

2004 TAG Rules & Regulations

The TAG concept will be the first time in a few years that the club or the competitors have experienced a race group consisting of multiple engine manufacturers with various performance characteristics. Even though the overall engine capabilities have been equalized by the addition of weight, the driveability of each combination will be different. Therefore the closing speeds may be different and the low end torque out of the corners will vary from manufacturer to manufacturer. This will require vigilance on the part of the competitors to assure safe racing for all. Late inside passing maneuvers will probably become the normal situation for some engine types and will require greater attention by both the overtaking and the overtaken driver at turn in than has been experienced in the past few years. This will be a learning process for all, but with good judgement shown by all competitors, it will become routine.

TAG and TAG Masters will be run as a combined race group, but scored separately for points and awards. The grid for first heat will be generated by the computer as two separate classes. The Masters class will grid in class order behind the TAG class during all races. This method will be utilized until the class count reaches a point that TAG must be run as two race groups for safety reasons

1. TAG ENGINE ELIGIBILITY AND CLASS WEIGHT FORMAT

	TAG	Masters
Rotax Max FR125.....	(27 hp) 365 lbs.	380 lbs
Sonik VX125.....	(27 hp) 365	380 lbs
Sonik SL125.....	(27 hp) 365	380 lbs
Comer.....	(27 hp) 370	385 lbs
Parilla Leopard.....	(27 hp) 370	385 lbs
BM Jaguar.....	(27 hp) 370	385 lbs
Biland.....	(28 hp) 375	390 lbs
Vortex Rok.....	(29 hp) 375	390 lbs
Italsistem ML47H.....	(31 hp) 390	405 lbs

* As per USA Importers TAG applied specifications, weights may be adjusted based on TAG-USA updates based on competition advantages. Changes will be available on MSOKC web site. Engines may be added upon homologation and acceptance by TAG-USA. Competition adjustments by the MSOKC Board of Directors, Race Chairman, and Competition Committee may be made during the season based on competition potential of engines

2. Engine Specifications

- 2.1. **AIR BOX** - OEM, as supplied with the engine from the manufacturer.
- 2.2. **CARBURETORS** - As supplied from the manufacturer, jetting open.
- 2.3. **FUEL PUMPS** - Must be of diaphragm pulse type, manufacturer and location are open.
- 2.4. **IGNITION SYSTEM** - OEM, as supplied and per factory specifications. Spark plugs open.
- 2.5. **PISTON / RINGS / BEARINGS / GASKETS** - Aftermarket parts meeting OEM dimension and material specifications are permitted.
- 2.6. **EXHAUST SYSTEM** - Exhaust and silencers as supplied by manufacturer, OEM. No plating or ceramic coatings permitted.
- 2.7. **CLUTCH**- OEM, as supplied with engine from manufacturer and as per factory specifications
- 2.8. **COOLING SYSTEM** - Coolant may not contain any Glycol based material. Water wetter or other surfactants may be added. Radiator must be as supplied by manufacturer, OEM.
- 2.9. **INTERNAL MODIFICATIONS** - All internal modifications of any kind are strictly prohibited.

3. Chassis Specifications

- 3.1. **CHASSIS ELIGIBILITY** - As per current CIK Homologation, or as per approved by MSOKC.
- 3.2. **AXLES** - Maximum diameter of 50 mm.
- 3.3. **BRAKES** - Rear system or four wheel systems are permitted.
- 3.4. **BODYWORK** - As per current CIK homologation, or as per approved by MSOKC.
- 3.5. **CHASSIS CONSTRUCTION** - Round tubing only, Maximum diameter tubing 32.0 mm.

4. Tire Specifications

- 4.1. **DUROMETER READING** - 50 Durometer hardness minimum unless otherwise specified.
- 4.2. **TIRE MANUFACTURER / COMPOUND** - Specification chart.

SLICKS

Dunlop..... SL4 (legal only until 4th race of season)
Vega..... SL5 (Blue)

WETS-Open

- 4.2.1. **NO MODIFICATION** - or tire treatment of any type is permitted.

- 4.3. **TIRE USAGE** - Maximum of ONE set (four tires) per event, excluding official practice.
- 4.4. **SPARE TIRES** - Are permitted on a one for one basis due to uncontrolled damage. Replacement is based on competitors safety. Regular wear during competition shall not be a consideration for replacement. Replacement of any tires after the first heat will be permitted only by decision of the Race Chairman.

5. Authorized Racing Equipment

- 5.1. **TELEMETRY** -Is permitted during competition in all classes . This shall include all systems that download to a separate computer system.
- 5.2. **GAUGES** - Tachometer, cylinder head, exhaust gas or water temperature and lap timer are permitted in all classes. Memory systems are permitted, data display only on gauge screen.

6. Fuel

- 6.1. **UNLEADED RACING FUEL** - of a 98 octane rating by an APPROVED manufacturer.
- 6.2. **OIL** - Use of an APPROVED lubricant is mandatory. Ratio is as per manufacturer spec.

7. Class Structure

- 7.1. **TAG**
 - Age..... 16 years of age and older
 - Engine..... As per Section 1
 - Weight..... As per Section 1
- 7.2. **TAG MASTERS**
 - Age..... 35 years of age and older
 - Engine..... As per Section 1
 - Weight..... As per Section 1

8. Technical Inspection and Special Rules

- 8.1. **WEIGHT**

1. Post qualifying (if utilized) and post race inspections require meeting minimum weight.

8.2. DRIVER ELIGIBILITY

1. Minimum age: 16 Years of age. MSOKC reserves right to alter age on Individual basis by vote of the Board of Directors, Competition Committee, and the Race Chairman.

8.3. SCRUTINEERING / SAFETY TECH

8.3.1. All TAG karts must have a 2" x 3" label affixed to the top left side of the side pod designating the engine type and weight. Letter and background must be in contrasting colors (white on black or black on white)

8.3.2. Body Work - 2004 CIK or prior. Commercially available manufactured styles,

8.3.3. Wiring of all nuts and bolts. Weights must be double nutted or nut and wire.

8.3.4. Chain drive is mandatory. No on board chain oiler units

8.3.5. Axle maximum size of 50 mm.

8.3.6. Fuel Tank : Maximum size of 8 (eight) liters.

8.3.7. Tires used for qualifying (if utilized) must start the race.

8.3.8. Fuel tested on regular basis and must comply with WKA fuel testing procedures utilizing Digitron tester.

MSOKC TAG CLASS

2004

**Rules &
Regulations**