



2016 TAG™ Racing International Rules



2016

TAG™ Racing International

TAG™ USA Rules & Regulations

**(A downloadable/printer-friendly version of these rules & regulations can be found at bottom of this page.)*

A. Introduction

It is the purpose of TAG™ Racing International and TAG™ USA to create FAIR, FUN and SAFE new racing programs on a worldwide basis within the Karting industry. In an effort to unify manufacturers into a limited class structure and provide a basis for the development of better products. For the competitor TAG™ is the opportunity to participate in a widely accepted program available from the basic club level to highly organized festival events, which produces a true National Champion within the sport. Above all else, it shall be the direction of TAG™ USA to be: **"Dedicated to making KART racing fun!"**

B. Status of TAG™ Racing International Programs

TAG™ Racing International/TAG™ USA shall be run as an independent national club sport program. Sanctioning of events is only available through the TAG™ Racing International office and it's designated National Director of Racing. The program reserves the right to assign operations and promotion of regional programs other sanctioning bodies, dealers and/or promoters who shall strictly adhere to these rules herein and the direction of the TAG™ Racing International/TAG™ USA National Director of Racing. Changes to TAG™ Racing International/TAG™ USA regulations require the written approval of the National Director of Racing.

C. General Prescriptions

Everything not specifically specified within these regulations will be covered by the CIK/FIA International Karting Regulations.

TAG™ Racing International/TAG™ USA Homologation periods are for a Two Year period and commence on January first of the Homologation Year. Homologation years are the even number years IE: 2008, 2010, 2012, 2014, unless otherwise designated in the Homologation forms. If at any time during that Two year time period the Homologated product is changed or falls out of the submitted and approved specifications it may be removed from the TAG™ Racing International/TAG™ USA rules.

ANY RULE CHANGES APPROVED AND POSTED TO THE WEBSITE WILL BE EFFECTIVE FROM THE POSTING DATE.

ANYTHING, WHICH IS NOT EXPRESSLY ALLOWED, IS FORBIDDEN!

TAG™ Racing International/TAG™ USA and its organization(s) Reserve the Right to Refuse any and all entries, membership and or corporate participation at any or all sanctioned or series events.

'The rules and / or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his / her opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.'

D.

Living Document

This is a living document and as such is subject to revisions and changes as deemed necessary to continue the integrity of the TAG™ program. All changes will be documented in the revisions table on this site.

E. TAG™ Racing International TAG™ USA Officials:

Marty Casey	International / National Technical Director
Tom Argy III	Event Director official
Deanne Dean	Timing & Scoring official
Marty Murray	Technical official
Tim Lang	Technical official
Earl Clement	Race Event official
Bill Schatz	Race Event official
Bingo Emmons	Race Event official
Nash Larson	Race Event Staff
Craig Ellsworth	Media / Marketing
Dave Larson	President / CEO
Van Gilder	Technical Adviser

Any protest, to a disqualification, made by any TAG racing international Technical official will be presented to the National Technical Director and the board. Once presented and discussed a final decision will be rendered.

The decisions of TAG racing international are final and may not be protested.

International Officials

Gregory Tromp	International Technical official
Simon Oduer	International Official Caribbean Region
Victor Castro	International Official Panama
Peter Kerr	International Official Venezuela
Jose Pepe Ventimilla	International Technical official

Any proposed changes or improvements must be submitted in writing and will be submitted along with the proper forms. All submissions must include the fees associated with the change requested. These fees are non refundable regardless of the outcome of the proposed changes approval or disapproval by TAG™ Racing International/TAG™ USA its board and its national technical director. These submittals must be from the importer and or the manufacture only, no exceptions. If the submitted change is approved the length of that approval will only be for the remainder of that products Homologation period.

All TAG™ engines are to be used just the way the manufacturer submitted them for approval with no exceptions.

If an importer supply's any engine part and or component that has not been submitted and approved by TAG™ Racing International/TAG™ USA, that engine may be Fined and or removed from the program for a period of 1 year.

Note: TAG™ Racing International / TAG™ USA has a basic set of rules that may differ from the homologation papers and these rules must be in force first before the homologation papers are enforced.

Please note that TAG™ Racing International / TAG™ USA Classes and rules are designed as a picking list to help enhance your racing events and series programs. All sanctioning body's, Clubs and Event Promoters should use these class structures and their accompanying rules as written to their benefit too pick and choose the classes within our structure that best help perpetuate participation and growth within their racing programs. These rules and classes have been designed to provide a stable platform across all US and International sanctions to help promote one set of classes and rules that will allow stability for all TAG™ racing on a world wide platform.

1. TAG™ International - Junior & Senior Combined Class Weights

NOTE: At the discretion of the club, series, and or Race director, a 200 lbs driver may run TAG™ Masters if he or she is 16 years of age and he or she weighs 200 lbs (minimum) Post race on race day. This is solely at the discretion of the club, series, and or Race director.

