only be accepted for review if the entirety of the race is available for review, from the time karts are released from grid to engine shut off in the scale line. Only one person is allowed to present case for protest unless the driver is a minor then, the driver and a representative or one (1) tuner/mechanic is allowed. The representative for the protest, whether driver, parent, team principal, or mechanic, must be respectful to all Route 66 Sprint Series Officials. Any dialogue not deemed respectful will not be tolerated and will result in forfeiture of protest fee and protest. if they deem it necessary. It will solely be the call of the official if the video provides enough evidence to overturn the call. The Route 66 Series may view up to two (2) on-board videos for clarification of an on-track call. Video reviews of Finals will take place after the completion of the last race of the day.

101.17 Probation:

Route 66 officials can place a driver, participant or spectator on probation for a set amount of time/races as determined by Route 66. This is normally for rule violations. During this time, the driver, participant or spectator's actions will be under review.

101.18 Suspension:

Route 66 officials can suspend a driver, participant or spectator for a set amount of time/races as determined by Route 66. This is normally for rule violations. During this time the driver, participant or spectator will not be allowed to attend any Route 66 events for the period determined.

101.18.1 Appeal:

If a person has been suspended, they can submit an appeal letter to Route 66 for the officials to review. The outcome of this review will be the final decision.

101.18.2 Reinstatement:

Anyone who has been suspended will be required to meet with a Route 66 official or officials before they will be allowed to attend/participate in a Route 66 event. The date and time will be determined by Route 66 and said individual will be notified accordingly.

101.18.3 Litigation

Legal Statement Regarding Suspension of Competitors Involved in Legal Actions.

In the event that any competitor, representative of a competitor, or individual acting on behalf of a competitor files, or threatens to file, a lawsuit against the Route 66 Sprint Series, Inc, its staff, or officials, the following provisions shall apply:

1) **Immediate Suspension:**
   The competitor in question shall be immediately suspended from participating in any and all Route 66 Sprint Series competitions, events, or activities, pending resolution of the legal matter.

2) **Duration of Suspension:**
   This suspension shall remain in effect until the lawsuit or threat of lawsuit has been resolved to the satisfaction of the Route 66 Sprint Series, or until the Route 66 Sprint Series, in its sole discretion, lifts the suspension.

3) **Notification:**
The competitor shall be formally notified of the suspension in writing. Notification shall be deemed effective upon delivery to the last known address of the competitor, representative, or individual involved. Email notification shall be considered sufficient.

4) **Rights and Remedies:**
This suspension does not waive or alter any legal rights or remedies available to the Route 66 Sprint Series, its staff, or officials under applicable law.

5) **Non-Prejudice:**
The imposition of this suspension does not preclude or prejudice the Route 66 Sprint Series ability to assert any claims or defenses in relation to the lawsuit or threat of lawsuit. By participating in the Route 66 Sprint Series events, competitors agree to abide by this policy and acknowledge that any legal actions taken against the Route 66 Sprint Series may result in immediate suspension from competition.

101.19 Registration Packet:
Each driver or guardian shall pick up the registration packet from the Route 66 trailer or designated area. The registration packet will contain information required.

101.20 Transponder Rental:
If a competitor does not have their own working transponder, they must rent one on the day of the event. Route 66 has a limited number of rental transponders available at the Series Trailer. If the rented transponder is not returned in good working condition (undamaged) at the conclusion of the event, the competitor will be charged $500.00 for the replacement cost of the unit.

101.21 Sponsor Pit Spots:
Sponsors of the series will receive premier pit spots over non-sponsor participants provided the sponsor contacts the person in charge of the pit spots for each event before the deadline.

101.22 Vendors:
Vendors that are sponsors of the Series will be permitted to sell supplies at Route 66 events as part of the sponsorship package. Vendors that are not sponsors of the Series shall obtain permission to sell supplies and will be charged a fee of $250.00 per event. Food vendors that are contracted by the Series or track are exempt from this rule.

101.23 – Media Access:
Any Photographers/Videographers that are planning to shoot the event and wish to obtain on-track access must contact the Series Operations Director prior to the event and provide the following information: Name, Email Address, Client (team, driver, etc.) and a link to their portfolio. Requests will be reviewed and if approved, the Series will provide you with further guidelines.

2026 Route 66 Rule Book

102 Safety:

*** Safety attire or equipment including kart can be inspected at any time.**
*** Any safety violation could result in a penalty or DQ.**

102.1 Helmet:

Full face helmet with shields attached are mandatory and shall meet one of the following requirements:

FIA Helmets	Expiration Date
FIA 8859-2015	10 years from manufacture date if it is in helmet, if date is not in helmet it expires 10 years after spec
FIA 8860-2018	
FIA 8860-2018 ABP	
Snell Foundation Specifications	**Expiration Date**
CMR or CMS 2016 (Youth)	10 years from manufacture date on factory label
K, M or SA 2020	12/31/2030
K, M or SA 2025	12/31/2035
SFI Specifications	**Expiration Date**
24.1/2020 (Youth)	12/31/2030
31.1 or 41.1/2020	12/31/2030
24.1/2021 (Youth)	12/31/2031

The Snell Foundation or SFI sticker must be inside of the helmet. If the manufactures date is inside the helmet, we will use that date. If the date is not in the helmet, we will use the specification sticker. The helmet will expire at the end of the year 10 years after the manufacture date. Helmet shall be in good condition with no visible signs of damage and shall be the correct size for the driver per manufacturer's specifications, so it will not come off the driver's head or impair the vision of the driver by moving around. Helmet shall be inspected during pre-race inspection and a safety sticker placed on the helmet once it has been approved. Helmet can also be inspected at any time if it is subjected to damage during an incident on or off the track. If driver has hair that could extend past the shoulders, they shall wear a head sock and tuck hair inside driver suit or jacket to prevent it from getting tangled in any moving parts. Adding anything to the helmet outside of stickers or paint that was not part of the manufacturing process and or SFI/Snell approved is forbidden.

102.1.1 Helmet Out of Compliance:

Any driver that is found out of compliance in a post-race inspection with the rule and specifications listed under 102.1 will receive a 10-position penalty.

102.1.2 Helmet Cameras:

Cameras ***SHALL NOT*** be mounted on or inside the helmet in any way, unless it is embedded in helmet during the manufacturing process.

102.2 Neck Collar:

All classes except Senior/Masters must wear a Neck Collar as manufactured and shall not be altered in any way. If a driver does not have a neck collar on, loses their neck collar or it becomes loose while on track, they will be black flagged immediately.
Senior/Master classes do ***NOT*** require a neck collar.
Advanced neck and head support are highly recommended for drivers of all ages.
Approved Advanced Neck and Head devices include:

- Leatt-Brace Moto Kart and Moto GPX
- EVS Evolution Race Collar
- Valhalla 360 Plus Device

2026 Route 66 Rule Book

102.2.1 Neck Collar Out of Compliance:
Any driver that is found out of compliance in a post-race inspection with rule 102.2 will receive a 10-position penalty.

102.3 Chest Protectors:
All drivers under the age of 13 years in all divisions are required to wear a chest protection device with ***SFI approved specification 20.1*** at all times they are on the race track. ***The SFI tag must be attached to the chest protector. The following chest protectors are approved and certified by SFI.***
RECOMMENDED: The use of chest protection is recommended for all types and ages of kart drivers.

Group 6
3590 Pebble Beach Dr., Martinez, GA 30907
706-373-4515 www.group6gear.com 20.1/1, 20.1/2

The chest pad Shall be in place while on track.

Ribtect
102 Holly Oak Court, Victoria, TX, 77901
(310) 487-8938 www.ribtect.com 20.1/1, 20.1/2

Team Valhalla
22227 F50, Stryker, OH, 43557
(419) 682-1360 www.valhallaracing.com 20.1/1, 20.1/2

The following FIA approved chest protectors are also legal.

Bengio AB7 with chest protector

OMP KS-1 Pro with chest protector

Stilo Carbon Curva 8870 Karting Body Protection

Tillett P1 Defender with chest protector

Alpinestars AK-1 Youth Kart Body Protector with chest protector

102.3.1 Chest Protector Out of Compliance:
Any driver that is found out of compliance in a post-race inspection with rule 102.3 will be disqualified for that race.

102.4 Driver Attire:
Drivers shall wear ballistic nylon, leather, vinyl or other abrasion resistant jackets with full length pants, gloves, closed toe shoes and socks to limit the chance of abrasion. Sweatpants do not provide adequate protection. Hooded sweatshirts, bandanas or long belts that could become tangled in moving parts are not allowed.

102.5 Cameras:
Camera should not obstruct the driver's vision or block the view of the number panel in any way. Cameras may be mounted on kart as long as it will bend or break away if hit by another object such as a driver or body part.
It is highly recommended that your kart number be clearly marked on your camera.

102.6 Pre-Practice/Race Inspection:
A Pre-Tech sheet will be included in the registration packet. This sheet shall be filled out completely with initials in all applicable boxes, N/A if not applicable. The Pre-Tech form shall be submitted to the Tech official along with your Kart, Helmet, Chest Protector (if applicable) and Race Tires to receive the chassis band before entering the track. Race Tires (slicks) can be scanned later but must be scanned by the time listed on the Timeline. Only one Pre-Tech sheet per kart, per event will need to be filled out unless competitor changes chassis (see Chassis/Kart Change 201.25). All karts shall be inspected and have a chassis band attached after passing inspection and before it will be allowed on the track for race day. Helmets must be inspected and have Route 66 safety sticker applied before entering the track on race day.

102.6.1 Pre-Tech Sheet Penalty:
If a postrace inspection is performed on a competitor's kart and infractions are noted the following penalties can be handed out.
1 issue = warning
2 – 3 issues = 1 position penalty
4 – 5 issues = 2 position penalty
6 or more issues = 3 position penalty

2026 Route 66 Rule Book

102.7 Weight:

***Weight that is added to the kart to achieve minimum weight for the class shall be white in color, this does not mean white tape with other colors or printing on it, package tape will not be acceptable. All weight shall have the competitor's number on the weight*.** Weight up to and including six (6) pounds shall be bolted on with a minimum 5/16" (8mm) diameter bolt and a 1 ½" or 40mm washer on under the head of the bolt or conical washer **(see pictures below)**. The bolt shall be double-nutted or have safety wire or a cotter pin inserted through a hole drilled in the bolt to prevent the nut from coming off. Weight over six (6) pounds shall have at least two 5/16" (8mm) or larger bolts with 1 ½" or 40mm washer, affixing the weight to the kart, this includes stacking weight on top of each other that totals more than six (6) pounds. The bolts shall be double-nutted or have safety wire or a cotter pin inserted through a hole drilled in the bolt to prevent the nut from coming off. Mounting weight to bumpers, nerf bars, side pods or any component that is not secure shall not be allowed. Driver is not allowed to have any type of additional weight added to their safety attire or body such as exercise weight straps or weight in pockets.

*** Any weight that is not white can lead to disqualification**

*** Any Kart not adhering to this rule could be penalized per Rule 102.6.1. (Each individual weight or bolt will count as 1 issue per)**

All weights must be mounted in holes that are appropriate size that the washer cannot pull through. If mounting any weight in holes, like the larger holes that are circled, you must use a washer with a minimum thickness of 1/8" aluminum or a steel plate that will cover the bottom of the hole to prevent the weight from coming loose.

~~**102.7.1 Loss of Weight on Track:**~~

~~Any competitor losing weight while on track will be excluded from the remainder of the event. The competitor will receive any points earned during the event prior to losing the weight~~.

102.8 Fire Extinguisher:

It is highly recommended that each entrant in the event have a minimum of one operable 1-1/2 pound dry-powder fire extinguisher (rated for use on A, B, & C type fires) in their pit area. It is recommended that they have one on the starting grid at the start of each race in the hot pit area. Carbon Dioxide type extinguishers are not acceptable substitutes for the dry-powder type.

2026 Route 66 Rule Book

103 Driver Information:

103.1 Basic:

Drivers must be in good standing with Route 66. Driver must not be under the influence of alcohol or controlled substance. Drivers shall be entered in the correct class for their age, as most of the classes have a minimum and/or maximum age limit (see class rules).

103.2 Minors:

It is mandatory that drivers under the age of 18 submit a minor's release form signed by the legal guardian at each event. If the parent or legal guardian is not present at the event, the minor's release MUST BE NOTARIZED. Proof of age is also required. This can be a birth certificate, passport, driver's license, or any official document verifying the minor's age. A record of the verification will be kept by the Series. The Series will not retain any copies of these documents. This proof of age is only required once a year **IF** the Series does not already have a record on file.

103.3 Competition Age:

The Competition Age of a driver is determined by the driver's actual age at the start of the calendar year (Jan 1st). Any driver meeting the minimum age requirement to move up to the next level by the end of the calendar year is eligible to do so anytime during the year. However, once they compete at the higher level, they may not move back to the lower level. EXAMPLE: If a driver is 14 on Jan 1st but will be 15 in July, he/she may stay in Junior or move up to Senior. Falsification of age will lead to disqualification and/or suspension.

* Route 66 has the right to refuse a driver wishing to move up to the next level if they feel it is in the best interest of the driver or Series.

103.4 Move up Rule:

A competitor is not allowed to move up from one age group to a higher level, and then back down. Once a competitor moves up, they must stay in that class unless Route 66 feels it is not in the best interest of the Series.

103.4.1 Briggs & Stratton 206 Sportsman or Swift Class Competitor 10 lbs. or More Over Class Weight:

Competitors that are 10 lbs. or more over the class minimum weight, with no ballast on kart; may request permission from the Tech Director to move up to the appropriate Class providing the following:

1) They must have lap times competitive for the Class that they are moving to.
2) They must present the kart race ready, with the driver's safety gear in the seat, to the Tech Director to verify the weight of the kart and driver.

