



ORLANDO CUP

2024 OFFICIAL CLASS STRUCTURE

All classes: Chassis and Bodywork per CIK. CIK "style" bodywork only, no "full coverage" front or side bodywork. CIK full coverage plastic rear protection system is required. 4-stroke classes must conform to a traditional sprint setup with no lay-down seats. All rules are subject to change at promoter's discretion, including classes weights. Tire warmers and tire prep are strictly prohibited. If tires are found to be outside of the durometer window or do not pass the 'sniffer', those tires will be marked illegal and may cause driver suspension.

***Unless noted, OKC may be following SKUSA, or ROK Rule Book for procedural, chassis, and engine specifications.**

***ALL TIRES MUST BE PURCHASED FROM OKC, THEY WILL BE SCANNED.**

***ALL WEIGHTS MUST BE PAINTED WHITE AND HAVE THE DRIVERS NUMBER ON IT**

Competition Age: Unless otherwise stated, a competitor's age for the 2024 race season will be determined by that competitor's age on December 31st, 2024. Competitors whose age on December 31, 2024, does not meet the class minimum MUST either present proof of a waiver from another major series (i.e., WKA, USPKS, SKUSA, or SSKC) or request, in writing, a waiver from OKC. If a waiver is requested from OKC, the competitor's racing resume and history with OKC will be reviewed and a decision will be provided, in writing, within 30 days. If

a waiver is not approved, the competitor may request a review after each 30-day period following the original decision.

ALL DRIVERS UNDER THE AGE OF 16 YEARS OLD (JUNIOR AND DOWN) MUST WEAR SFI 20.1 COMPLIANT CHEST PROTECTION AT ALL TIMES WHEN ON TRACK. PENALTIES WILL BE ASSESSED FOR FAILURE TO COMPLY WITH THIS DIRECTIVE.

PUSH BACK BUMPERS

CIK Push Back Bumper Systems are required for **ALL Orlando Cup classes.**

The use of the following homologated items are mandatory for Orlando Cup Competition:

- Front Fairing must be a CIK Homologated Front Fairing
- Mounting Fairing Hardware must be a homologated front fairing mounting kit of the bodywork homologation period 2015 - 2020.

The front nose must be affixed to the kart with the CIK-stamped Front Fairing Mounting Kit, with the stamped arrow facing up. It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement. Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden.

- Drivers must enter the official grid area with the front “PBB” fairing detached from their kart.
- The Driver, or mechanic, must attach the front “PBB” fairing without the use of tools and under the supervision of the Orlando Cup Grid Officials.
- Zip ties may be used to hold the clamp to the metal bumper portion but shall not hold the clamp from opening.
- The Grid Official has the right to inspect the front “PBB” fairing for modification or excessive wear and the compliance is determined by the Orlando Cup Officials.
- There must be a clearance at all points between the front bumpers, (upper and lower tubes), and the front fairing of 27mm, (1.063 inches) at all times. The front fairing must be in the correct position at all times during competitive elements, (see CIK Technical drawings 2c and 2d). Should a driver or other person put back in place a front fairing that was not correctly positioned before the driver crosses the scales and reports to Tech, the driver will be disqualified from that competitive element.

CIK Push Back Bumper Penalties

The black flag with an orange disc will not be shown to a driver if a drivers front "PBB" fairing is no longer in the correct position. If the front "PBB" fairing is no longer in the correct position after the race with one side pushed in, a 3 seconds penalty will be imposed automatically to the driver. If the front "PBB" fairing is no longer in the correct position after the race with both sides pushed in, a time penalty of 5 seconds will be imposed automatically to the driver. The penalty may not be protested or appealed. The front fairing must be in the correct position at all times during competitive elements, (see CIK Technical drawings 2c and 2d). Should a driver or other person put back in place a front fairing that was not correctly positioned before the driver crosses the scales and reports to Tech, the driver will be disqualified from that competitive session.

Classes: All classes and engines are welcome. We will be running classes at the track at the same time and scoring separately. All classes will have a ROK, IAME, and ROTAX championship. ROK engines will follow ROK CUP USA rules, weights, technical. IAME engines will follow SKUSA rules, weights, and technical. ROTAX engines will follow ROTAX USA rules, weights, and technical.