Engine			Junior	Senior	Masters
I.	Parilla Leopard		320 lbs.	360 lbs.	390 lbs.
J.	PRD Fireball		320 lbs.	350 lbs.	380 lbs.
K	Rotax Max FR125		320 lbs.	380 lbs.	410 lbs.
	EVO Approved For	Road	Race	Only	See Chart
M	Vortex TT		-----	375 lbs.	405 lbs.
H	Motori Seven		-----	380 lbs	410 lbs
R	X 30		330 lbs	370lbs	400 lbs
S	X 125-MX		320 lbs	360 lbs	390 lbs
O	Tm 125		320 lbs	360 lbs	390 lbs

NACAM - Jr-2 Class will utilize a restricted intake manifold with a 15mm intake opening

1. TAG™ International - Combined Class Weights - Senior & Masters - Road Racing Weights

Engine				Senior	Masters
H	Motori Seven	-----	-----	415 lbs.	435 lbs.
M	Vortex TT	-----	-----	405 lbs.	425 lbs.
K	Rotax Max FR125	EVO	-----	400 lbs	430 lbs.

1. TAG™ International - Cadet Class Weights

Engine			Cadet
A	Gazelle 60cc	-----	235 lbs.
C	Parilla Mini Swift 60cc	-----	245 lbs.
B	Vortex Rok 60cc	-----	245 lbs.

Mini Swift & Rok 60cc Cadet 2 engines will utilize the same carburetor and pipe 

NOTE CADET will be the same as the Italian federation engines without modifications the only engines allowed are the 2004-2007 homologations

#Note: Panama will allow the Parilla Mini-Swift 2010-2016 as Local option in Cadet class

1. TAG™ USA Briggs LO 206 -

Engine			Junior	Senior	
L	Briggs LO 206		300 lbs.	375 lbs.	

1. TAG™ USA Stock Moto-

Engine			Junior	Senior	Masters
P	Honda		340 lbs.	395 lbs.	405 lbs.

1. TAG™ USA ICC 125cc Shifter

Engine				Senior	
Q	ICC Shifter			395 lbs.	.

NOTE: At the discretion of the club, series, and or Race director, a 200 lbs driver may run TAG™ Masters if he or she is **16** years of age and he or she weighs 200 lbs (minimum) Post race on race day. This is solely at the discretion of the club, series, and or Race director

ARCHIVED ENGINES FOR 2016

Archived for Local option only

Deregulated for TAG™ Racing International and TAG™ USA Competition

ATK 125, BM JAGUAR 125, CRS 125, Easykart 125, ITALSISTEM 125,
 PCR 125, PCR Windfire, SONIC VX125, VORTEX ROK 125,
 Comer 125, Easykart 60, Biland, Sonik TX125,
 Comer 60cc, Maxter 60cc, WTP 60cc, Cheetah 125, TM ICC (TAG Shifter)

2. Engine Specifications

Note: Any part may be verified against a known stock part supplied by the manufacture through the chain of distribution, this purpose is allowed for the means of determining the legality of a part and or component. Some specifications may not be attainable, and modifications are not allowed to achieve the specification posted.

2.0 STARTER - Entry must have all the starter components intact and working properly. The aftermarket Eclipse starter is approved and should be used as intended without any modifications, it may not be allowed within the RMAX series. The penalty for starting on the grid with an auxiliary starter will be to start at the back of the grid. The use of an aftermarket starter nut is allowed but again if a remote starter is used the entry will go to the back of the grid. A jumper battery pack for the purpose of starting on grid connected to the battery only will be allowed.

At the discretion of the Race director or club -

If a competitor comes to the grid and is unable to start his or her kart he or she may at the discretion of the race director or club use an auxiliary starter to start without being penalized. Only if announced at the drivers meeting by the race director or club.

2.1 Battery - is non tech, but must be of the same size and shape and must be of the same amperage and voltage as OEM.12volt / 6.5 – 9.5 Amperage Hour. Kart may only have one battery installed and connected to engine. Any battery found to be cracked or broken and leaking will be removed from the event.

2.2 AIR BOX - OPEN, but must be CIK or, RLV approved air box with two inlet tubes not to exceed 22.0 mm (+/- 1.0 mm) inside diameter and 95.0 mm minimum length. All CIK homologated KG and Freeline boxes with internal filters are legal and must remain as manufactured. All air boxes may not be modified although the rubber flange may be trimmed on the inside of the air box to the flange lip. Aftermarket internal foam air filters are allowed as long as no modification is made to the air box it's self. The position of the air box is non-tech. The new KG air box with internal filter is allowed- CIK homologation is 37-38/SA/15 and must remain as manufactured. The K&N RK1000 is approved. The air box/cleaner cup adapter must be the OEM as manufactured, some manufactures have multiple adapters due to very early manufacturing, TAGUSA has allowed for updated adapters that have been submitted by the manufacture. NO aftermarket adapters are allowed. No modifications are allowed to the adapter.

Rotax Max FR125 - AS PER RMC RULES

2.3 CARBURETORS - OEM as supplied from the engine manufacturer, jetting is open. Washers may be added to the stock needle jets for the purpose of tuning, must be the OEM needle jets. The way the throttle cable connects to the arm and the bracket that holds the cable are non-tech, you must not modify the manifold or the carburetor. The arm, throttle shaft and butterfly are OEM with no modifications. The slide assembly is included in jetting but must retain OEM replacement parts. No button head screws in

butterfly. Surface finish of venturi and bore must remain as manufactured. Butterfly type: Must be of original manufacture and stock. The Welch plugs are non-tech but must be of the same size and shape that comes in the overhaul kits, the fuel may only pass through stock metering orifices. Any means taken to bypass fuel to the engine in any other manner is not allowed. Any components not specified herein must be stock appearing. Inlet springs are non-tech item. Machine work to the throttle shaft is not allowed. Surface finish of venturi and bore must remain as manufactured. Carburetors must be matched to engine as homologated. All pumper style carburetors are single-pumpers with plastic fuel cap. All lame engines must use blue cap. Fuel adjustment needles must be stock from the needle top to the "O" ring step. Needles may be modified beyond the "O" ring step to attach needle extensions. No remote carb adjusters or triggers. The Carburetor may be installed up side down for the purpose of tuning on the track as long as there are no modifications to the carburetor, manifold, or any other component related to completing this change.