*They will be subject to a weigh-in at any time.

103.4.2 Jr. or Sr. Competitor 20 lbs. or More Over Class Weight:

Competitors that are 20 lbs. or more over the class minimum weight, with no ballast on kart; may request permission from the Tech Director to move up to the appropriate Class providing the following:

1) They must have lap times competitive for the Class that they are moving to.
2) They must present the kart race ready, with the driver's safety gear in the seat, to the Tech Director to verify the weight of the kart and driver.

*They will be subject to a weigh-in at any time.

2026 Route 66 Rule Book

104 Race Officials:

104.1 Series Director:
Directs event operations, competition, safety, event schedule, and communication. Manages Route 66 Race officials.

104.2 Race Director:
Oversees on-track activities, imposes penalties, communicates information to competitors and teams.

104.3 Assistant Race Director(s):
Works directly with Race Director to assist with on-track activities, determine penalties, and inform competitors of imposed penalties.

104.4 Flagman:
Works with the Race Director and Assistant Race Director to control all on-track activities and gives input on penalties.

104.5 Chief Scorer:
Responsible for timing and scoring, broadcasts to RaceMonitor or RaceSelect as applicable, publishes race results to MyLaps, calculates points and posts results.

104.6 Grid Steward:
In charge of following the published schedule, checks to assure all karts and helmets have been inspected, practice sticker and transponder are on kart, as well as releasing the field to the track when track is clear and ready.

104.7 Tech Director:
In charge of pre-race and post-race inspections for both general safety and compliance with technical rules to ensure safety and fairness.

200 Chassis/Kart, Tires, Fuel & Oil:

201 Chassis/Kart:

*** Note: All measurements are in inches unless otherwise stated.**

201.1 Adjustments:
The only adjustment a driver can make while on the track is the carburetor, brake bias or radiator louvers/shroud. Removing tape from radiator while on track is allowed. Adjustments must be made manually; mechanical adjustments are illegal.

201.2 Frame:
Main frame shall be round tubing with a minimum diameter of 1.0” and maximum diameter of 1.4”. Minimum wall thickness for 1” diameter tubing is .078” and, for 1.125” or greater diameter tubing minimum wall thickness is .060”. Frame tubing shall be minimum cold rolled or electric welded tubing or tubing of equivalent strength.

201.3 Floor Pan:
Floor pan is required, must not extend rear of the front seat mount/crossbar, it must be inside the frame rails and securely bolted in place. Adding or removing material to gain an advantage from aerodynamics or downforce is illegal. Must be made of metal, aluminum or composite, no plastic materials are allowed.

2026 Route 66 Rule Book

201.4 Steering:

Direct mechanical type steering is required; vertical shaft or rack and pinion steering is illegal. Steering shafts shall be attached at bottom with a minimum 5/16" fastener. Minimum diameter for solid steering shaft is 0.625" and for a hollow shaft it is 0.700". Minimum diameter for steering wheel hub bolts is ¼" grade 5. All tie rod component bolts shall be a minimum of 5/16" grade 5 bolts. Tie rods shall swivel at both ends and be made of steel or aluminum. Steering wheel must be round in shape with a minimum of three spokes and 10" diameter. The top third of the wheel may be flat or open but they must be designed that way and cannot be altered. Shaft adapters that change the angle of the steering wheel are legal. It is highly recommended where possible that steering component bolts are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips installed. At minimum lock nuts will be required.

201.5 Axle:

The axle must be a one-piece axle; it can be solid or tubular with a minimum diameter of 25mm, a maximum diameter of 50mm and a minimum wall thickness of 0.075". Carbon fiber or carbon fiber composite axles are not allowed. Stiffeners are allowed if they are secured with bolts that are drilled for cotter pin or safety wire or machined for spring clips or e-clips; with the above mentioned properly installed (cotter pin, safety wire, or e-clip). Snap ring grooves, or any machining other than for keyway, are not allowed anywhere in the area between the left and right wheel hubs. Axle shall not extend past the outside edge of the wheel. Maximum width of rear track at widest point is 55 1/8".

201.6 Brakes:

Kart shall have rear brakes that shall prevent the wheels from turning when adequate pressure is applied to the brake pedal. Brake pedal and master cylinder must be attached to the main frame with bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed. It is highly recommended where possible that the brake caliper be attached to the main frame with bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed. Brake rotor must be attached to the brake hub with a minimum of three bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed, or steel lock nuts on a minimum of three bolts; nylon lock nuts are not allowed on the brake rotor. The linkage from brake pedal to master cylinder or brake bias must be either 6mm or larger steel rod with clevis or heim joint fittings with jam nuts on each end or kart manufactured cable that is a minimum diameter of 2.5mm. NOTE: If secondary cable is used nylon locknuts may be used in place of drilling or machining bolts for actuating rod and secondary cable. Scrub or band-type brakes are not allowed. Brake components must be steel or aluminum; ceramic, carbon fiber or such materials are not allowed. Hydraulic connections must be clean and tight with no leaks and routed to prevent damage while operating kart.

Hand brakes are not allowed. An exception may be requested for a driver with a disability and must be approved by Route 66.

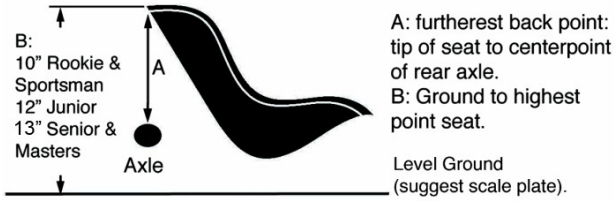
Master cylinders that employ only one mounting bolt must have minimum of one 8mm diameter bolt that must be through pinned.

2026 Route 66 Rule Book

201.7 Seat:

Seat shall be a molded, one-piece sprint bucket design and be the correct size for the driver so they cannot move or slide from side to side in a manner that could be unsafe. Adding or removing material to gain an advantage from aerodynamics or downforce and/or using lay down type seat is illegal. Seat cannot be cut in any way to add or remove material and shall be in safe condition, e.g., the bottom is not weak or broken. Bottom of seat shall be between the frame rails and can be mounted above or below the frame rails. Seat shall be mounted to the kart in a minimum of four spots with front of seat being higher than the bottom. Adjustable seats that can be moved while on track are illegal. See chart and following Figure for dimensions. Seat belts or other restraints are illegal.
* Repairing the bottom of the seat from rubbing on the track is allowed.

"A" – Any part of the seat cannot be behind the axle.
"B" – These are minimum measurements.



201.8 Suspension:

Suspension components are not allowed, for example, springs, shocks or other components.

201.9 Wheel Hubs:

Wheel hubs must be made from metallic materials with wheel studs having a minimum diameter of 0.3125".

201.10 Spindles:

Spindle shall not extend past the outside edge of the wheel. It is highly recommended where possible that spindle bolts are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips installed. At minimum lock nuts will be required.

201.11 Wheel Bearings:

Split race bearings are not allowed. Bearings must be ground ball or roller bearings. Bearings must be adjusted to remove excessive play.

201.12 Wheels:

Must be 5" diameter, as manufactured (no drilling or removing material) and proven to withstand the force and strain of the racing condition. Lateral supported wheels or g-rings will not be allowed. Maximum width of rear track at widest point is 55 1/8" unless specified under class structure or supplemental rules.

201.12.1 Wheel Weights:

Wheel weights are allowed with each piece not to exceed ¼ ounce. Placing duct tape over weights to secure is suggested for extra safety.

~~201.12.2 Losing Wheel on Track:~~

~~Any competitor losing a wheel while on track will be penalized 75 points in the Season Championship for each wheel lost during the season.~~

201.12.2 Briggs & Stratton 206 Maximum Wheel Widths:

4.60 x 5 – 7″ No-Go
~~6..00 or~~ 7.10 x 5 – 8 ½" No-Go

201.13 Throttle Pedal Spring:

Positive acting throttle pedal return spring is required on all karts.

Rev. 03-15-26

2026 Route 66 Rule Book

201.14 Fuel System:
One fuel tank maximum per kart. Fuel tank must be puncture resistant and leak proof when the fill cap is on. Maximum capacity is nine liters. Tank must be within the frame and under the steering shaft, mounted to either the steering uprights or floor pan. Pressurized fuel system or any fuel pumps other than a pulse pump in the carburetor is illegal.

201.14.1 Fuel Line:
All fuel line connections shall be securely attached. It is highly recommended that a cable tie, safety wire or other approved fastener is used. Fuel line shall not be in excessive length or size.

201.14.2 Briggs & Stratton 206 Fuel Pump:
External pulse pump/OEM fuel pump is the only pump allowed.

201.15 Chain:
Chain sizes allowed are #219 or #35. Chain oilers are not allowed.

201.15.1 Chain Guard:
All karts are required to have a chain guard.
It is recommended that IAME classes use a full chain guard as pictured below.

201.15.2 4 Cycle Chain Guard:
Chain guard must be mounted to the engine and prevent a broken chain coming in contact with driver.

201.16 Bodywork Components:
CIK appearing bodies, CIK homologated, and aftermarket bodywork that is made from CIK-similar material are allowed. Bodywork is defined as two side pods, nose cone, driver fairing and rear bumper and all pieces are required in all classes. Adding or removing material to gain an advantage from aerodynamics or downforce is illegal. No bodywork may extend wider than the rear tire/wheel at any time unless stated in Rule 201.18.1 4 or 201.19.1 4. No part of the bodywork can be used as a fuel tank. No weight or ballast can be placed inside or on the bodywork. Cutting the bodywork for the starter hole and/or radiator in the TAG class is the only cutting that is allowed. Bodywork must be properly attached and appear neat. Any bodywork that appears loose or that may fall off while on the track could be cause for a black flag.

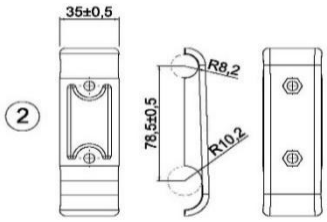
.

*** Cadet bodywork including the nose shall be used on Cadet Karts.**

201.17 Front Bumper:
Two steel tubes are required for the front bumper: top tube must be a minimum diameter of 0.625” and attached to the frame at each end, bottom tube must be a minimum diameter of 0.750”, both tubes shall have a minimal wall thickness of 0.065” and shall be attached to the frame at each end. Both tubes must be used to attach the nose cone to the kart. If pedals are mounted to the bottom tube it must be welded or through-bolted to the frame.

2026 Route 66 Rule Book

201.17.1 Front Bumper Support:
Shall be 2 pieces made of plastic and cannot be modified in any way. The measurements below are using CIK Homologation bumpers, top bar is 16mm, bottom bar 20mm. The dimensions below are in mm.



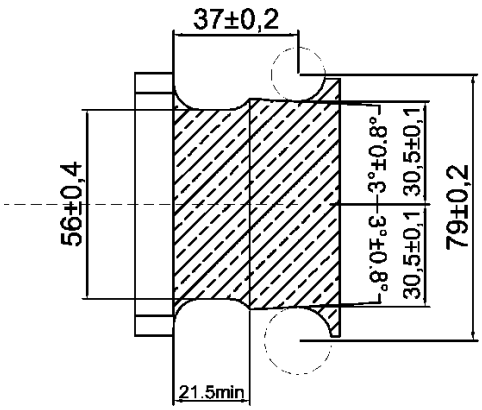
201.18 Nose Cone:
The nose cone shall be mounted with two (2) OEM butterfly clamps that cannot be altered in any way. If the nose cone comes off while on track before receiving the checkered flag, the competitor will receive the black flag. Nose cones must be used as manufactured and cannot be altered in any way. Bottom of nose shall be a minimum one-half inch (½") off the ground and top of nose shall not be above the top of the front tires. Minimum nose width is 39 3/8"; maximum width cannot be wider than the front tires. Maximum overhang from center of front axle to tip of the nose cone is 26 3/4". Measurements will be performed with wheels straight ahead and without driver in kart.
*** Cadet nose shall be used on Cadet Karts.**

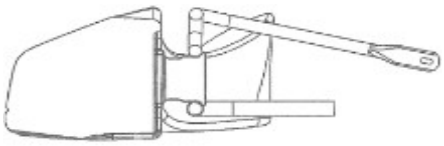
201.18.1 4 Cycle Nose Cone:
4 cycle karts front tires are allowed to be 1" inside the nose. This will be measured by placing a straight edge on the tire that is notched out 1". Measurements will be performed with wheels straight ahead and without driver in kart.
*** Cadet nose cannot be used on standard karts.**
*** Cadet nose shall be used on Cadet Karts.**

2026 Route 66 Rule Book

201.18.2 Push Back Nose Cone Mounts:

All Classes shall use the push back nose cone mounts. May be compared to known OEM part in case of discrepancy, dimensions below. The arrow must be pointed upward as pictured below.





201.19 Side Pods and Nerf Bars:

Side pods must be mounted with the intended manufactured nerf bar for the side pod that is being used. Side pod cannot cover any part of the driver or frame. If side pod comes off while on track, competitor will receive the black flag. Bottom shall be a minimum of ½" and maximum of 2 5/8" above the ground, rear shall be no more than 2 5/8" from rear tire, and front shall be no more than 5 7/8" from front tire. Maximum width of side pods is 55 1/8" if the rear track is set at 55 1/8". Measurements will be performed with wheels straight ahead. Nerf bars shall be steel tubing with a minimum diameter of 0.630" and attached to the frame at two (2) points.