Kid Kart	Tag Senior	Shifter
Tag Micro	Tag Master	Shifter Master
Tag Mini	KA100 Junior	LO206 Jr/Sr/Heavy/Master
Tag Junior	KA 100 Senior	Tillotson Jr/Sr/Heavy/Master
VLR Junior	VLR Senior	VLR Master

Class Numbers: Mandatory OKC number plates.

***All Karts will be numbered per class. Numbers will be mandatory at all times, four sides.**

Kid Kart: 1-999

Tag Micro: 1-99

Tag Mini: 100-199

Tag Jr: 700-799

Tag Sr: 300-399

Tag Masters: 600-699

KA100 Junior: 800-899

KA100 Senior: 900-999

VLR Junior: 800-899

VLR Senior: 900-999

VLR Masters:

Shifter: 400-499

Shifter Masters: 500-599

LO206 Junior: 200-299

LO206 Senior: 400-499

LO206 Masters: 500-599

Tillotson Junior: 200-299

Tillotson Senior: 400-499

Kid Kart:

DRIVER AGE: 5-8 Years Old

CHASSIS: Kid or Cadet ENGINES / WEIGHTS:

150 - Comer C50

160 – IAME M1

FUEL: OKC Fuel

TIRE: Levanto 10X4.50-5 front and rear (May use any Wet Tire when driver option is declared by Race Director)

SPEC OIL: Motul @ 8 oz/gallon

*Rain hoods allowed in race director declared wet weather conditions only

*Competitor must be 5 years old at time of Competing

*Engines according to 2021 WKA Tech Manual

TaG Micro:

DRIVER AGE: 7-10 Years Old

CHASSIS: Cadet 950mm

ENGINES / WEIGHTS:

220 - IAME Mini Swift w/ restricted exhaust header (see SKUSA Rules)

230 - Vortex Mini Rok w/ restricted exhaust header (see ROK Cup USA Rules Section 7.10)

232 - ROTAX Micro Max w/ restricted exhaust header (see ROTAX Rules)

FUEL: Sunoco 112

TIRE: Levanto 10X4.50-5 front and rear – One set of tires per weekend

SPEC OIL: Motul 2T @ 5-8 oz

AIRBOX: Stock IAME, ROK, or ROTAX airbox with according engine

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 7 years old before December 31st, 2024

*No spec gear for Rok or IAME *No spec jet for Rok

*Engines according to respective rulebooks (SKUSA for IAME, Rok Cup USA for Rok, or ROTAX)

TaG Mini:

DRIVER AGE: 8-12 Years Old

CHASSIS: Cadet

ENGINES / WEIGHTS:

245 - IAME Mini Swift

245 - Vortex Mini Rok

254 - ROTAX Mini Max

FUEL: Sunoco 112

TIRE: Levanto 10X4.50-5 front and rear - One set of tires per weekend

SPEC OIL: Motul 2T 5-8 OZ per gallon

AIRBOX: Stock IAME, ROK, or ROTAX airbox with according engine

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 8 years old before December 31st, 2024

*Engines according to respective rulebooks (SKUSA for IAME, Rok Cup USA for Rok, or ROTAX)

Tag Junior:

DRIVER AGE: 12-15 Years Old

ENGINES / WEIGHTS:

320 - IAME X30 w/ 26mm Header

320 - Vortex Rok GP w/ spec restricted header (see Rok Cup USA Rules Section 7.10)

320 - ROTAX Junior Max

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 – One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz

AIRBOX: Stock IAME, Rok, or ROTAX airbox with according engine

No minimum flex length for IAME X30

*Rain hoods allowed in wet weather conditions only

*Must turn 12 years old before December 31st, 2024 *Engines according to respective rulebooks (SKUSA IAME/Rok Cup USA for Rok, or ROTAX)

TaG Senior:

DRIVER AGE: 15+ Years Old

ENGINES / WEIGHTS:

360 - IAME X30

355 - Vortex Rok

357 - ROTAX Max

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 – One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz

AIRBOX: Stock IAME, Rok, or ROTAX airbox with according engine

No minimum flex length for IAME X30

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 15 years old before December 31st, 2024.