Rotax Max FR125 - AS PER RMC RULES

2.4 FUEL PUMPS - Must be of diaphragm pulse type, manufacturer and location are open. No electric fuel pumps and no secondary pumps allowed. Rotax Max FR125 must utilize stock pump location.

2.5 IGNITION and Electrical SYSTEM - OEM, as supplied and per factory specifications (Battery **non-tech**). Electrical harness and starter control must be as manufactured. Static timing must be at the factory settings, key must be in place, with no modifications allowed. Spark plug is open, must have the washer intact unless a head temp sensor is used then the washer may be removed. The spark plug wire and cap are non-tech items.

Rotax Max FR125 - AS PER RMC RULES

2.6 PISTON / RINGS / CYLINDER HEADS - OEM as supplied by engine manufacturer only no Interchange is allowed. Wrist pin must be made of ferrous material. No Painting, plating or ceramic coatings permitted.

2.7 EXHAUST SYSTEM –





A. Exhaust and silencers OEM as supplied by manufacturer. No plating or ceramic coatings permitted. Header and pipe: No interchange allowed. Pipe and header must be of original manufacture with no modifications. Exhaust system must start and complete race intact as intended for use by the manufacturer. Connector pipe where applicable must be round and of proper O.D. as to connect pipe to header as supplied by manufacturer. Connector pipe length non-tech unless otherwise specified. Addition of exhaust gas temperature lead and/or O-2 sensor is legal, but hole must be plugged if either sensor is not used. No welding for repairs allowed.

2.8 CLUTCH - OEM, as supplied with engine from manufacturer and as per factory specifications. Non-adjustable, single disk or shoe type clutch only. Clutch engagement not to exceed 7,000 RPM for the Cadet I and II, and 6000 RPM for all other classes. To be tested with remote RPM meter attached to the spark plug lead. Test procedure from a dead stop driver will accelerate at full throttle for approximately ten feet and clutch may

not exceed posted RPM limit. Clutch drum gear (amount of teeth on drive sprocket) is non tech. Although you may not make any modifications to the OEM clutch drum, Only factory clutch drums from the manufacture will be allowed. All engines' must have the clutch and drive chain covered. This is for the purpose of safety and this will be mandatory technical item.

- 2.9 COOLING SYSTEM** - Coolant may not contain any Glycol based material. Water wetter or other surfactants may be added. Radiator OPEN used as supplied by manufacturer, or after-market product. (Must be mounted to right or the left of the driver) After market water pumps are allowed, but must be driven by the rear axle, and be of the same type as OEM.
- 2.10 INTERNAL MODIFICATIONS** - All internal modifications of any kind are strictly prohibited. (This includes adding and or deleting of parts, i.e. gaskets, nuts, bolts etc.)Example: if the manufacture calls out a 10 thousand gasket you may not use two 5 thousand gaskets as a replacement.
- 2.11 REED CAGE, and REEDS** - Will be OEM with no modifications. Must retain stock reeds and reed screws with no modification.
- 2.12 EXHAUST FLEX TUBING** - Exhaust Flex tubing is a non-tech item. (Must be Flexible Tubing only) PRD will use the OEM solid pipe. Some engines require a controlled exhaust flex length see section 1.0, the following engines have a controlled length: **Sonik TX125, Only the USA my 09 leopard may run the solid exhaust pipe as per pdf, the 09 exhaust pipe may not be used on older leopards**
- 2.13 BEARINGS, SEALS, GASKETS-** Bearings are open but must be of the same type, material and design as the OEM bearings. Replacement bearings must be standard type, conventional bearings with steel or plastic retainers. They must be of the same width and outside diameter as original bearings. Ceramic or angular contact bearings are not allowed Seals are open, but they must be unmodified, and must be installed as the manufacturer intended. Gaskets are open but must unmodify, and must meet the manufactures thickness and cannot be added or deleted. You may not stack base gaskets,(must be single gasket as it was supplied from factory). **Combustion Chamber Volume (CCV) will be checked to the top of spark plug hole.**
Rotax Max FR125 - AS PER RMC RULES

2.14 Engines

- A. **Gazelle 60cc** See engine Approval sheet in Section 1.0. 
Exhaust length is open
IGN-Selettra 4 pole or Digital K
The base gaskets are open but the thickness must remain as manufactured, the two allowed gasket thickness are .008 and .015. The only lame filter adapter being manufactured is the 10771-c this is the only allowed and approved filter cup adapter (square version) all other cups are deemed not legal. The Gazelle may use the OEM mini Swift piston and ring, piston and ring must remain as manufactured, without any modification.
- B. **Vortex Mini Rok** See engine Approval sheet in Section 1.0 
- C. **Parilla Mini Swift 60cc** See engine Approval sheet in Section 1.0 
- H. **Motori Seven** 
CCV 9.5 cc
Minimum squish 0.028
Carburetor VSH 30 CS (max. dia. - 30.06mm) or HL360 series with new style intake Includes the JR engine also.
Venturi 1.185
Carburetor bore 1.19
Reed Thickness 0.015
Exhaust height See Section 1.0 as per PDF
Ignition Digital
Exhaust SR & Master STAMPED w/MUFFLER (The new style exhaust pipe is allowed as submitted without any modifications)

**Note: Complete Crank weight Kg 2,450
Tolerance= ± gr100**

I. Parilla Leopard



CCV 9.5 cc

Minimum 0.026

squish

Note: Only one of the two allowed base gaskets may be utilized at any given time.