*** Side Pods shall not be wider than the rear tires at any time.**

*** Cadet side pods shall be used on Cadet Karts.**

201.19.1 4 Cycle Side pods and Nerf Bars:

See rule 201.26.2 - Tires shall not be more than 1.5" beyond the widest point of the side pod, and can be no more than 1.5" inside the widest point of the side pod.

*** This is for all race conditions.**

201.20 Driver Fairing:

The driver fairing must be mounted with bendable material that is attached to the uprights, frame or floor pan and cannot expose any sharp edges that could harm the driver. No part of the fairing shall extend more than 1" above the top of the steering wheel. Minimum fairing width is 9 7/8"; maximum width is 11 13/16". Measurements will be performed with wheels straight ahead; height of fairing will be checked on scales. If an official feels that the height of the fairing is hindering the driver's vision, the fairing must be lowered. No part of the driver fairing can be behind and/or lower than the top of the nose cone that could stop the nose cone from being pushed back.

*** Cadet driver fairing shall be used on Cadet Karts.**

2026 Route 66 Rule Book

201.21 Rear Bumper:

CIK style PLASTIC rear bumpers are mandatory in all 2 cycle classes. Bumper shall be a minimum of 1" behind rear tire as raced. Adjustable width bumpers are legal. The bumper shall cover at least 50% of each rear tire and shall not extend outside of the rear wheel/tire at any time. The rear bumper must remain as an OEM part; it cannot be cut in any way to narrow or shorten.

*** Cadet bumpers cannot be used on standard karts.**

201.21.1 Briggs & Stratton 206 Rear Bumper

CIK style *PLASTIC* rear bumpers or *METAL TUBE* rear bumpers are mandatory in all classes. Bumper shall be a minimum of 1" behind the rear tire as raced. The bumper shall cover at least 50% of each rear tire and shall not extend outside of the rear wheel/tire at any time. This is for dry, wet or competitor choice condition.

*** Cadet bumpers cannot be used on standard karts.**

201.22 Numbers:

All karts shall have legible numbers without tire marks or other items such as decals applied. The number must be black on a yellow background. The numbers must be at least 5 ½" tall, at least a ¾" body, and at least ½" wide yellow border around each number, Arial Font is suggested. The numbers must be on driver fairing, both side pods and rear bumper prior to entering the track. All karts shall use the number that was assigned to the driver at registration and numbers will consist of one to three digits only. We do not use letters for scoring, they are not acceptable.

*** Anyone not having any of the above could be black flagged during any session.**

201.22.1 Kart Numbering by Class:

All karts will be numbered per class as follows;

IAME Micro Swift	0 – 99
IAME Mini Swift	100 – 199
IAME KA100 Junior	800 – 899
IAME KA100 Senior	900 – 999
IAME KA100 Masters/Heavy	400 – 499
206 Sportsman	200 – 299
206 Junior	300 – 399
206 Senior	500 – 599
206 Masters/Heavy	600 – 699
Senior Shifter	200 – 299
Master Shifter	600 -- 699

201.23 Rear View Mirrors:

Rear view mirrors are not allowed on any karts.

201.24 Transponder Mounting:

The transponder shall be mounted securely and safely to the kart. The transponder must be mounted behind the king pin using two vertical lines at minimum of 9" from center of king pin to the front edge of the transponder. One transponder per kart is allowed. Transponders are required from the beginning of the event practice through the end of the event.

Starting with the second round of the event practice if your registered transponder is not on the kart you will lose your fastest lap of qualifying.

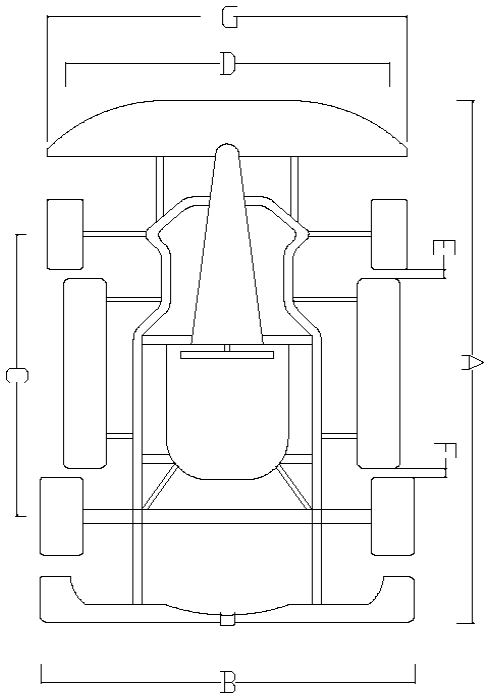
201.25 Chassis/Kart Change:

Changing an un-repairable chassis to a comparable chassis is allowed after tech approval with no penalty to the competitor. If competitor wants to change chassis due to performance they will start in the rear of the next race. Following approval of the requested chassis change from a Tech Official, a new pre-tech form will need to be obtained from the Route 66 Registration Trailer, filled out and then presented with the kart to a Route 66 Tech Official for a new chassis band.

Rev. 03-15-26

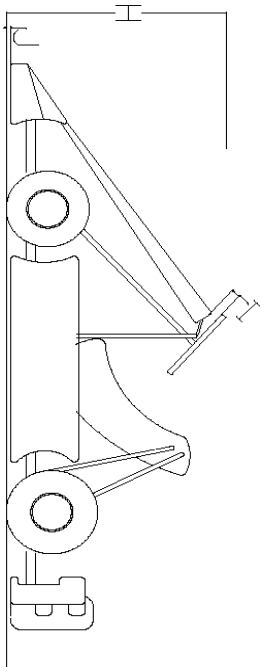
2026 Route 66 Rule Book

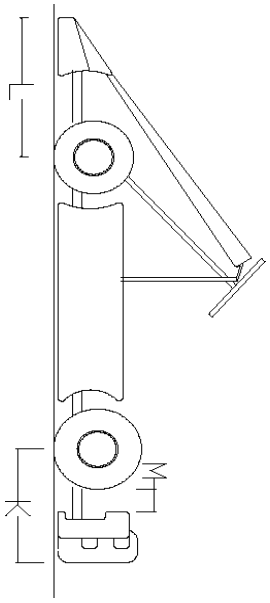
201.26 Kart Dimensions:



Kart Dimensions		
All Measurement Are Done With Wheels Straight Ahead and No Driver		
Letter	**Description**	**Measurement**
A	Cadet Maximum Length	71"
	Standard Maximum Length	82"
B	Maximum Rear Wheel Outside Width	55 1/8"
	Minimum Rear Bumper Width	Cover 50% of both tires
	Maximum Rear Bumper Width	Bumper cannot extend past outside edge of rear tires
C	Cadet Minimum Wheel Base	35"
	Cadet Maximum Wheel Base	41"
	Standard Minimum Wheel Base	39 3/4"
	Standard Maximum Wheel Base	43"
D	Minimum Front Width Center to Center	28"
E	Maximum Between Front Tire and Side Pod	5 7/8"
F	Maximum Between Rear Tire and Side Pod	2 5/8"
G	Minimum Nose Cone Width	39 3/8"
	Maximum Nose Cone Width	Cannot be wider than outside edge of front tires

2026 Route 66 Rule Book





Kart Dimensions		
All Measurement Are Done With Wheels Straight Ahead and No Driver		
Letter	**Description**	**Measurement**
H	Maximum Height	26"
I	Maximum Height of Fairing Above Steering Wheel	1"
J	Minimum Between Ground to Nose and Ground to Front of Side Pod	1/2"
	Maximum Between Ground to Nose and Ground to Front of Side Pod	2 5/8"

Kart Dimensions		
All Measurement Are Done with Wheels Straight Ahead and No Driver		
K	Maximum Center of Rear Axle to Back of Bumper	15 1/2"
L	Maximum Center of Front Axle to Front of Nose	26 9/16"
M	Minimum Between Rear Tire and Bumper	1"

201.26.1 2 Cycle Minimum & Maximum Rear Wheel/Tire Width:

Micro & Mini Swift – Minimum 41”
Maximum 50”
Junior & Senior Classes – Minimum 53”
Maximum 55 1/8”

201.26.2 Briggs Minimum & Maximum Rear Wheel/Tire Width:

Tires shall not be more than 1.5” beyond the widest point of the side pod, and can be no more than 1.5” inside the widest point of the side pod.

*** This is for all race conditions.**

Rev. 03-15-26

2026 Route 66 Rule Book

*** This is for all race conditions.**

Rev. 03-15-26

2026 Route 66 Rule Book

202 Tires & Fuel:

202.1 Tires (Slicks):
MG spec tires shall be used; MG "SH2" Reds 4.60, 6.00 & 7.10 shall be CIKF/Z Option; see class specifications for type and size. Tire treatments of any kind and/or tire warmers are illegal.

*** All competitors must take all tires with them at the end of the event or they will be charged for any disposal fees**.

202.1.1 Two (2) Cycle Tires:
All 2 cycle classes must qualify on new/sticker tire the 1st day of the event and use those tires for any qualifying or race condition for the rest of the event.

202.1.2 Briggs Tires:
Briggs classes may qualify on new or used tire the 1st day of the event and use those tires for any qualifying or race condition for the rest of the event. These tires must have a good bar code on them that can be scanned during the event.

202.1.3 Practice Tires:
Each competitor is allowed 1 set of practice tires new or used per class per event.
For a practice session, if the scanned tires are not on the kart the competitor will lose their next round of practice or if it's the final round of practice, they will lose their fastest qualifying lap. For Sunday warm-up, if the tires on the kart are not either your scanned practice or race tires, you will be penalized 8 starting positions in Heat 2.

202.2 Rain Tires:
MG SW and SW2 spec tires shall be used; see class specifications for type and size. Tire treatments of any kind and/or tire warmers are illegal.
Up to 8 Rain Tires will be allowed.

202.3 Race Tire Scanning:
Outside of late entries or arrivals, if the competitor fails to get their tires scanned before 6:00pm Friday they will get one warning for the season and then lose their fastest lap of qualifying.

202.3.1 Practice Tire Scanning:
Practice tires will be scanned when competitor comes off track each round of practice.

202.3.2 Rain Tire Scanning:
Rain tires will be scanned if there is a chance of rain or, if Race and/or Tech Director deem it necessary

202.4 Spec Fuel:
All two (2) cycle classes shall run the Route 66 Series designated spec racing fuel that is approved and supplied at each track. Refusal or failure to pass the fuel test will lead to disqualification or suspension. Some fuel testing procedures being used are Digatron, hydrometer and visual. Tech officials will use these and any other necessary means to declare all fuels legal.

202.4.1 Briggs & Stratton 206 Fuel:
Spec fuel will be determined by Route 66 series and where to purchase the fuel/station at before each Route 66 series event

2026 Route 66 Rule Book

202.5 Spec 2 Cycle Oil:
ELF - HTX 909 is the spec oil for all 2 cycle classes. Mixing ratio will be 1 liter of Elf HTX 909 to five (5) gallons of spec racing fuel or 6.75 ounces per one (1) gallon of spec racing fuel. ***It is very important that you rinse out your oil bottle at least two (2) times if using a full liter of oil and mix your fuel/oil mixture up very good as the oil will settle to the bottom.***

300 Race Information:

301 Flags:

301.1 Green Flag:
A green flag lets competitors know the track is clear for practice or competition; it is also used to start or restart a race.

301.2 Yellow Flag:
A yellow flag alerts competitor of an unsafe condition in that part of the track. A waving yellow flag means there is trouble on the track. Drivers are to hold their position in these areas and shall not pass another competitor until they have passed the waving caution area. A standing yellow is an "advisory" and means there is possible danger near the racing surface. Passing is allowed when a standing yellow is displayed. When a double yellow flag is displayed by the starter it signifies a full course caution. Drivers shall proceed at a moderate pace with no passing allowed.

301.3 Red Flag:
A red flag alerts competitor of a halt to racing and to stop as soon as they can do so safely. Drivers may be directed to proceed to the front stretch or other designated area if it can be done safely. Corner workers will wave yellow and black flags to indicate a red flag situation. Any driver disobeying a red flag shall be disqualified. Participants, crew or family members are not allowed on the racing surface during a red flag.

301.4 Crossed Flags:
A crossed white and green flag indicates the race has reached the halfway point.

301.5 Two Rolled Flags:
Two rolled flags (green and white) are used to let the competitors know there are two laps remaining in that race.

301.6 White Flag:
A white flag lets competitors know they are starting the last lap of the race. If the white flag has been waved the checkered flag will follow even if it is waved with another flag, i.e., red, yellow or black.

301.7 Checkered Flag:
The checkered flag indicates the race or practice session has concluded, and all competitors shall slow down to a moderate pace, and safely proceed to the scale or pit area as required to do so.

301.8 Waving Checkered with Red:
A waving checkered with a waving red is used to alert the competitors of trouble on the racing surface. Racing back to the start/finish line is not allowed. Competitors shall proceed to the finish line if it can be done safely and follow the direction of corner workers. Scoring will revert to the last completed lap.

301.9 Black Flag:

A waving black flag is used to inform a competitor they need to exit the race course and proceed to the scale or pit area due to a rule infraction; the flagman will make every attempt to display the kart number of the driver receiving the black flag. If a competitor ignores a black flag it could lead to additional penalties. A rolled black flag is a warning usually given for unsafe or unsportsmanlike driving. If the actions continue it could lead to a waving black flag and disqualification.

301.10 Black Flag with Orange Circle:

A waving black flag with orange circle is used to inform a competitor of a mechanical or tech issue. The driver should exit the race course and proceed to the scale. The flagman will make every attempt to display the kart number of the driver receiving the black flag with orange circle. If the competitor exits the race course/track prior to receiving the checkered flag, the competitor will be scored with a DNF (Did Not Finish) and be awarded points based on their position at the end of the race. If the competitor does not exit the track in a timely manner or ignores the black flag with orange circle, scoring will stop and the competitor will be DQ'ed.