*Engines according to respective rulebooks (SKUSA for IAME, Rok Cup USA for Rok, or ROTAX)

TaG Master:

DRIVER AGE: 32+ Years Old OR 18+ Years Old at 200+ lbs with driving gear

ENGINES / WEIGHTS:

405 - IAME X30

390 - Vortex Rok GP

385 - ROTAX Max

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 - One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz/gallon

AIRBOX: Stock IAME, Rok, or ROTAX airbox with according engine

No minimum flex length for IAME X30

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 32 years old before December 31st, 2024.

*Engines according to respective rulebooks (SKUSA for IAME, Rok Cup USA for Rok, or ROTAX)

KA100 Junior:

DRIVER AGE: 12-15 Years Old

ENGINES / WEIGHTS:

320 - IAME KA100 w/ 22mm Header

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 – One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz/gallon

AIRBOX: Stock IAME

*Rain hoods allowed in wet weather conditions only

*Must turn 12 years old before December 31st, 2024

*Engines according to respective rulebooks (SKUSA IAME)

KA100 Senior:

DRIVER AGE: 15 Years Old & Up

ENGINES / WEIGHTS:

355 - IAME KA100 w/ OEM KA100 Header & Pipe

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 – One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz/gallon

AIRBOX: Stock IAME

*Rain hoods allowed in wet weather conditions only

*Must turn 15 years old before December 31st, 2024.

*Engines according to respective rulebooks (SKUSA IAME)

VLR Junior:

DRIVER AGE: 12-15 Years Old

ENGINES / WEIGHTS:

310 – Rok VLR

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 – One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz

*Rain hoods allowed in wet weather conditions only

*Must turn 12 years old before December 31st, 2024.

*Engines according to respective rulebooks (Rok, Rok Cup USA)

VLR Senior:

DRIVER AGE: 15 Years Old & Up

ENGINES / WEIGHTS:

350 – Rok VLR

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 – One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz/gallon

*Rain hoods allowed in wet weather conditions only

*Must turn 15 years old before December 31st, 2024.

*Engines according to respective rulebooks (Rok, Rok Cup USA)

VLR Master:

DRIVER AGE: 32 Years Old & Up or 18+ Years Old at 200+ lbs with driving gear

ENGINES / WEIGHTS:

380 – Rok VLR

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 – One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz/gallon

*Rain hoods allowed in wet weather conditions only

*Must turn 32 years old before December 31st, 2024.

*Engines according to respective rulebooks (Rok, Rok Cup USA)

Shifter:

DRIVER AGE: 15+ Years Old

ENGINES / WEIGHTS:

385 - Stock Honda CR125

395 - Vortex Rok Shifter

395 – KZ (Max Displacement 175cc)

395 - IAME 175cc Super Shifter

FUEL: Sunoco 112

TIRE: M Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 - One set of tires per race day

SPEC OILS: Motul 2T @ 5-8 oz/gallon

AIRBOX: Open Airbox but airbox required

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 15 years old before December 31st, 2024.

*Engines according to respective rulebooks (WKA Man. Cup for KZ, SKUSA for Iame SSE and CR125; Rok Cup USA for Rok)

Shifter Master:

DRIVER AGE: 32+ Years Old

ENGINES / WEIGHTS:

405 - Stock Honda CR125

410 - Vortex Rok Shifter

415 - KZ

415 - IAME 175cc Super Shifter

FUEL: Sunoco 112

TIRE: Levanto **Front** 10X4.50-5 **Rear** 11X7.10-5 - One set of tires per race day

SPEC OIL: Motul 2T @ 5-8 oz/gallon

AIRBOX: Open Airbox but airbox required

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 32+ years old before December 31st, 2024.