Carburetor HL 334A, HL 334AB and HL 334AA

Venturi 0.905

Carburetor 1.005

bore

Reed 0.012

Thickness

Exhaust See Section 1.0 as per PDF

height

Ignition Selettra 4 pole or Digital K

Crank 1875g - +/- 3%

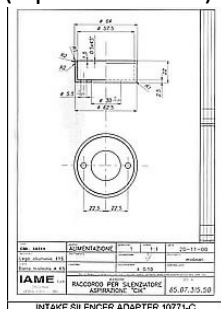
complete

weight

Jr- Restrictor Exhaust Header

Exhaust IAME Part # IA-A-125366 with a 25mm opening

Note: Air cups must be the square only (see spec. sheet). Must say USA on cylinder. (see Leopard spec. sheet, serial numbers) **P.N.-10381** - Screws M3 x 4.5-Gold finish original - the threaded portion of the screw is: 4.60mm- 4.85mm - the diameter of the head is: 4.80mm- 4.90mm **P.N.-10380** - Screws M3 x4.5-Silver finish sold as spares. - threaded portion of the screw : 4.40mm - 4.60mm - diameter of head : 5.00mm - 5.50mm. The base gaskets are open but the thickness must remain as manufactured, the two allowed gasket thickness are .008 and .015. The only Iame filter adapter being manufactured is the 10771-c this is the only allowed and approved filter cup adapter (square version) all other cups are deemed not legal.



All new 'P' series engines that come with the new Digital K Ignition must use the Digital K Ignition. You may not install the old style ignition on a 'P' series engine. You may remove the three tabs as this will allow the Digital K Ignition to be retro fitted into an old case.

I. **Parilla Leopard USA MY 09**



CCV 9.5 cc

Minimum 0.026

squish

Note: Only one of the two allowed base gaskets may be utilized at any given time.

Carburetor HL 334AB

Venturi 0.905

Carburetor 1.005

bore

Reed 0.30 mm

Thickness

Exhaust See Section 1.0 as per PDF

height

Ignition Selettra 4 pole or Digital K

Exhaust JR 25 mm inner dia.(IAME JR header pipe)

Note: Air cups must be the square only (see spec. sheet). Must say USA on cylinder. (see Leopard spec. sheet, serial numbers) **P.N.-10381** - Screws M3 x 4.5-Gold finish original - the threaded portion of the screw is: 4.60mm- 4.85mm - the diameter of the head is: 4.80mm- 4.90mm **P.N.-10380** - Screws M3 x4.5-Silver finish sold as spares. - threaded portion of the screw : 4.40mm - 4.60mm - diameter of head : 5.00mm - 5.50mm. **The base gaskets are open but the thickness must remain as manufactured, the two allowed gasket thickness are .008 and .015. OEM thickness.** The only lame filter adapter being manufactured is the 10771-c this is the only allowed and approved filter cup adapter (square version) all other cups are deemed not legal.

J. **PRD Fireball**



CCV 10.0 cc

Minimum 0.028

squish

Carburetor HL360 A

Venturi 0.950

Carburetor 1.065

bore

Reed 0.015

Thickness

Exhaust See Section 1.0 as per PDF

height

Ignition PRD

Crank 1975g - +/- 10 grams

complete

weight

Note: Exhaust header must use the solid pipe that the engine comes with (no flex pipe allowed). Engine must have "U.S." stamped on it with the serial number.

Exhaust Jr. - 30.0 mm inner dia.

Note: The Jr. engine will be controlled by a restricted header pipe. This can be purchased through RLV or any of its dealers. The only restricted header allowed is this one, submitted and approved by TAG™ USA. Allowed base gaskets are .006-.014 to achieve the minimum squish and CCV. Base gaskets may not be stacked.

**K. Rotax Max FR125 - AS PER RMC RULES Excluding EVO
CARBURATORS per 2014 RMC RULES**

Rotax Max Jr
Rotax Mini-Max Jr
Rotax Max FR125---EVO




M. Vortex TT


CCV	10.8cc
Minimum squish	0.038
Carburetor	HL360
Venturi	0.950
Carburetor bore	1.065
Reed Thickness	0.008
Exhaust height	See Section 1.0 As Per PDF
Ignition	Selletra 36/A/09
Crank complete weight	1860g+/-10g
Cylinder Head Gasket Thickness	0.2 Note you may add two 0.1 gaskets to equal out specification
Ignition Timing	.065-.070 BTDC

The Junior header must be **OEM** as supplied by the manufacture.



R IAME X-30 
CCV 9.7 cc
Minimum
squish

Note: Only one of the two allowed base gaskets may be utilized at any given time.