301.11 Blue/Blue with Yellow Diagonal Stripe Flag:

A blue/blue with yellow diagonal stripe flag is used to alert competitor that they are about to be lapped. The lapped kart shall hold the preferred racing line.

302 From Grid to Tech:

302.1 Communication:

Driver cannot receive or send any type of radio communication.

302.2 Officials Helping Competitors:

The only classes that an Official can help a competitor if they are off track is the Micro Swift, Mini Swift & Briggs & Stratton 206 Sportsman.

302.3 Track Layout:

All competitors shall observe the track layout and rotation by not cutting across curbs or driving around pylons. Cutting the track or ignoring track layout can result in penalties or disqualification; this includes the cool down lap after the checkered flag has been waved.

302.4 Number of Karts Allowed on Track:

Route 66 has the right to control the number of karts allowed on the track depending on size of track, speed and level. If it is determined that the number of karts entered in a class is unsafe for the track, the Officials will decide on what actions will be taken to make the racing safe; this could reduce the number of laps for that class. This will be communicated to all in the affected class before any actions are taken.

302.4.1 Number of Karts Required for Class:

If after two consecutive events the kart count is not five (5) or more karts, the class may be dropped.

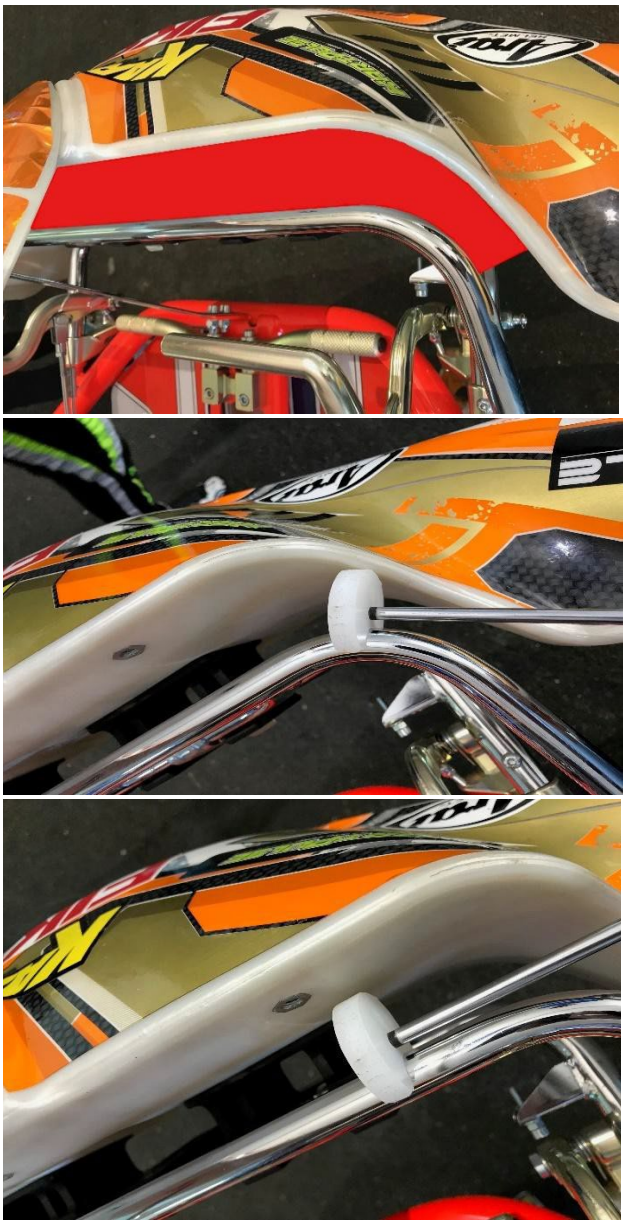
2026 Route 66 Rule Book

302.5 Quiet Grid:

Engines shall only be run in the competitor's assigned pit area or adjacent to your assigned pit area (aisle). Running the engine on your way to the grid or on the grid is not permitted.

302.6 Push Back Nose Inspection:

All classes must utilize a front nose equipped with a CIK-homologated pushback nose system, with a maximum of two CIK-homologated clamps. OEM clamps may be substituted for, but must be CIK-homologated for that purpose. Competitors will present their karts to the grid with the nose cone in place and the clamps on, zip ties may be used to hold the clamps to the bumper but shall not hold the clamp from opening. The grid official will do an inspection of the nose while on the kart. The official will be checking for holes and to verify that the nose has not been damaged to the point that it has lost its rigidity. During inspection the competitor may be asked to remove one or both clamps by hand and then re-install them. The nose is a tech item, and therefore may be inspected at any time during the day by series officials. If any officials ask to inspect the nose, the driver or their mechanic must remove it for inspection, without the use of any tools. If the nose, clamps, or blocks, are found to be illegal, or the mechanic/driver is unable to remove it for inspection when asked, there will be a 4-position penalty assessed. Additional penalties up to disqualification may be assessed depending on the infraction.



302.7 Bumper to Nose Cone Clearance:

The nose cone shall be a minimum of 27mm (roughly the size of a 13/16 spark plug socket) from the bumper to the nose cone in all places (Red Area on both sides). Inspection may be done before entering the track. If the correct clearance is not maintained, the competitor will be required to correct or change parts prior to entering the track.

Rev. 03-15-26

302.8 Pre-Grid:
Nose cone inspection and any last-minute changes will be done before entering the grid area.

302.9 Controlled Grid:
No kart stands, baby strollers or pets are allowed on the grid. Route 66 will allow the driver and two (2) other people to enter the grid area the same time the kart enters the grid. No one else will be allowed in the grid area.

302.10 Grid:
All competitors are responsible to be on the grid on time for their class during practice and races. Their transponder shall be charged and properly mounted on the kart.

302.10.1 Working on the Grid:
Working on your kart while on grid is prohibited unless it has been approved by an Route 66 Official

302.11 Entering the Track for Qualifying:
Once the field is released from the grid to begin qualifying, a competitor has 30 seconds to enter the track. If engine fails to start, they have 90 seconds from the time the grid is released to get their kart on track.

302.12 Race Day 90 Second Rule:
Heats and Finals, driver will have 90 seconds after their class is released from the grid to get their kart started and join the rest of the class on track. After the 90 seconds has expired the grid is closed and no karts may enter the racing surface. This rule cannot be used to change tires from dry to wet or wet to dry.

302.13 Driver Unable to Start:
If a driver has scratched his entry by notifying Chief Scorer or Race Director, the grid lineup will be adjusted by crossing over from the point of the scratch to the last starting position. If a driver is unable to start the race after the class leaves the grid, the line in which the driver falls out of will move forward; there will be no crossover of positions.

302.14 Penalties:
Overall finishing position penalties of a race/qualifying event can consist of: time penalties, position penalty, being placed behind the victim of the incident, sitting out a session or race, or disqualification for improper/unsafe driving, or unapproved use of track. Penalties will be published on results.

302.14.1 Unsportsmanlike or Unsafe Driving:
Unsportsmanlike actions or unsafe driving will lead to penalties or disqualification. Some examples of unsportsmanlike or unsafe driving are inappropriate gestures, blocking, bumping, chopping, not allowing racing room for other competitors, and driver or crew member actions at the scales. These are only examples and this is not a complete listing of unsportsmanlike or unsafe driving. It is up to the discretion of the Race Director and Route 66 officials to determine if a competitor is unsportsmanlike or unsafe.

302.14.2 Avoidable Contact:
It is understood that “light” inadvertent contact will/can occur. However, intentional and aggressive driving, blocking, chopping, and contact will not be tolerated and can result in penalties.

2026 Route 66 Rule Book

302.14.3 Rough Driving:

Over aggressive bumping, bump drafting, nerfing, blocking, pushing, etc., could be grounds for disqualification. Competitors must understand there is a fine line between malicious intent and inadvertent contact.

302.14.4 Forcing Air into the Air Box:

Cupping or placing your hand over the air box to force air into the air box is illegal and could result in a penalty.

302.14.5 Passing after Checkered Flag:

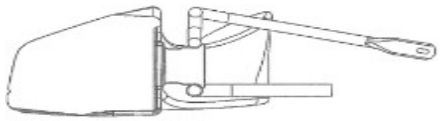
After receiving the Checkered Flag all drivers shall maintain their position. Passing, purposely allowing others to pass or bumping another competitor after the Checkered Flag could result in penalties.

302.14.6 Push Back Nose Cone Penalties:

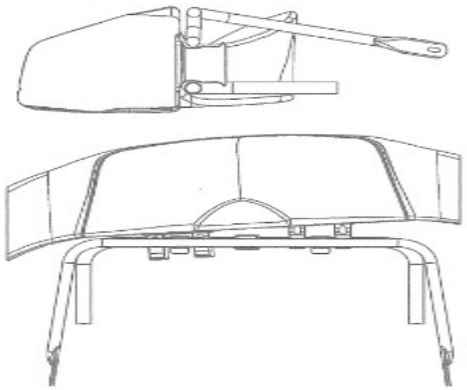
Push back nose cone mounts have been instituted for the purpose of reducing the contact between karts, intentional, or otherwise. Of particular importance to a safe start, is the need to leave adequate space between karts on the formation and pace laps. Two to three feet of "cushion" space should be left between you and the kart in front of you during the pace and formation laps to ensure that there is no contact. Failing to leave adequate space between your kart and the kart in front of you is not an excuse for a dislodged nose cone.

Push back mounts shall remain in the correct position during any time of competition. Drivers should take care to allow enough distance between themselves and the kart in front of them during warm up, pace laps, start of the race, and scale line, to prevent contact that may dislodge the nose cone. If any part of the top or bottom bar/bumper is in the drop-down area as pictured below, the competitor will be assessed a ***two (2) - position penalty for one side, five (5) position penalty for both sides.***

Intentionally dislodging another competitor's nose cone will be considered unsportsmanlike conduct and subject to appropriate penalty. The Black Flag with Orange Circle will ***NOT*** be given to any competitor whose nose cone is no longer in the correct position. Any competitor that attempts to put the nose cone back to its correct position while on track or before crossing the scale will be disqualified for that race. If a dislodged nose cone penalty is issued, you may protest it using the normal protest channels, but only conclusive on-board video evidence will be considered.



Correct Position Pictured Above



Incorrect Position Pictures Above

Rev. 03-15-26

302.14.7 Scrubbing Tires:
Scrubbing tires is allowed during the formation lap until the formation cone is reached. After the formation cone has been reached, no scrubbing of tires will be allowed. Any competitor deemed to scrubbed their tires after the formation cone may receive a two (2) position penalty.

302.14.8 Tram Lines:
The entire kart must stay within the Tram Line on final approach to start of the race. Once the Green Flag is waived, any kart may deviate the Tram Line and attempt a pass. Any competitor's kart who is deemed to have left the Tram Line prior to the waving of the Green Flag, may receive a two (2) position penalty. If the Tram Lines are not visible on the track surface, each competitor's kart must stay completely aligned with the kart in front of them until the Green Flag is waved.

302.14.9 Acceleration Zone:
The Acceleration zone leading up to the Flagman's position to start the race will be marked by a beginning and ending cone. The Pole Sitter must maintain a steady and safe speed prior to the beginning of the acceleration cone. The driver may accelerate anywhere between the beginning and ending cones. If the flagman deems the start is safe and well aligned, he/she will drop the green flag to officially start the race. If the Green flag is not waived, competitors will circle for another attempt. Any driver who is deemed to have accelerated prior to the beginning of the Acceleration Zone may receive a two (2) position penalty.

302.14.10 Jumping the Start:
The pole sitter shall control the speed of the start. The outside pole shall remain even. The green flag starts the race. If the flagman or race director deem speed too fast or too slow twice in the same race the offending competitor(s) will be moved back one row. An invert signal/waving flag will be displayed to offending competitor(s).
If only one competitor is moving back the competitor directly behind that competitor will move forward. We will ***NOT*** be crossing or readjusting the line up.
Failed starts due to issues not concerning the front row will not count toward the two-attempt count.
After two attempts, laps will begin counting towards total lap count.

302.15 Practice:
Drivers will practice with their class. If a driver practices with another class without Route 66 series approval they will be penalized. Testing Monday thru Thursday the week of the event will not be permitted at the track at which the event will be held. Anyone violating this rule will not be allowed to practice on Friday. Furthermore, they must participate in qualifying and start in the back of the heat races. Starting position for the finals will be based on the accumulated points they received from the heat races. Anything outside of a concession rental kart is not allowed.

302.16 Lapped Competitor:
A driver that is being lapped shall hold their racing line. If the lapped driver races the lead karts, and does not allow the lead karts to pass, they will be black flagged. If competitor is about to be lapped a second time, they will be black flagged. The competitor will be placed in the on-track position at the time of the black flag and receive points for that position. Route 66 Officials have the right to black flag a competitor the first time if they feel the competitor could endanger another competitor or be a danger to themselves.
* If a competitor ignores the black flag and number board after (3) three laps scoring will stop and the competitor will be DQ'ed.

2026 Route 66 Rule Book

302.17 Slowing or Stopping on Race Track:
If your kart slows from racing speed during practice or a race due to mechanical issues, or to exit the race course, the driver shall raise a hand above their head and wave to alert other drivers behind them. If a kart comes to a stop on the race track during practice or during a race, the driver shall raise a hand above their head and wave to alert other drivers. When safe to do so the driver must exit their kart and remove it from the racing surface.