*Engines according to respective rulebooks (WKA Man. Cup for KZ, SKUSA for Iame SSE and CR125; Rok Cup USA for Rok)

LO206 Junior:

DRIVER AGE: 12-15 Years Old

ENGINES / WEIGHTS:

310 - Briggs & Stratton LO206 w/ Yellow Slide

FUEL: OKC Fuel

TIRE: Maxxis Tires (Spec 210mm Rear Wheels)

SPEC OIL: Briggs 4T Synthetic Racing Oil by AMS or Motul 300V 0w20

OPEN GEAR

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 12 years old before December 31st, 2024.

*Engine according to 2021 Briggs & Stratton Official Rulebook

LO206 Senior:

DRIVER AGE: 15+ Years Old

ENGINES / WEIGHTS:

350 - Briggs & Stratton LO206

FUEL: OKC Fuel

TIRE: Maxxis Tires (Spec 210mm Rear Wheels)

OPEN GEAR

One set of tires per weekend

SPEC OIL: Briggs 4T Synthetic Racing Oil by AMS OR Motul 300V 0w20

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 15 years old before December 31st, 2024.

*Engine according to 2020 Briggs & Stratton Official Rulebook

LO206 Heavy:

DRIVER AGE: 15+ Years Old

ENGINES / WEIGHTS:

380 - Briggs & Stratton LO206

FUEL: OKC Fuel

OPEN GEAR

TIRE: Maxxis Tires (Spec 210mm Rear Wheels)

One set of tires per weekend

SPEC OIL: Briggs 4T Synthetic Racing Oil by AMS or Motul 300V 0w20

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 15 years old before December 31st, 2024

*Engine according to 2020 Briggs & Stratton Official Rulebook

LO206 Master:

DRIVER AGE: 45+ Years Old

ENGINES / WEIGHTS:

390 - Briggs & Stratton LO206

FUEL: OKC Fuel

OPEN GEAR

TIRE: Maxxis Tires (Spec 210mm Rear Wheels)

One set of tires per weekend

SPEC OIL: Briggs 4T Synthetic Racing Oil by AMS or Motul 300V 0w20

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 45 years old before December 31st, 2024.

*Engine according to 2020 Briggs & Stratton Official Rulebook

Tillotson T-225RS JR:

DRIVER AGE: 12-15 Years Old

ENGINES / WEIGHTS:

320 – T225 RS (with PVL 6,000rpm Ignition Coil and Junior Carb Restrictor)

CLUTCH: Hillard or Noram

FUEL: OKC Fuel

TIRE: Maxxis Tires (Spec 210mm Rear Wheels)

One set of tires per weekend

SPEC OIL: T4 Racing Oil

OPEN GEAR

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 12 years old before December 31st, 2024.

*Engine according to 2021 Tillotson Engine Fiche

Tillotson T-225RS SR:

DRIVER AGE: 15+ Years Old

ENGINES / WEIGHTS:

350 – T225 RS SR

CLUTCH: Hillard or Noram

FUEL: OKC Fuel

TIRE: Maxxis Tires (Spec 210mm Rear Wheels)

One set of tires per weekend

SPEC OIL: T4 Racing Oil

OPEN GEAR

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 15 years old before December 31st, 2024.

*Engine according to 2021 Tillotson Engine Fiche

Tillotson T-225RS Heavy:

DRIVER AGE: 15+ Years Old

ENGINES / WEIGHTS:

380 – T225 RS SR

CLUTCH: Hillard or Noram

FUEL: OKC Fuel

TIRE: Maxxis (Spec 210mm Rear Wheels)

One set of tires per weekend

SPEC OIL: T4 Racing Oil

OPEN GEAR

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 15 years old before December 31st, 2024.

*Engine according to 2021 Tillotson Engine Fiche

Tillotson T-225RS Master:

DRIVER AGE: 45+ Years Old

ENGINES / WEIGHTS:

380 – T225 RS SR

CLUTCH: Hillard or Noram

FUEL: OKC Fuel

TIRE: Maxxis (Spec 210mm Rear Wheels)

One set of tires per weekend

SPEC OIL: T4 Racing Oil

OPEN GEAR

*Rain hoods allowed in race director declared wet weather conditions only

*Must turn 45 years old before December 31st, 2024.

*Engine according to 2021 Tillotson Engine Fiche