Carburetor Tryton Hobby HB-27 / C Or- Tillotson HW-27A 
Venturi 26mm
Carburetor
bore
Reed 0.012
Thickness
Exhaust See Section 1.0 as per PDF
height
Ignition Selettra Digital K Only- as MFG
Crank 2150g - +/- 1%
complete
weight
Exhaust JR 31.0 mm inner dia.(IAME JR header pipe)

**SELETTRA DIGITAL "K" IGNITION as manufactured,
PVL is not allowed .**

S X 125-MX 

O. TM 125 

P. TAG™ Stock Moto 

L. TAG™ Briggs LO 206 

Q. TAG™ ICC 125 Shifter 

Port opening duration verification procedure with the electric encoder

Equipment required:

- (1) Electronic rotary encoder device.
- (2) One 10mm wide piece of 0.2mm thick shim stock, sharpened to a point on one end.

To verify top edge controlled port opening duration (all exhaust ports and reed induction transfer ports):

- Exhaust opening angles apply to all exhaust ports.
- Install the rotary encoder on the crankshaft of the engine.
- Insert the shim stock into the port, perpendicular to the chord of the port, and rotate the crankshaft in such a manner as to “lock” the shim in place with the top of the piston.
- Set a “zero” on rotary encoder display.
- Rotate the crankshaft such that the port remains open during the rotation.
- As the piston rises to a closing position for the port carefully locking the shim in place with the top of the piston.
- The difference between the starting, or “zero” point, and the ending point or total readout on the rotary encoder must conform to the maximum listed angle or less.

3.

Chassis Specifications

- 3.1 CHASSIS CONSTRUCTION** - Round tubing only.
- 3.2 AXLES** - Maximum diameter of 50 mm.
- 3.3 BRAKES** – Cadet, Junior, Senior and Master class Rear system ONLY.
Front wheel systems are permitted in Shifter and Road Racing Division ONLY.
A dual rear system is allowed.
- 3.4 BODYWORK** - As per current CIK Homologation, or as per approved by TAG™ Racing International. Scribner Plastics part #6010, #6020, #6030L, #6030R.and #6050 rear are currently approved.
- 3.5 CHASSIS ELIGIBILITY** - As per current CIK Homologation or as per approved by TAG™ USA. US manufactured chassis meeting current US safety and technical specifications are TAG™ Racing International approved Non CIK approved Chassis must be submitted to and approved for competition by TAG™ officials prior to competing in a TAG™ Racing International/ TAG™ USA event
- 3.6 CHASSIS INTEGRITY** - Any chassis found to be cracked or broken will be disallowed from competition. Repair--may be welded or replaced only. Final repair will be subject to technical inspection prior to reentering track.

4. Tire Specifications

4.1 **DUROMETER READING** - 46 Durometer hardness minimum for slicks and 35 Durometer minimum for rain tires unless otherwise specified.

4.2 **TIRE MANUFACTURER / COMPOUND – Sprint Specification chart.**

<u>Manufacturer</u>	<u>Slicks</u>	<u>Wets</u>
MG	FZ Yellow	WT
Hoosier	R60A	WET
Vega	XM	W5
Mojo With Rotax engines only	D2	W2
Bridgestone	-----	-----

Note: Road Race will run open compound and allows all manufacturers tires.

Note: Same compound must be run on all 4 tires.

4.2.1 **TIRE SIZES** - TAG™ Junior and Senior classes - 4.5 front / 7.10 rears in all classes.

4.2.2 **TIRE SIZES** - TAG™ Cadet & Mini Max classes - 4.5 front / 4.5 rears.

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

4.4 **TIRE USAGE**

4.4.1 **SPRINT/ ROAD RACING** - A maximum of ONE set (four tires) per event. Tires used for qualifying must start the race.

4.4.2 **TEAM ENDURANCE** A Maximum number of sets (four tires) will be set based on the length of the event and include all official practice. 3 Hours - 2 Sets (8 tires) Club level 6 Hours - 3 Sets (12 tires) Regional 12 Hours - 4 Sets (16 tires) National Qualifier 24 Hours - 6 Sets (24 tires) National Festival

4.5 **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 is permitted only by decision of the Race Director.

5. Authorized Racing Equipment

- 5.1 MAXIMUM EQUIPMENT PERMITTED** - by competitor per each event. - Maximum one (1) Chassis - Maximum two (2) Engines - Maximum one (1) Set SLICK tires - Maximum one (1) Set RAIN tires - Maximum one (1) FRONT / one (1) REAR SPARE tire * * Spare tires replaced for damaged originals only, as per race director. *Equipment used in qualifying MUST then be used in all heats, pre-final and finals. ** Helmet, Driver suit, neck collar, gloves must comply with current national safety standards.
- 5.2 RADIO COMMUNICATION** - Is permitted in Sprint divisions by race control only. And is also permitted in road race divisions.
- 5.3 TELEMETRY** - Absolutely no communication will be allowed between the data acquisition system and any other item or system during any sanctioned TAG™ Racing International event (practice, time trials, or racing).
- 5.4 GAUGES** - Data acquisition systems are allowed in all classes. Sensor type and number of sensors is open. If a sensor needs external power, the sensor may be powered from the data acquisition system or from the kart battery. All sensor data must be recorded on the data acquisition system. Any sensor not sending data to the data acquisition system must be removed from the kart.

The data acquisition system must NOT be powered from the kart battery; it must be powered by its own power source.

Data acquisition systems used during any sanctioned TAG™ Racing International event (practice, time trials, or racing) will be limited to only the collection, display, and storage of data. Absolutely no two-way communications will be allowed between the data acquisition system and any other item or system during any sanctioned TAG™ Racing International event (practice, time trials, or racing).