302.18 Exiting Your Kart on Track:
KA100 competitors are allowed to exit their kart to untangle, or free their kart from an object, providing the engine is off before exiting the kart. Once the kart is free, the competitor must be safely seated in kart before restarting and safely rejoining the race. If you become lapped while stopped, you may not rejoin the race. (See Re-entering the Racing Surface)
All other classes are not allowed to exit their kart and continue the race. All competitors are expected to exit their kart to help clear the track.

302.19 Re-entering the Racing Surface:
Other than leaving the grid area, if a driver leaves the racing surface during practice or a race, they should re-enter the racing surface at a point not in the racing groove, for example on a straightaway or other spot that can be done safely and not obstruct another driver. When re-entering, the driver shall yield to drivers on the racing surface. The driver shall not advance any positions or gain any advantage during this time. Race officials will be critical of re-entry safety.

302.20 Restarting Engine:
After leaving the grid area and before the green flag, an engine may be restarted with the onboard starter and rejoin in their starting position if this can be done before reaching the commitment zone, the Flagman can choose to start the race at their discretion regardless of whether or not the late arriving driver has regained their position. If the engine is restarted after the green flag the competitor will re-enter the racing surface at a point not in the racing groove, for example on a straightaway or other spot that can be done safely and not obstruct another driver. The driver shall not advance any positions or gain any advantage during this time. Any kart that does not have an onboard starter will not be allowed to restart after leaving the grid unless it is after a red flag

302.21 No Passing Area (waving yellow flag):
If a waving yellow flag is displayed, passing is not allowed in that area.

302.22 Karts/Drivers Involved in Red Flag:
Driver's safety equipment and kart may be inspected by Route 66 if they are involved directly or indirectly in a red flag incident. The Race Director has the right to prohibit a driver from restarting a race if he feels it is not safe for them to do so. **Working on karts involved in a red flag is not allowed unless a complete restart has been determined by Route 66 officials and permission has been given (this is for karts involved in the red flag incident only).** If any work or repairs are performed during a red flag stoppage, it must be approved by a Route 66 official and the driver will start at the back of the field. If a driver is unable to "leave" with the rest of the field during the restart procedure, there is no 90 second rule; he/she will not be allowed to continue. If a driver cannot weigh in with their kart due to medical personnel examining the driver, the Race and/or Tech Director can waive the weigh-in requirement at the scales and the driver will receive points for their finishing position.

2026 Route 66 Rule Book

302.23 Restarts:
The starting order after a red flag will be determined by the running order of the last completed lap. The kart or karts causing or directly involved in the red flag will be placed at the back of the starting order. A completed lap is after all karts on the lead lap have crossed the finish line or scoring loop.

302.24 Loose or Missing Components:
All components shall be fastened and in place at the start of a race prior to the green flag; if not, a competitor could be black flagged. All karts must finish the race with all components subject to tech still intact in the manner the rule specifies. Any competitor that loses a 'spec' or 'tech-able' component may be black flagged. Examples include a nose, side pod, bumper or exhaust. A loose but intact exhaust may be black flagged. When leaving the grid, rear bumpers must be securely attached to the kart as designed by the manufacturer. Aftermarket bumper safety kits, or other means that keep the bumper secured in its original location are acceptable, even if the bumper itself drags on the track in the event of a broken bumper bolt while on the track. Bumpers ***WILL NOT*** be allowed to drag more than a few inches beyond the normal mounting location. If bumper becomes completely detached from one side of the kart, or is deemed unsafe by track officials, it will be grounds for a mechanical black flag and/or disqualification. The spirit and intent of this rule is to allow racers to continue on with a broken bumper bolt, as long as it remains safe.

302.25 Slick or Rain Tire Condition:
If a race is started in dry conditions, and rain begins causing it to become too wet or unsafe, the race can be stopped to allow competitors to change to rain tires. Pit stops are not allowed. A minimal amount of time will be allowed for that change to occur. When Route 66 determines wet conditions, all competitors will use the spec rain tire for their class. The first class that this affects will have a minimum of fifteen (15) minutes to change from dry to wet setup or from wet to dry setup if Route 66 determines wet or dry condition. If Route 66 determines competitor's choice, the competitor is responsible for determining if they would like to compete on spec rain tires or spec slick tires. If a race is started in dry conditions, but wet weather is imminent and competitor's choice has been declared resulting in the field being a mix of slicks and rain tires, the race will not be stopped so as to not take away the strategic decision/advantage by these competitors. An exception may occur if it is determined by Route 66 officials that conditions have become too unsafe for even those on rain tires. All four tires must be slicks or rains; mixing slicks and rains is not allowed.

302.25.1 Reducing Race Length (in wet):
If Route 66 officials declare wet conditions, all competition sessions (races) may have laps reduced by 20% for each session. The Series will make every effort to resume published lap counts if conditions allow the return to "Competitors Choice." Series officials reserve the right to adjust lap counts for extenuating circumstances.

2026 Route 66 Rule Book

302.26 Exiting the Race Track:
After the checkered flag has been displayed all drivers shall exit the track at the designated area. Driving recklessly or intentionally damaging another driver's kart after the checkered flag is Unsportsmanlike Conduct, and grounds for penalization up to and including ejection from the event. After each race all drivers are responsible for crossing the scales and reporting to post-race inspection if required. Any driver not crossing scales or missing post-race tech will be disqualified.

302.27 Completed Race:
Every effort will be made by Route 66 to complete every lap of every race. If the checkered flag appears before (or after) the last scheduled lap, drivers are expected to race to the checkered flag, and the race will be deemed complete. Competitors will be scored as per normal procedures, as they crossed the line. In the event of an unexpected situation, such as an accident requiring assistance, poor weather, time limits or other extenuating circumstances, a red flag may be displayed. At that point, race officials may deem the race complete if necessary. If the race is deemed "complete" by race officials, scoring will go to the last completed lap, with any drivers causing/contributing (Race Director's discretion) to the red flag being placed in the rear of the field. A lap is considered to be complete when all competitors on the lead lap have crossed the finish line (scoring loop).

302.28 Incomplete Race:
If the event cannot be completed due to weather or other circumstances, points and awards will be given based on the total points accumulated from qualifying results and heat races that have been completed. For any class that did not complete qualifying, entrants shall be awarded 200 points.

*** Final results will be based on completion of the last competition session (example qualifying or heat races).**

302.29 Combining Classes:
Route 66 has the right to combine classes. Lap times and experience will be taken into account in making this determination.

302.30 Event Format:
Every effort will be made to follow the timeline that will be published and distributed at registration.

302.31 Qualifying:
Qualifying will be by class for a set amount of time or laps. The Race Director will determine the time or laps allowed and the number of karts allowed on track for a qualifying session. If the class is split into two groups for qualifying it is the driver's responsibility to know what group he/she is in and what time to be on the grid. Groups will be posted on the lineup/results board.

302.31.1 Qualifying Tie Breaker:
If there is a tie during qualifying it will be broken by reverting back to the second fastest lap by each competitor and then to the third fastest lap if needed. If there is still a tie we will revert to the last round of practice. Shoot Out tie, the tie breaker will be your fastest preliminary qualifying lap.

302.32 Heats:
The grid lineup for Heat 1 will be determined from qualifying sessions. The 2nd heat will be lined up progressive from the 1st heat (where you finish 1st heat is where you start the 2nd heat)

2026 Route 66 Rule Book

302.33 Finals:

Grid lineups for the Final race will be based on points acquired from heat race finishing positions and qualifying.
Points for heat race finishes are awarded as:
1st place – 0 points, 2nd place – 2 points, 3rd place – 3 points, 4th place – 4 points, etc.
Points for qualifying are awarded as:
1st place - .01 points, 2nd place - .02 points, 3rd place - .03 points, 4th place - .04 points, etc.

302.34 Second Day of the Event Competitor:

If a competitor is only going to run the second day of the event, they will be required to race on used compatible tires approved by a Tech Official. They will also start in the rear of the Heat and start the Final from points accumulated from Heat race. Competitor must be entered and pre-teched before their morning warmup on Sunday.

302.35 Clearing the Scale:

All drivers must cross the scale after each official scored qualifying session and race. They must meet the minimum weight per class. Any competitor not meeting the minimum weight or failing to cross the scales will be DQ'ed unless the Race or Tech Director has waived this requirement due to injury or illness. No one but the driver is allowed to touch the kart until it has cleared the scale, unless otherwise approved by Route 66.

302.35.1 Driving on the Scale:

All karts shall come to a complete stop before entering onto the scale. Any driver that drives their kart on the scale, engine running or not, and has to use their brakes to stop on the scale could be penalized or DQ'ed.

302.35.2 Drinking Fluids Before Clearing the Scales:

Drinking water prior to clearing the scales is prohibited unless authorized by the Race and/or Tech Director beforehand. If approved a driver may drink water or sports drink from a clear plastic bottle (maximum 500ml) is allowed in scale area before weighing. However, any driver pouring water over head or driving equipment may be penalized.

302.36 Data Acquisition:

Data acquisition systems can be used to retrieve any of the following: RPM, lap times, head temperature, exhaust temperature, water temperature, speed, pedal location, brake/master cylinder pressure, GPS tracking or computer scoring. Any telemetry, other sensors or inputs shall be removed or disconnected while kart is on track during official practice or race days. Data downloading can only be done in the pit area. Only one beacon for each type of system is allowed on the track and will be placed at the Route 66 approved location. GPS systems are legal.

302.37 Reporting to Tech:

The top five (5) of each official scored qualifying session and race shall report to the tech area and not leave until released by one of the tech officials. The tech officials have the right to check as few or as many karts as they deem necessary.

302.37.1 Tech Area:

Only the driver and one (1) tuner/mechanic are allowed in the tech area unless cleared by one of the tech officials.

302.37.2 Failure to Report to Tech:

Failure to report to tech could lead to disqualification and/or suspension.

302.37.3 Refusal of Tech:

Refusal of tech could lead to disqualification and/or suspension.

302.38 Impound Parts or Equipment:

Route 66 has the right to impound any parts or equipment for further inspection. If no issues were identified after further inspection, the parts or equipment will be returned to the competitor. If parts or equipment are found illegal Route 66 has the right to keep the parts or equipment and penalties up to and including suspension could be handed out from the result of the inspection. This includes any items found during pre-race, tech or inspection.

303 Scoring & Points:

303.1 Scoring:

Scoring results are official. Data acquisition will not supersede official results.

303.1.1 Scoring Protests:

Error in points must be contested within two (2) weeks of posting by contacting Chief Scorer.

303.1.2 Scoring Abbreviations:

DNS – (Did not start) A competitor who is a DNS shall be awarded last place points. If more than one competitor is a DNS, then the finishing tiebreaker shall be according to their respective qualifying or starting position.

DNF – (Did not finish) A competitor who takes the green flag but becomes a DNF shall be awarded points based on their position at the end of the race. A competitor who is a DNF but does not take the green flag shall be considered a DNS and awarded points in accordance with the DNS point rule.

DQ – No points

303.1.3 Penalized Starting Positions:

DQ after Qualifying – Receives zero (0) points for qualifying and starts in rear of the 1st heat. Starts final from points accumulated in heat races.

Penalized in Heat 1 – Receives points for penalized position. Starts Heat 2 from the penalized position.

DQ in Heat 1 – Receives zero (0) points for Heat 1, starts in rear of Heat 2. Starts final from points accumulated in heat races.

Penalized in Heat 2 – Receives points for penalized position. Starts final from points accumulated in heat races.

DQ in Heat 2 – Receives zero (0) points for Heat 2. Starts final from points accumulated in heat races.

Penalized in Final – Receives points for penalized position.

DQ in final – Receives zero (0) points for final.

2026 Route 66 Rule Book

303.1.4 Unforeseen Circumstance:

Once a race event has begun; if an official session cannot be run due to unforeseen circumstance, such as inclement weather or time constraints, all competitors will receive points based on the guidelines below. If only Qualifying was completed, with the remainder of the day canceled, competitors will receive appropriate points for Qualifying, and 200 points for the Final event. If more than 1 session is completed, then Final points will be assigned based on the result of that event.

Example 1: Qualifying and Heat 1 are completed. Final points are assigned based on points earned.

Example 2: Qualifying and Heat 1 and Heat 2 are completed. Final points are assigned based on points earned.

Example 3: Qualifying is canceled, Heat 1, Heat 2 and Final are completed. There are no points for Qualifying, but points are awarded for Heats and Final.

Under no circumstances will points be awarded twice for the same competition session.

In the interest of fairness to all parties, Series Officials reserve the right to modify this rule at the track, if necessary.

303.1.5 Bonus Points:

75 bonus points will be awarded to any competitors that attend all four events. Competitor must make an attempt to run all scored sessions to receive the bonus points, this includes the last event of the season. If any competitor is DQ'ed for any reason including losing weight or battery they will still receive the bonus points for attending all four events.

303.2 Championship Points:

1. All classes run for a single points championship. Championship points are based on qualifying, finishing order in the heats and the final. One (1) drop is allowed for the season. A disqualification can be used as a drop per season unless the DQ is for unsportsmanlike conduct, or the use of remanufactured or counterfeit parts.
2. If a competitor is deemed in violation of the spirit and intent rule, he or she may be disqualified netting zero points for the event in the class of the DQ without the option of dropping that race from the season points total if applicable.
3. Competitor must attend any 3 of 4 scheduled race events in order to qualify for Championship Awards.
4. Top place finishers must attend the Banquet to accept their earned trophy and awards.