Any system that is capable of modifying/activating, ignition timing, air or fuel ratio mixtures, traction control, throttle position, or any other setting on the vehicle are expressly forbidden. The race steward, race director, and or tech officials may require that any or all data acquisition devices or sensors be removed or disabled during any sanctioned TAG™ Racing International event (practice, time trials, or racing).

Downloading of the data stored on the data acquisition system to a computer for data analysis after an event is permitted.

All teams shall provide any, and all, of the data to the race steward, race director, and or tech officials upon request during any sanctioned TAG™ Racing

International event (practice, time trials, or racing). Loss of data or failure to produce data when requested may result in loss of qualifying times and/or finishing position, or other penalties.

6. **Fuel**

6.1 RACING GASOLINE – TAG Classes will utilize an 98 octane rating. Stock Moto will utilize an 98 octane rating and Rotax which will run as per currant national RMAX rules.

6.2 OIL - Use of a Castor lubricant is mandatory. Excluding Rotax engines which will run Per currant **Rotax Max FR125** - AS PER RMC RULES
Fuel & Oil Mixture – Oil 4 Ounces Minimum to 8 Ounces Maximum Per 1 Gallon Racing Gasoline.

Approved List: Red-E HI RPM 2cycle oil, Maxima 927, Burris, Motul

7. Licensing

- 7.1 COMPETITION / MEMBERSHIP LICENSE** - It is mandatory to hold a current TAG™ USA or TAG™ Racing International competition license, which includes the competitors' membership number, prior to participation in any TAG™ Racing International sanctioned Club, Regional, and or other recognize sanctioned series, special or National Festival event in order to Qualify for the "TAG™ World Championships". Only TAG™ USA or TAG™ Racing International Licensed competitors will be eligible to compete in the "TAG™ World Championships"
- 7.2 COMPETITION AGE** - To qualify, a drivers competition age shall be his / her age as of the date 01 / 01 / 2016.
Once a competitor's birthday occurs he or she may compete at that age level or finish the season at the age that the driver was on 01 / 01/ 2016.
If a Cadet or Junior moves up in class he or she may not move back and may not compete in both the Cadet and Junior classes and or Junior and Senior classes.
- TAG™ CADET- ages 7-11** TAG™ Cadet drivers must be 7 years of age before they may compete.
- TAG™ JR 2 - ages 8-12** TAG™ Junior-2 drivers must be 8 years of age before they may compete.
- TAG™ JR - ages 11-15** TAG™ Junior drivers must be 11 years of age before they may compete.
- TAG™ SR - ages 15 and up** TAG™ Senior drivers must be 15 years of age before they may compete.
- TAG™ MASTERS - ages 35 and up** TAG™ Master's drivers must be 35 years of age before they may compete. A 200 lbs driver may run TAG™ Masters if he or she is 16 years of age and he or she weighs 200 lbs (minimum) post race on that race day. *This is solely at the discretion of the club, series and or race director*
- TAG™ LO 206 Junior - ages 11-15** TAG™ Junior drivers must be 11 years of age before they may compete..
- TAG™ LO 206 SR - ages 15 and up** TAG™ Senior drivers must be 15 years of age before they may compete.
- TAG™ 125cc Stock Moto - ages 15 and up** TAG™ Senior drivers must be 15 years of age before they may compete.
- TAG™ ICC 125 Shifter - ages 15 and up** TAG™ Senior drivers must be 15 years of age before they may compete.
- 7.3 NATIONAL SANCTIONING BODIES** - To participate in TAG™ USA recognized

programs co-sanctioned with other nationally recognized Sanctioning bodies a competitor may be required to also hold a current competition license within that organization.

8. Race Events

- 8.1 SPRINT** - Each TAG™ Festival event shall consist of technical (inspection) scrutineering practice, qualifying, heat races, pro-final and finals. *Local club and Regional series may adapt the national program to overcome a lack of time, facility or other limitation. *TECHNICAL SCRUTINEERING - Presentation of all safety gear, race vehicle, slick and rain tires to the designated inspector at the assigned time and location - mandatory prior to event participation. *PRACTICE - Designated track use regulated by circuit length and event participant level. To be determined by the race organizer. *QUALIFYING - Designated event period during which competitor is provided a set time period, in addition to a designated warm up and cool down distance. Number of vehicles to qualify at one time is determined by length of circuit and timing equipment used. Fastest lap of the session to determine the competitors heat race starting position. *HEAT RACES - Number and size determined by total number of competitors entered in the event. Points scored are per CIK/FIA regulation, as in 1st=0, 2nd=2, 3rd=3, etc. to last place. Distance of each heat race shall be Minimum of 7km and a maximum of 10 km in length. *PRE-FINAL RACE - Distance shall be a minimum of 10km and a maximum of 15 km in length. Finishing positions shall determine the starting positions for the Finals. *EVENT FINALS - Distance shall be a minimum of 15km and a maximum 20 km in length
- 8.2 TEAM ENDURANCE** - Each TAG™ Festival event shall consist of technical (inspection) scrutineering, practice, qualifying and finals. *TECHNICAL SCRUTINEERING - Presentation of all safety gear, race vehicle to the designated inspector at the assigned time and location - mandatory prior to event participation. *PRACTICE - Designated track use regulated by circuit length and event participant level. To be determined by the race organizer. *QUALIFYING - Designated event period during which competitors each individually receive FOUR timed laps. The total time from all timed laps shall be used to determine finals starting positions. *EVENT FINALS - The event is a timed event of 3, 6, 12 or 24 Hours in length. Finishing positions determined by the greatest distance traveled.
- 8.3 ROAD RACE** *Chassis and Bodywork per Section 3.0 TAG™ Rules. *Belt or chain drives are legal. *Dual brake system is allowed, including Front wheel brakes. *Radio communication is allowed. *Standing start procedure utilized.