303.2.1 Points Breakdown:

Qualifying Points:

1st 20
2nd 10
3rd 5
4th 3
5th 1

Heat Race Points:

1st 100	8th 62	15th 38	22nd 22	29th 13	36th 6
2nd 90	9th 58	16th 35	23rd 20	30th 12	37th 5
3rd 85	10th 54	17th 32	24th 18	31st 11	38th 4
4th 80	11th 50	18th 30	25th 17	32nd 10	39th 3
5th 75	12th 47	19th 28	26th 16	33rd 9	40th 2
6th 70	13th 44	20th 26	27th 15	34th 8	
7th 66	14th 41	21st 24	28th 14	35th 7	

2026 Route 66 Rule Book

Final Race Points:

1st	200 + number of entries
2nd	180 + number of entries
3rd	170 + number of entries
4th	160 + number of entries
5th	150 + number of entries
6th	140 + number of entries
7th	132 + number of entries
8th	124 + number of entries
9th	116 + number of entries
10th	108 + number of entries
11th	100 + number of entries
12th	94 + number of entries
13th	88 + number of entries
14th	82 + number of entries
15th	76 + number of entries
16th	70 + number of entries
17th	64 + number of entries
18th	60 + number of entries
19th	56 + number of entries
20th	52 + number of entries
21st	48 + number of entries
22nd	44 + number of entries
23rd	40 + number of entries
24th	36 + number of entries
25th	34 + number of entries
26th	32 + number of entries
27th	30 + number of entries
28th	28 + number of entries
29th	26 + number of entries
30th	24 + number of entries
31st	22 + number of entries
32nd	20 + number of entries
33rd	19 + number of entries
34th	18 + number of entries
35th	17 + number of entries
36th	16 + number of entries
37th	15 + number of entries
38th	14 + number of entries
39th	13 + number of entries
40th	12 + number of entries

303.3 Tie Breaker:

If there is a tie at the finish of a race the tie will be broken by reverting back to qualifying. The person that qualified the highest will receive the higher finishing position of the tie. If a tie is still present, then they will use the finishing position of the previous race of that event. If there is a tie in the final points championship between two (2) or more drivers, each driver will receive one (1) point for each of the items listed below step by step until the tie is broken. If one (1) driver gets two (2) points and the other driver gets one (1) point in the first step, then the driver that received two (2) points would be the champion. If it is still tied the process will continue until the tie is broken.

Step 1) Number of Final Wins
Step 2) Number of Heat Wins
Step 3) Number of Fast Time Awards
Step 4) Number of Final 2nd Place Finishes
Step 5) Number of Heat 2nd Place Finishes
Step 6) Number of Final 3rd Place Finishes
Step 7) Number of Heat 3rd Place Finishes, and so on until the tie is broken.

303.4 Year End Awards:

All year end awards/certificates shall be used with sponsors of the Route 66 Series.

Rev. 03-15-26

2026 Route 66 Rule Book

400Series Class Structure:

400.1 Briggs & Stratton 206 Sportsman:

Age: 7 – 12 years old
Chassis: Cadet or Adult
Minimum Weight: 255 lbs.
Engine: Briggs & Stratton 206 with
Green Slide (#555740-0.490") and lock cap
Bodywork: CIK bodywork, See Rule 201.21.1 Briggs &
Stratton 206 Rear Bumper
Seat: No Lay Down Seats
Tires: Slicks MG "SH2" Red CIKF/Z Option
4.60 Fronts & Rears
Rains MG "SW" or "SW2" 4.20 Fronts & Rears
* Qualify and race on the same tires Sat. and Sun. Tires must be able to be scanned.
Tire/Wheel Width (As Raced): 4.60 x 5 – 7″ No-Go
* **SFI 20.1 or another Route 66 approved Chest Protectors are MANDATORY for all drivers under 13 years old (Section 102.3).**
* **See Section 502 and Route 66 Website for additional Engine Rules.**

400.2 IAME Micro Swift:

Age: 7 – 10 years old
Minimum Weight: 225 lbs.
Engine: IAME Swift 60cc TAG Engine
Carburetor: Tillotson HW-31A
Exhaust: IAME OEM Swift 16mm (No-Go) Restricted
Header & Pipe
Tires: Slicks MG "SH2" Red CIKF/Z Option
4.60 Fronts & Rears
Rains MG "SW" or "SW2" 4.20 Fronts & Rears
* Qualify and race on the same tires Sat. and Sun.
* **SFI 20.1 or another Route 66 approved Chest Protectors are MANDATORY for all drivers under 13 years old (Section 102.3).**
* Must run Cadet Bodywork including the Cadet nose on Cadet chassis.
* **See Section 503 and Route 66 Website for additional Engine Rules.**

400.3 IAME Mini Swift:

Age: 8 – 12 years old
Minimum Weight: 245 lbs.
Engine: IAME Swift 60cc TAG Engine
Carburetor: Tillotson HW-31A
Exhaust: IAME OEM Swift Header & Pipe
Tires: Slicks MG "SH2" Red CIKF/Z Option
4.60 Fronts & Rears
Rains MG "SW" or "SW2" 4.20 Fronts & Rears
* Qualify and race on the same tires Sat. and Sun.
* **SFI 20.1 or another Route 66 approved Chest Protectors are MANDATORY for all drivers under 13 years old (Section 102.3).**
* Must run Cadet Bodywork including the Cadet nose on Cadet chassis.
* **See Section 503 and Route 66 Website for additional Engine Rules.**

2026 Route 66 Rule Book

400.4 Briggs & Stratton 206 Junior:

Age: 12 – 15 years old
Minimum Weight: 320 lbs.
Engine: Briggs & Stratton 206 with
Yellow Slide (#555741- 0.570") and lock cap
Bodywork: CIK bodywork, See Rule 201.21.1 Briggs & Stratton 206 Rear Bumper
Seat: No Lay Down Seats
Tires: Slicks MG "SH2" Red CIKF/Z Option
4.60 Fronts & 7.10 Rears
Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears
* Qualify and race on the same tires Sat. and Sun. Tires must be able to be scanned.
Tire/Wheel Width (As Raced): 4.60 x 5 – 7″ No-Go
~~6.00 or~~ 7.10 x 5 – 8 ½" No-Go

*** SFI 20.1 or another Route 66 approved Chest Protectors are MANDATORY for all drivers under 13 years old (Section 102.3).**

*** See Section 502 and Route 66 Website for additional Engine Rules.**

400.5 IAME KA100 Junior:

Age: 12 – 15 years old
Minimum Weight: 320 lbs.
Engine: IAME KA100
Carburetor: HW-33A
Exhaust: IAME OEM KA100 22mm (No-Go) Restricted Header & Pipe
Tires: Slicks MG "SH2" Red CIKF/Z Option
4.60 Fronts & 7.10 Rears
Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears
* Qualify and race on the same tires Sat. and Sun.

*** SFI 20.1 or another Route 66 approved Chest Protectors are MANDATORY for all drivers under 13 years old (Section 102.3).**

*** See Section 504 and Route 66 Website for additional Engine Rules.**

400.6 Briggs & Stratton 206 Senior:

Age: 15 + years old
Minimum Weight: 360 lbs.
Engine: Briggs & Stratton 206
Bodywork: CIK bodywork, See Rule 201.21.1 Briggs & Stratton 206 Rear Bumper
Seat: No Lay Down Seats
Tires: Slicks MG "SH2" Red CIKF/Z Option
4.60 Fronts & ~~6.00 or~~ 7.10 Rears (must be same size on both sides)
Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears
* Qualify and race on the same tires Sat. and Sun. Tires must be able to be scanned.
Tire/Wheel Width (As Raced): 4.60 x 5 – 7″ No-Go
~~6.00 or~~ 7.10 x 5 – 8 ½" No-Go

*** See Section 502 and Route 66 Website for additional Engine Rules.**

400.7 IAME KA100 Senior:

Age: 15 + years old
Minimum Weight: 360 lbs.
Engine: IAME KA100
Carburetor: HW-33A
Exhaust: IAME OEM KA100 Header & Pipe
Tires: Slicks MG "SH2" Red CIKF/Z Option
4.60 Fronts & 7.10 Rears
Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears
* Qualify and race on the same tires Sat. and Sun.

*** See Section 504 and Route 66 Website for additional Engine Rules.**

2026 Route 66 Rule Book

400.8 Briggs & Stratton 206 Masters/Heavy:

Age: 30+ years old or 15+ if driver over 200lbs. with driver gear

Minimum Weight: 390 lbs.

Engine: Briggs & Stratton 206

Bodywork: CIK bodywork, See Rule 201.21.1 Briggs & Stratton 206 Rear Bumper

Seat: No Lay Down Seats

Tires: Slicks MG "SH2" Red CIKF/Z Option

4.60 Fronts & ~~6.00 or~~ 7.10 Rears ~~(must be same size on both sides)~~

Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears

* Qualify and race on the same tires Sat. and Sun. Tires must be able to be scanned.

Tire/Wheel Width (As Raced): 4.60 x 5 – 7″ No-Go

~~6..00 or~~ 7.10 x 5 – 8 ½" No-Go

* **See Section 502 and Route 66 Website for additional Engine Rules.**

400.9 IAME KA100 Masters/Heavy:

Age: 30+ years old or 15+ if driver over 200lbs. with driver gear

Minimum Weight: 385 lbs.

Engine: IAME KA100

Carburetor: HW-33A

Exhaust: IAME OEM KA100 Header & Pipe

Tires: Slicks MG "SH2" Red CIKF/Z Option

4.60 Fronts & 7.10 Rears

Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears

Qualify and race on the same tires Sat. and Sun.

* Tires must be able to be scanned.

* **See Section 504 and Route 66 Website for additional Engine Rules.**

400.10 Senior Shifter:

Age: 15+ years old

Minimum Weights/Engines:

Kz- 175sse: 400lbs

Rok: 390lbs

Moto: 375lbs

FZ : 370lbs

Fuel: series spec fuel/Oil 1 ltr oil / 5 gallons fuel

Tires: Slicks MG "SM2" Yellow.

4.60 Fronts & 7.10 Rears

* Total of eight (8) new/sticker tires, four (4) fronts and four (4) rears can be used for any qualifying or race condition for the remainder of the event. Must qualify on new/sticker tires.

Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears

Notes:

1: Motos must run skusa or wka approved pipe and silencer.

2: Motos must use air box silencer.

NO open air filters..

3: If a driver is 25lbs over weight with zero weight bolted to kart in their engine class he/she may move up to master

400.11 Master Shifter:

Age: 30+ years old

Minimum Weights/Engines:

Kz- 175sse: 415lbs

Rok: 405lbs

Moto: 380lbs

FZ: 385lbs

Fuel: series spec Fuel/Oil: series spec Oil. 1ltr/5 gallons fuel

Tires:Slicks MG "SM2" Yellow.

4.6 Fronts× & 7.10 Rears

* Total of eight (8) new/sticker tires, four (4) fronts and four (4) rears can be used for any qualifying or race condition for the remainder of the event. Must qualify on new/sticker tires.

Rains MG "SW" or "SW2" 4.20 Fronts & 6.00 Rears

Notes:

1:Motos must run Skusa or wka approved pipe and silencer

2: Motos must run air box silencer

NO open air filters.

2026 Route 66 Rule Book

500 Engine Rules:

500 General Engine Rules:

500.1 Comparison of Known Stock Part:
Any part may be compared to a known stock part for determination of legality.

> **500.1.1 Ambient Temperature Testing:** Any part that is not an acceptable measurement will be allowed to cool down to ambient temperature and retested.

500.2 Engine Pressure/Vacuum Testing:
Route 66 may perform a pressure or vacuum test to ensure extra air is not being pulled into the engine for any performance gain. Both pressure and vacuum tests may be performed — engine must hold 5 psi for 60 seconds and/or 5" HG of vacuum for 60 seconds.

500.3 Two 2 Cycle Carburetor Return Spring:
All engines will be required to utilize an auxiliary carburetor spring; below are some examples. If a different type of spring other than one of the examples below is used, it must be approved by one of the Tech Officials.
***If no spring is used you will not be allowed on track.**

2026 Route 66 Rule Book

500.4 Clutches:
Clutches are required in all classes unless stated under class section.

500.5 Engine Sealing:
It will be each driver's or guardian's responsibility to correctly seal the engine. If the competitor removes the seal under the direction of Route 66, they will receive another seal at no charge. Competitor can receive a new seal for the second day of the event if needed at no charge before qualifying on second day. If there is any question as to how to correctly seal the engine, see one of the Tech officials or see pictures in each of the engine sections.

500.5.1 Engine Seal Penalty:
If engine is not sealed after qualifying there will be no penalty if sealed under direction of Route 66 officials before leaving Tech area. If engine seal is missing after a Heat or Final the competitor will be DQ'ed for that race.

500.6 Engine Change:
A maximum of two (2) engines may be used. The primary engine must be recorded and sealed before qualifying. The second engine may be submitted later but must be recorded and sealed by Tech Director prior to any on-track use. Once the "back-up" engine is used it may no longer be used by another driver that day.

1) **Damaged engine change**: No penalty, competitor keeps earned spot.
2) **Undamaged engine change** – Competitor starts in rear for the upcoming race.

Engine Change Tech – The engine that is being changed or replaced will be teched and will be required to pass tech. If engine fails tech competitor will be DQ'ed for the last race.

500.7 Engine Components:
Engine components may not be changed for that day after qualifying, (i.e. carburetor or sealed exhaust) unless approved by a Route 66 Tech Official. If any components are changed the competitor will be required to do so under the direction of a Tech Official. Rebuilding carburetor, replacing broken reeds or a cracked (not broken) exhaust is allowed with no penalty. Rebuilding carburetor, checking or replacing reeds can be done in your pit area as long as the engine seal is not cut, if seal needs to be cut it must be done under the direction of a Tech Official. Replacing carburetor will be allowed after it passes tech and approval of tech official one(1) time only per engine

500.8 IAME Engine Claiming:
Route 66 series or IAME can claim IAME engines if they deem it necessary. The competitor will receive a new engine plus $500 for a Swift or KA100, a new engine plus $800 for an X30. Engine will include carburetor, air box, clutch, exhaust, electrical system and all parts that were supplied i.e. clutch cover. (Excludes cooling system)

500.9 Cylinder Ports:
Must remain as manufactured. May be compared to a known stock part. No grinding, polishing, beveling, radiusing, chamfering, rounding or any deviation from the factory presentation will be allowed. Noncompliance with stock or not as manufactured includes any visible or measurable deviations. This may also include excessive wear that can be suspect of a performance enhancement.

500.9.1 Excessive Carbon Buildup:
Excessive carbon buildup in the ports will lead to disqualification. This includes having more carbon in the ports than on the piston, due to improper cleaning.

2026 Route 66 Rule Book

500.10 Starter Batteries:
Must be of a sealed or dry cell design. All batteries used must be of enough capacity to start the engine.

500.10.1 Mounting Batteries:
All batteries are to be labeled with the kart number. They are to be affixed in one of the following manners: (1) Factory IAME box and strap with one 175-lb tie wrap, or (2) Aftermarket battery box with minimum of two 175-lb tie wraps. **At least one of the tie wraps shall be installed around the chassis.**

~~**500.10.2 Loss of Battery on Track:**~~
~~Any competitor losing the starter battery while on track will be excluded from the remainder of the event. The competitor will receive any points earned during the event prior to losing the starter battery.~~

500.11 Technical Tools:
The Tech Official may utilize any approved Route 66 tool deemed necessary to assure all engines and equipment meet the requirements outlined in the Route 66 rule book. This is not limited to but includes No Go Gauges (501.12), Cord Width Gauges (501.12.2), Micrometers, Dial Caliper, Dial Indicator, Digatron Fuel Tester and Hydrometer.

500.12 No Go Gauges:
A No Go gauge is a non-adjustable tool that is used to verify a specified opening when inserted. No Go gauges shall be made from heat treaded tool steel that is ground to finish size. The gauge or the gauge handle shall be clearly marked. Plug gauges are used to measure round openings. Gauges up to a diameter of 0.361" shall be round; gauges larger than 0.361" shall be ground on each side to achieve a blade width between 1/8" – ¼" unless it is an engine manufactured gauge (See 509.3). Tolerance on gauges up to 0.750 is +0.0001" / -0.000" gauges larger than 0.750" +0.0003" / -0.0000". Route 66 recommends that the gauges be held in aluminum handles.

500.12.1 Using No Go Gauges:
These gauges are used to check a specific round opening. If the gauge enters any part of a specific opening, the part is illegal and the competitor will be disqualified. When measuring chamfered or angled round opening, the gauge may enter the chamfer or angle area but the gauge shall not be self-supporting when part being checked is rotated to any angle. If gauge is self-supporting, competitor will be disqualified.

*** Dial Caliper cannot be used for measurements if stated No Go in the Route 66 rule book.**

500.12.2 Cord Width No Go Gauges:
Cord width gauges shall be made from heat treaded tool steel. They shall be 1/8" +/– 0.015" thick and the width tolerance is +0.0002 / -0.0000". Gauges shall be marked with the width size. These gauges are used to measure port widths.

2026 Route 66 Rule Book

500.13 IAME Supplied Tech Tools:

IAME Go, No Go gauges and cylinder inserts that have been furnished by IAME will be used as manufactured if available. If there is no gauge available by IAME a No Go gauge can be used as long as it meets 501.12 specs. or other tools listed in 501.11. These IAME Tech Tools can be found in the PDF's listed on the Route 66 Series website. If these tech tools are not listed in the PDF's please contact the Tech Director for a list. These include but are not limited to, Go Gauge, Taper Gauge, No Go Gauge and Cylinder Inserts.

500.13.1 Head & Header Profile Gauges:

The IAME profile gauge must go into the head or header completely, see examples below. If gauge will not seat as pictured below the competitor will be given the opportunity to clean the head or header with 2 (two) swipes of a rag. If the gauge will not seat completely after 2 (two) swipes with a rag it will lead to disqualification.

Swift & KA

500.14 Piston Squish:

Squish is the smallest distance between the head and the piston. This is done with 0.062" or 1/16" Sn50Pb50 solder, (similar to McMaster Carr part # 7667A32) that is inserted through the spark plug hole pointed at cylinder wall in any direction.

.

500.13.2 Piston Squish:

- Inserted solder through the spark plug hole pointed at cylinder wall anywhere inside cylinder.
- Roll piston through top dead center one revolution on both sides of cylinder using a separate piece of solder for each side. Squish may be checked in multiple areas and shall be at or greater than the specific engine spec. (See specific engine for spec) in the entire crush area.
- If squish is found less than minimum spec, the squish will be checked by other Tech Official or Officials up to 3 squish tests total.

500.14 LAD Port Gauge:

The LAD port gauge is used to check the port heights on the inlet, exhaust and transfer ports.

500.14.1 Checking Exhaust Port Height (LAD Tool):

- Remove cylinder head and attach dial indicator to engine.
- Place piston at top dead center and zero dial indicator.
- Insert LAD Port Gauge (exhaust end) into the exhaust port hooking it in the port. Hold gauge tight against the cylinder wall. Roll piston up to make contact with gauge. While holding slight pressure against gauge, check dial indicator reading. This reading shall be at or greater than specified dimension.

500.14.2 Checking Exhaust Port Height (Light Check):

- Remove cylinder head and attach dial indicator to engine.
- Place piston at top dead center and zero dial indicator.
- Roll piston down to the spec for that engine
- Place light in cylinder or exhaust port
  - No visible light shall be seen from the exhaust port or cylinder respectively

500.14.3 Checking Inlet Port Height:

- Remove cylinder head and attach dial indicator to engine.
- Place piston at top dead center and zero dial indicator.
- Insert LAD Port Gauge (inlet end) into the inlet hooking it in the cylinder against the bottom of the inlet track.
- Roll piston down to make contact with gauge with slight pressure, release pressure and check dial indicator reading. This reading shall be at or less than specified dimension.

*** This can be done by removing spark plug and installing the dial indicator with a spark plug adaptor.**

500.14.4 Checking Transfer Port Heights (Blowdown):

- Remove cylinder head and attach dial indicator to engine.
- Insert LAD Port Gauge (exhaust end) into the transfer port hooking it into the port.
- Hold gauge tight against the cylinder wall.
- Roll piston up to make contact with gauge.
- While holding slight pressure against gauge zero dial indicator
- Remove port gauge from transfer port and place in exhaust port hooking it in the port.
- While holding the gauge against cylinder wall, roll piston up to make contact with gauge.
- Hold slight pressure against gauge.
- The dial indicator reading shall be at or greater than specified dimension.

500.15 LAD CC Measuring Plug:

The LAD CC measuring plug is the only cc plug approved by the Route 66 series for checking cylinder head volume/cc's.

500.15.1 Cylinder Head Volume/CC Fluid:

Marvel Mystery Oil is the only acceptable fluid for the head volume/cc test.

500.15.2 Burette:

Shall be Grade "A" certified or calibrated glass burette with a Teflon stopcock.

500.15.3 CC Procedure:

This test is performed before the combustion area is altered; example head being removed.

- Engine is at or near ambient temperature, agreed to by competitor.
- Fill burette with Marvel Mystery Oil, allow time for air bubbles to escape.
- Fill the stopcock and stem area with fluid.
- Install LAD cc plug and torque to minimum of 90 inch pounds.
- Bring piston up to just before top dead center.
- Engine should be close to level.
- Set level in burette to zero.
- Verify burette is at zero with competitor.
- Remove any residual fluid from tip.
  - Add the fluid through the hole in the cc plug stopping at approximately one cc short of specified amount of fluid, wait approximately 30 seconds before adding the rest of specified amount of fluid.
  - Verify specified amount of fluid was added to the engine with the competitor.
- Slowly roll piston up to top dead center.
  - If fluid rises above the top of the cc plug the engine is out of specification and will be DQ'ed.

*** This test shall be done on the engine as raced, cleaning of the cylinder head or piston is not allowed for this test. This test will be performed one time to get an accurate test, re-testing is not allowed whether it is the Official's mistake or the competitor asks for a re-test. If the Official made a mistake this test is over, competitor will not be DQ'ed for this test and engine tech will continue.**

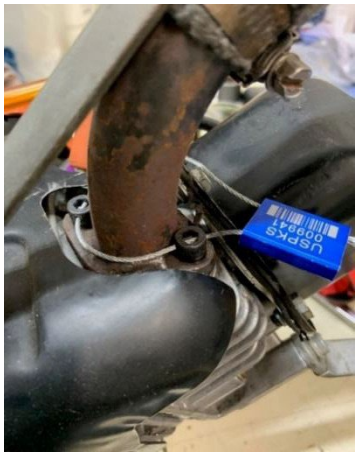
**** Comer C-51 engine requires a 0.310"**

2026 Route 66 Rule Book

501 Briggs & Stratton Rules and Regulations:

Briggs Engine Tech per most recent "Briggs 206 US Rule Set 2026", published at www.Briggsracing.com/racing-engines/206.

501.1 Sealing the Briggs 206 Engine:



1. Replace carb bolt closest to the valve cover with drilled M6 X 25mm flanged hex head bolt and flanged nut
2. Replace valve cover bolt closest to the carb with drilled M6 X 10mm socket head bolt and flat washer.
3. Replace both header M6 X 20mm bolts and lock washers if yours are not drilled
4. ***The thinner internal-tooth lock washer can be used as an index washer to change the location of the hole if needed***

- Hole and cable must go completely though the head of bolts or bolt listed above
- If cable will not go through seal push the cable back and forth a few times to release the lock inside the seal
- These bolts are legal as stated in the Briggs Official 2025 Ruleset listed above, rule # 18 & # 27.5

2026 Route 66 Rule Book

502 IAME Swift Rules and Regulations:

*** Must be USA engine.**
*** Note: All measurements are in inches unless otherwise stated.**
*** Homologation Document listed on the Route 66 website will be used for anything not listed below.**
*** No external modifications of any type including air scoops or heat retention additions.**

502.1 Carburetor:

Tillotson HW-31A

Max. Venturi (No Go)	17.15mm
Max Throttle Bore (No Go)	22.10mm

Stock butterfly screw shall be in place, other screws may be replaced providing they remain the same size as the OEM screws.
*Bypassing fuel or air to the motor in any way other than as manufactured is illegal.

502.1.1 Carburetor and Manifold Gaskets:

Each of the carburetor and manifold mounting gaskets must be greater than 0.010" in thickness (0.010" No-Go-).

502.1.2 Carburetor Gaskets and Diaphragms:

The color of the gasket or diaphragm is a non-tech item. Must be OEM and within the OEM specs.
See 504.11 for specs.

502.2 Fuel Filter:

Any fuel filter is permitted. If utilized, it must be between the tank and carburetor.

502.3 Air Box and Filter:

Blue OEM air box shall be as manufactured, one (1) 23mm tube (No Go). One (1) 0.200" drain hole is allowed. The OEM filter (IAME # 10751-1) must be used. Any external forms of air ducts forcing air inside of air box is illegal. Rain covers are legal during rain conditions as long as it does not act as a ram air device.

*** Air filter is not required in competitor's choice or declared rain condition.**

502.4 Spark Plug:

Must be as manufactured. Either the OEM spark plug washer, head temp sensor or indexing washer shall be used. Maximum spark plug length of 18.5mm as ran (with washer or temp sensor)
Any of the following plugs may be used:
Autolite AR50, AR51, AR52 or AR53
Denso W#ESZU
NGK B ## EG or BR ## EG

502.4.1 Spark Plug Boot:

OEM part PVL IAME part #10544, NGK #8636 part #TB05EMA, K&S part # 10-3121MA or Selettra part # 10544

502.5 Bearings, Seals, O-Rings and Gaskets:

May be replaced with aftermarket equivalent unless specified OEM. No ceramic or exotic bearings.

502.5.1 Base Gasket:

Gasket required, changing base gaskets is allowed to obtain exhaust port height. Thickness of the gasket is a non-tech item.

502.5.2 Head Gasket:

Head gasket is ***NOT*** required but may be used to meet the minimum squish requirement of 0.025" using 0.0625" or 1/16" solder Rule 501.14.

502.6 Piston and Ring:

Piston and ring shall be OEM as supplied from the manufacturer.

502.7 Mini Swift Exhaust Header:

IAME OEM as supplied. One (1) factory OEM gasket, no spacer or spacers allowed between cylinder and header.

502.7.1 Micro Swift Exhaust Header:

IAME OEM 16mm (0.630") maximum (No Go). Shall have a hole drilled completely through both of the header mounting nuts that will allow the engine seal wire to pass through it. Shall be no leakage at the base of the header.

502.8 Exhaust Pipe:

Shall be OEM as manufactured. Altering internal dimensions or modifications to pipe or silencer end cap is illegal. One hole for exhaust temperature sensor is allowed; if sensor is not used, hole shall be completely plugged. Excessive leakage in any part of the exhaust system is illegal and competitor could be DQ'ed.

502.9 Clutch:

As factory supplied. Maximum drum ID 3.354" (85.2mm). Must be IAME OEM drum without holes. Oiling clutch is illegal. Must pass clutch test: while on the kart stand competitor will start engine and by holding the brake and applying throttle RPM must not exceed 5000.