9. Eligibility for TAG™ World Championships

9.1 NATIONAL SPRINT EVENTS - Qualifying to TAG™ World Championships.

A. LOCAL LEVEL - Club racing, single circuit location, REGISTERED WITH TAG™ USA.

1. Local - The top ten TAG™ USA members in each TAG™ class within a TAG™ certified series will qualify to participate in the "**2016 TAG™ World Championships**". All competitors must be holding a current TAG™ USA license.

B. REGIONAL TOURING SERIES - Independent or Sanctioned - REGISTERED WITH TAG™ USA.

1. Participation and scored season points in offered TAG™ class. The top ten TAG™ USA members in each TAG™ class within a TAG™ certified series will qualify to participate in the "**2016 TAG™ World Championships**". All competitors must be holding a current TAG™ USA license.

C. NATIONAL CHAMPIONSHIP SELECT EVENTS - TAG™ Selected - REGISTERED WITH TAG™ USA.

1. Participation in Sanctioned National Championships AKRA , CES , IKF, KART, RMC, -, WKA, -etc.
2. Participation in selected Independent National events such as Rock Island Grand Prix, "**The Tom Argy National TAG™ Endurance Festival**", etc. The top ten TAG™ USA members in each TAG™ class within a TAG™ certified series will qualify to participate in the "**2016 TAG™ World Championships**". All competitors must be holding a current TAG™ USA license.

9.2 SERIES QUALIFYING PROGRAM FESTIVAL - Any series, event and/or festival may participate in this qualifying program. The qualifying program will consist of member tracks and also specific special events. These special events will be included as qualifiers for the "**2016 TAG™ World Championships**". Once your series, event and/or festival has been accepted your schedule will be placed on the TAG™ Racing website (www.tagracing.net) as a qualifying series for the 2016 TAG™ World Championships. Track application forms are available on the www.tagracing.net website in the forms section.

9.3 INTERNATIONAL QUALIFYING SERIES - Any series, event and/or festival may

participate in this qualifying program. Once your series, event and/or festival has been accepted your schedule will be placed on the TAG™ Racing website (www.tagracing.net) as a qualifying series for the **"2016 TAG™ World Championships"**. Track application forms are available on the www.tagracing.net website in the forms section.

- A. The top ten TAG™ Racing International members in each TAG™ class within a TAG™ Racing International certified series, will qualify to participate in the **"2016 TAG™ World Championships"**. All competitors must be holding a current TAG™ Racing International license.

- B. All TAG™ Racing International competitors participating in 3 or more TAG™ Racing International certified club series races during the **2016** scheduled season events holding a current TAG™ Racing International license may petition the TAG™ Racing International office for a waiver to compete in the **"2016 TAG™ World Championships"**.

- C. All TAG™ Racing International license holders residing in a country that does not have a qualifying series or a TAG™ Racing International World qualifying event may petition the TAG™ Racing International office for a waiver to compete in the **"2016 TAG™ World Championships"**.

10. Class Structure

TAG™ Racing International – International Class Program

- 10.1 **Class 1 - TAG™ INTERNATIONAL CADET** Age.....7 to 11 years of age Engine.....
.....As per Section 1 Weight.....As per Section 1 (The maximum wheelbase is
40.0 inches, the minimum is 35.0 inches. The kart must be a cadet kart, but we
will allow the larger cadet kart to be used.)
- 10.2 **Class 2 - TAG™ INTERNATIONAL JR 2 - ages 8-12** TAG™ Junior-2 drivers must be 8
years of age before they may compete.
- 10.3 **Class 3 - TAG™ INTERNATIONAL JUNIOR** Age.....11 to 15 years of age
Engine.....125cc with prescribed restrictions Weight.....As per Section 1
- 10.4 **Class 4 - TAG™ INTERNATIONAL SR** Age.....15 years of age and older
Engine.....As per Section 1 Weight.....As per Section 1
- 10.5 **Class 5 -TAG™ INTERNATIONAL MASTERS** Age.....35 years of age and older
Engine.....As per Section 1 Weight.....As per Section 1
- 10.6 **Class 6 - TAG™ International LO 206 JUNIOR** Age . .11 to 15 years of age
Engine only with prescribed restrictions. . As per Section 1 Weight . . #
- 10.7 **Class 7 - TAG™ INTERNATIONAL LO 206 SR** Age.....15 years of age and older
Engine.....As per Section 1 Weight.....As per Section 1
- 10.8 **Class 8 - TAG™ INTERNATIONAL ICC 125 Shifter** Age.....15 years of age and
older Engine.....As per Section 1 Weight.....As per Section 1
- 10.9 **Class 9 - TAG™ INTERNATIONAL 125cc Stock Moto** Age.....15 years of age
and older Engine.....As per Section 1 Weight.....As per Section 1

Please Note that the classes listed above are a Picking List

It is possible that not all Classes will be offered at the 2016 TAG World Championships

12. Team Endurance Event Regulations

12.1 CLASS WEIGHT STRUCTURE - TAG International Engine As per section 1
Weight As per section 1

12.2 SPEC FUEL & TIRES

- A. TIRES :** Proper number of sets of marked tires must be purchased on site. Tires used for qualifying must start the race. Tires may be mounted and used at any time during the event.
- B. FUEL :** Specified number of Gallons of spec fuel must be purchased on site. Fuel will be mixed with your oil by set specification under direction of tech director. Fuel tested on regular basis.

12.3 WEIGHT - In class the following procedures will be followed:

- A.** Kart, Race ready will be weighed with empty fuel tank.
- B.** Each driver will be weighed with all gear & kart.
- C.** Your average weight will be announced.
- D.** Your weight will be averaged with all other entries.
- E.** A designated weight for your chassis ONLY will be set.
- F.** Post race inspection requires meeting minimum weight.

12.4 DRIVER ELIGIBILITY

- A.** A team must meet 5 drivers minimum and 10 maximum.
- B.** Minimum age: 15 Years of age. Organizer reserves right to alter age on Individual basis.
- C.** A TAG USA license is required for participation. Organizer reserves the right to deny entry to any entry.

12.5 SCRUTINEERING / SAFETY TECH

- A.** One Chassis is permitted. The frame is the original entry. If damaged, only the Race or Tech Directors may allow its replacement. Original accessories must be transferred.

- B. Two engines of the same manufacturer and model may be entered. Engines will be marked and may be serviced.
- C. Body Work - 2007 CIK or prior. Commercially available USA manufactured styles. Legal within IKF, WKA, KART, IRA & -.
- D. Wiring of all nuts and bolts. Weights must be double-nuted or nut and wire.
- E. Chain drive is mandatory. No on board chain-oiler units.
- F. Axle: maximum size of 50 mm.
- G. Brakes: NO Front wheel permitted. ----Shifters Excluded
- H. Fuel Tank : Maximum size of 8 (eight) liters.

12.6 PIT STOP OPERATIONS

- A. Driver must be outside of the main frame rails and engine shut off during any refueling service.
- B. Fire extinguisher mandatory in each entry pit.
- C. Engine must be shut off to perform any work on vehicle.
- D. Vehicle must be over the pit lane line in the designated pit box before any work may begin. No limit on pit crew.
- E. No pit crew may enter the race circuit area unless instructed to do so by an official.

12.7 INFRACTIONS and PENALTIES

















- A. Minor Infractions - "Pass through", Drive into & out of pits.
- B. Medium Infraction - "Stop & Go", Drive in & Held by official.
- C. Major Infraction - "Held in box", Stopped for minimum 1 lap. * No work or refueling may be completed during Penalty stop.

ARCHIVED ENGINES FOR 2016

Archived for Local option only

Deregulated for TAG™ Racing International and TAG™ USA Competition

BM JAGUAR 125, Easykart 125, ITALSISTEM 125, PCR Windfire, SONIC VX125,
VORTEX ROK 125, Comer 125, Easykart 60, Biland, Sonik TX125,

Engine	Cadet	Junior	Senior	Masters	TAG USA Spec's	PDF
Biland		370 lbs.	400 lbs.	415 lbs.		
BM JAGUAR 125		320 lbs.	360 lbs.	390 lbs.		
Comer		390 lbs.	420 lbs.	435 lbs.		
Easykart 60	240 lbs.	-----	-----	-----	-----	
Easykart 125		320 lbs.	360 lbs.	390 lbs.		
ITALSISTEM 125		-----	360 lbs.	390 lbs.		
SONIC VX125		-----	390 lbs.	420 lbs.		
Tm ICC			400 lbs			
SONIC TX125		-----	390 lbs.	420 lbs.		

Local Option

2016 - LO 206 Rules & Tech Procedures..... 

2016 – ICC Engine Technical Specifications..... 

2016 - Stock Moto Rules & Tech Procedures..... 

2016 - Tag Local Option Rules 

2016 Document Revision History

Issue	Changes	Date	Effective Date
	Release of 2016 rules document	2/2/16	2/2/16
	Release of Revised 2016 rules documents		

The Official TAG™ Technical Glossary

Ambient — Surrounding.

CIK — Commission Internationale de Karting. International kart racing sanctioning arm of the Federation Internationale de Automobile (FIA).

Chord — A line segment that joins two points on a curve.

Compared to known stock — Must resemble the OEM part that the given part is replacing.

Ferrous — Iron based material.

Go Gage — A gage for determining if a feature is larger than the minimum allowable size. The size of this gage is normally two ten-thousandths of an inch less than the minimum allowable size.

Homologation Form — The official certification by the CIK of an engine, chassis or other equipment, describing its as-supplied condition, characteristics and dimensions. Used an article of comparison for conformance.

Longitudinal — of or relating to length or the lengthwise dimension.

Maximum - The largest allowable measurement that a given feature may possess.

Minimum — The smallest allowable measurement that a given feature may possess.

No-Go Gage — A gage for determining if a feature is smaller than the maximum allowable size. The size of this gage should be exactly that of the maximum allowable size.

Nominal - of a designated or theoretical size that may vary from the actual.

Non-Tech — Not subject to technical inspection, open in construction, configuration, material, and dimensions.

Perpendicular — At a ninety-degree angle to the prescribed base item. **Stock** — The basic configuration intended by the manufacturer.

Stock appearing — Must be visually indistinguishable from the OEM original part in shape and finish.

Stock unaltered — Factory OEM part with no modifications of any kind allowed. **Uttered stock** — In the same condition as supplied from the manufacturer.