502.9.1 Clutch Test Procedure:

1) Place kart on secure stand in a safe location
2) Verify the axle spins freely
3) Start the engine, apply throttle a few times to clear out engine
4) Apply full throttle and full brake at the same time without allowing any tire rotation (this may take a couple try's)
5) Have someone check your gauge for maximum RPM (cannot exceed 5000 RPM)

502.10 IAME Swift Spec:

Minimum Squish (See Rule 501.14)	0.025"
Minimum Exhaust Port Height (LAD Tool)	1.230"
Minimum Exhaust Port Height (Light Check)	1.095"
Inlet Port Height (LAD Tool)	0.585"
Maximum Bore (42.07mm)	1.656"
Maximum Stroke (43.15mm)	1.699"
Minimum Piston Weight W/Ring	60g
Minimum Piston Pin Weight	15.5g
Piston Pin Length (+ - 0.2mm)	35mm
Piston Pin ID (+ - 0.25mm)	8mm
Piston Pin OD (+ - 0.1mm)	12mm
Complete Crankshaft Minimum Weight	1190g
Minimum Clutch Diameter (83mm)	3.267"
Minimum Clutch Drum No/Driver	182g
Minimum Clutch Weight Type 1	460g
Minimum Clutch Weight Type 2 (10/20)	465g
Micro Swift Header (16mm No-Go)	0.630"

2026 Route 66 Rule Book

502.11 IAME Swift Tillotson Carburetor HW-31A

Spec:

Maximum Venturi (17.15mm No-Go)	0.675”
Maximum Bore (22.10mm No-Go)	0.870”
Carb & Manifold Gaskets (No-Go)	0.010”
Metering diaphragm Gasket	0.016” - 0.024”
Metering diaphragm	0.002” - 0.008”
Fuel Pump Gasket	0.028” - 0.035”
Fuel Pump	0.0015” - 0.006”
Minimum Shutter Thickness	0.030”

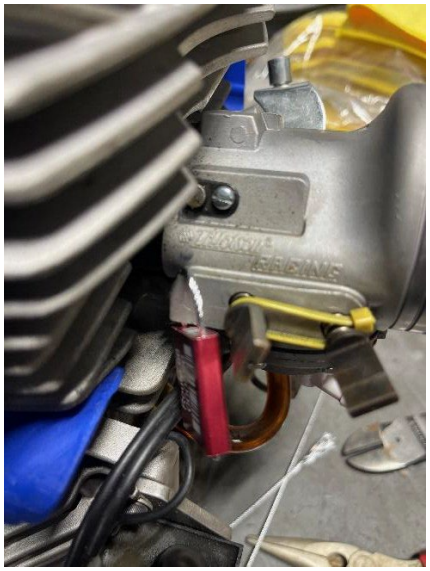
Stock/OEM butterfly screw shall be in place.

2026 Route 66 Rule Book

502.12 Sealing the Swift Engine:

IAME Micro Swift:

1st Seal – Two (2) Head Nuts & Two (2) Header Nuts
2nd Seal – Carburetor



IAME Mini Swift:

1 Seal – Two (2) Head Nuts and Carburetor

- Recommend at least a 5/64" hole in all fasteners.
- Hole and cable must go completely though head of bolt.
- If cable will not go through seal push the cable back and forth a few times to release the lock inside the seal.

Rev. 03-15-26

2026 Route 66 Rule Book

503 IAME KA100 Rules and Regulations:

*** Must be USA engine.**
*** Note: All measurements are in inches unless otherwise stated.**
*** Homologation Document listed on the Route 66 website will be used for anything not listed below.**
*** No external modifications of any type including air scoops or heat retention additions.**

503.1 Air Box:

OEM air box shall be as manufactured with two (2) 23mm tube (No Go). One (1) 0.200" drain hole is allowed. The OEM filter (IAME # 10751-1) must be used. Any external forms of air ducts forcing air inside of air box is illegal. Rain covers are legal during rainy conditions as long as it does not act as a ram air device.

*** Air filter is not required in competitor's choice or declared rain condition.**

503.2 Fuel Filter:

Any fuel filter is permitted. If utilized, it must be between the tank and carburetor.

503.3 Carburetor:

Tillotson HW-33A shall be OEM as manufactured. The carburetor including the finish of the venturi and bore, the arm, throttle shaft, butterfly, butterfly screw, slide assembly for jetting and/or manifold shall be OEM and not modified. OEM needle jets are required. Pumper screws/bolts may be replaced providing they remain the same size as the OEM screws. Engine and carburetor shall match the specs and carburetor shall be mounted as specified by manufacturer.

*Bypassing fuel or air to the motor in any way other than as manufactured is illegal.

503.3.1 Carburetor Gaskets and Diaphragms:

The color of the gasket or diaphragm is a non-tech item. Must be OEM and within the OEM specs.
See 505.18 for specs.

503.4 Reeds & Reed Cage:

Only OEM fiberglass reeds are allowed with a minimum thickness of 0.012". Reeds must be IAME factory reeds, sanding is permitted ONLY on the side opposite the IAME identification marking, cutting the reeds is illegal. Manifold shape and design shall remain as manufactured; grinding or polishing the reed cage or manifold is illegal. Resurfacing the flat rubber contact surface to reeds and gasket surface, de-burring and minor grinding at reed attachment screws is allowed. Reed cage plates shall remain as manufactured and not be altered in any way. Reed bar shall remain as manufactured and not be altered in any way. Reed bar shall have a maximum thickness of 0.070" when measured across chord width. Loose hold down screws are illegal. No thread lock sealant may be used on the screws. Holes are 0.130" No-Go. Reed screws are non-tech.

503.4.1 Reed Measuring Procedure:

Reed petals shall be measured across the entire petal surface using a vernier caliper. The caliper shall be zeroed using a .012" feeler gauge blade. Any measurement under zero will be illegal. The IAME factory marking must be visible, any measurement under zero will be illegal and could lead to a DQ.

503.6 Plug:
Must be as manufactured. Either the OEM spark plug washer, head temp sensor or indexing washer shall be used. Maximum spark plug length of 18.5mm as ran (with washer or temp sensor)
Any of the following plugs may be used:
NGK B10EG, BR10EG, 6254-105, R6252K-105

503.6.1 Spark Plug Boot:
OEM part PVL IAME part #10544, NGK #8636 part #TB05EMA, K&S part # 10-3121MA or Selettra part # 10544

503.7 Cylinder Head:
Cylinder head shall be OEM as manufactured; head shall be the same profile as the IAME gauge. Only modification allowed is spark plug thread repair.

503.7.1 Cylinder Head O-Ring or Gasket:
The O-Ring or Head gasket is ***NOT*** required but may be used to meet the minimum squish requirement of 0.041" using 0.0625" or 1/16" solder Rule 501.14.

503.8 Cylinder:
Ports must remain as manufactured, known stock part may be used as a comparison. Bore and stroke shall be per manufacturer spec and will be taken as raced. Any internal modification such as adding, removing or grinding material is prohibited.

503.8.1 Cylinder Base Gaskets:
Gasket required, changing base gaskets is allowed to obtain exhaust port height. Thickness of the gasket is a non-tech item.

503.9 Bearings, Seals, O-Rings and Gaskets:
May be replaced with aftermarket equivalent unless specified OEM. No ceramic or exotic bearings.

503.10 Crankcase:
Crankcase shall be as manufactured; metal removal or polishing is not allowed except for de-burring and or repair from rod failure. Main bearing pocket repair is allowed provided the pockets are not relocated during the process. Bearings and seals must be OEM as manufactured; replacement bearings shall be a standard bearing with steel or plastic retainers with same width and diameter as stock. Dual-row, ceramic or angular contact bearings are illegal. Seals shall be as manufactured and shall not have the spring removed, trimmed or installed backwards. Any internal modification such as adding, removing or grinding material is prohibited unless it is for minor repairs as stated above.

503.11 Crankshaft and Rod:
The crankshaft shall be OEM as supplied from the manufacturer; crank shall be the same manufacturer as the motor. Plastic or aluminum crankshaft stuffing supplied by the manufacturer is required. Removing metal, shot peening, polishing or counterweight plugging is illegal. Weights must match that of the supplied specifications. Rod must be OEM as manufactured; removing metal or modifying rod is illegal. Any rod bearing is legal.

503.12 Piston and Ring:
Piston and ring shall be OEM as supplied from the manufacturer.

503.13 Ignition:
Ignition shall be OEM as manufactured. Flywheel key must be in place and not modified.

503.13.1 Ignition Ground Strap:
A secondary ground strap is allowed from one of the ignition bolts to the case.

2026 Route 66 Rule Book

503.14 Exhaust Header and Pipe:

Shall be OEM as manufactured; intentional header and pipe modifications are illegal. Interchanging, plating or ceramic-coating is illegal. The system shall be intact at the start and finish of the race as manufacturer intended. One hole for EGT probe is allowed in the header. If probe is not in place hole must be plugged. Must use OEM gasket, only one is permitted (1.3mm minimum thickness). No spacer or spacers allowed between the cylinder and header. Excessive leakage in any part of the exhaust system is illegal and competitor could be DQ'ed,

503.14.1 Junior Exhaust Header

Junior header shall be 22mm (No-Go). Engine seal must go through both of the header nuts.

503.15 Starter & Battery:

Competitor is allowed to remove the starter and battery if they choose. The starter ring gear must remain in place.

503.16 Clutch:

Clutch shall be OEM as manufactured and within factory spec. Oiling clutch is illegal. Clutch cannot be adjustable and must pass clutch test: while on the kart stand competitor will start engine and by holding the brake and applying throttle RPM must not exceed 6000.

503.16.1 Clutch Test Procedure:

- Place kart on secure stand in a safe location
- Verify the axle spins freely
- Start the engine, apply throttle a few times to clear out engine
- Apply full throttle and full brake at the same time without allowing any tire rotation (this may take a couple tries)
- Have someone check your gauge for maximum RPM (cannot exceed 6000 RPM)

503.17 Timing Procedure:

1) Insert dial indicator in spark plug hole
2) Zero at TDC
3) Roll piston back 0.200" before TDC
4) Roll piston forward to align timing marks
5) Dial indicator must read between 0.080" – 0.120" before TDC

503.18 IAME KA100 Spec:

Minimum Squish (See Rule 501.14)	0.041"
Minimum OEM Reed Thickness	0.012"
Minimum Port Height (LAD Tool)	1.420"
Minimum Port Height (Light Check)	1.295"
Rod Length	102mm
Maximum Stroke	54.05mm
Maximum Bore	48.53mm
Timing (Minimum – Maximum)	0.080" – 0.120"
Minimum Piston Weight W/Ring	95g
Minimum Piston Pin Weight	19g
Piston Pin Length (+ - 0.2mm)	39mm
Piston Pin ID (+ - 0.30mm)	10mm
Piston Pin OD (+ - 0.1mm)	14
Minimum Complete Crank Weight	1820g
Minimum Clutch Diameter (83 mm)	3.267"
Minimum Clutch Weight	375g
Minimum Clutch Drum	225g
Minimum Clutch Drum W/Gear	375g
KA100 Junior Header (No-Go)	22mm

503.19 IAME KA100 Tillotson Carburetor HW-33A Spec:

Venturi 24.10mm (No-Go)	0.948"
Bore 28.10mm (No-Go)	1.106"
Metering diaphragm Gasket	0.016" - 0.024"
Metering diaphragm	0.002" - 0.008"
Fuel Pump Gasket	0.028" - 0.035"
Fuel Pump	0.0015" - 0.006"
Minimum Shutter Thickness	0.030"

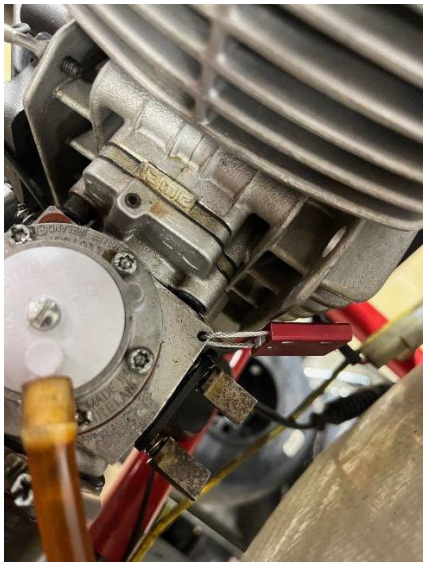
Rev. 03-15-26

2026 Route 66 Rule Book

503.20 Sealing the KA100 Engine:

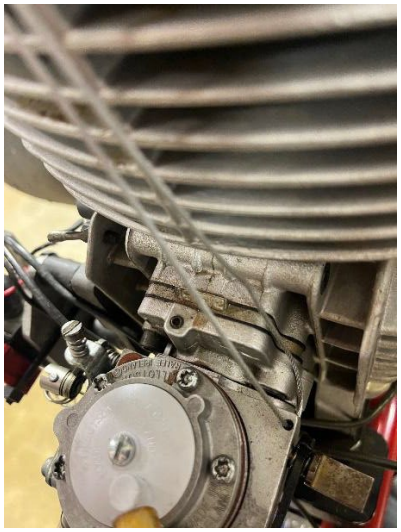
IAME KA100 Junior:

1st Seal – Two (2) Head Nuts & Two (2) Header Nuts
2nd Seal – Carburetor



IAME KA100 Senior and Masters:

1 Seal – Two (2) Head Nuts and Carburetor



- Recommend at least a 5/64" hole in all fasteners.
- Hole and cable must go completely though head of bolt.
- If cable will not go through seal push the cable back and forth a few times to release the lock inside the seal.

Rev. 03-15-26