

IGNITE 100

2025 IGNITE 100 RULEBOOK



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GENERAL RULE: Unless the rules state that you can, you can't.

100 – CLASS REGULATIONS

100.10 - CLASS STRUCTURE

IGNITE 100 JUNIOR

Age: 12-15 years old

Chassis: Ignite K3

Engine: Sealed VLR100

Header: ROK Junior Restricted

Tire: Hoosier 4.5/7.1 R70

Bodywork: CIK KG plastics

Weight: 320lb

IGNITE 100 SENIOR

Age: 15+ years old

Chassis: Ignite K3

Engine: Sealed VLR100

Header: Stock

Tire: Hoosier 4.5/7.1 R70

Bodywork: CIK KG plastics

Weight: 360lb

IGNITE 100 MASTERS

Age: 35+ years old

Chassis: Ignite K3

Engine: Sealed VLR100

Header: Stock

Tire: Hoosier 4.5/7.1 R70

Bodywork: CIK KG plastics

Weight: 380lb

100.20 – AGE RULE

Class eligibility is determined by the age a driver will attain during that given competition season (defined as the period between the first and last race of the season). If a driver ages out of a class before the start of the season, they must start the season in the next older class. If a driver attains an age eligible for an older class during a season, they may choose to stay in their current class, or move up to the older class. Once a driver has raced in a class, they may not move back to a younger class (applies to Rookie, Junior, and Senior classes only). Upon request, the Ignite Competition Committee may choose to issue an age exception for a driver whose birthday falls after the completion of that racing season. If a driver is old enough to move up but has not shown adequate race craft or maturity to advance into the next age-appropriate class, they will be asked to remain in their current class for another season or until they show necessary improvement to warrant moving up to the next age-appropriate class. **This applies to all Ignite events.**

100.30 – MINIMUM EXPERIENCE REQUIRED

Since Ignite 100 is an advanced level of Ignite Karting, all Ignite 100 competitors are expected to have, at minimum, 1 year of Ignite Karting, outside karting, or other proper racing experience.

200 – IGNITE K3 REGULATIONS

200.10 – IGNITE K3 CHASSIS

No modifications may be made to the chassis. Examples include but are not limited to: addition of weld-on seat struts, alteration of steering geometry, adding or subtracting components, frame cutting, replacing original components, etc. The frame must remain as it was issued from the factory. Magnesium, titanium, or carbon components or fasteners are not allowed. Sniper system is not allowed. **Violators will receive a 1-year ban from all Ignite events.**

200.20 – SPINDLES & YOKES

The only allowable spindles are the 17mm spindle manufactured by Margay Racing (part #465538 and #466538). External front hubs are not allowed. Caster/camber pills and ride height are adjustable. Dowell pins or locking screws can be used to lock pills in place.

200.30 – AXLES & COMPONENTS

Axle must be 40mm diameter and 1040mm (+/- 2mm) in length. No magnesium or titanium axle components (i.e. hubs) are allowed. Ceramic bearings are not allowed. 55" maximum width.

200.40 - BRAKES

Braking system must remain as provided by the factory. The Ignite K3 is equipped with a MCP Billet master cylinder (part #7130) and MCP Billet rear caliper (part #7135). Brake rotors must remain fixed, Margay 'Wave' rotor #7171 – no floating systems are allowed. #71360, #71361 or #71362 pads only.

200.50 – WHEELS

The required wheels are a TruSpeed direct spindle mount 5" x 130mm magnesium front wheel (part #771311) and a TruSpeed 5" x 212mm magnesium rear wheel (part #771910). Wheels must remain as provided by the factory. Ceramic bearings are not allowed. Bead locks may not be removed. **Previous DWT AlumiLite wheels are no longer legal.**

200.60 – SEATS

Seat manufacturers are open. Only carbon or fiberglass seats are allowed. No laydown style seats are allowed. Supplemental seat struts can be added. The top of the seat to the ground cannot measure less than 12". Seats supports MUST be mounted by using nuts, bolts, and a metal or aluminum washer with a minimum diameter of 40mm and 1,5mm thickness to eliminate seat supports breaking through.

200.70 – STEERING SHAFTS

Steering wheels are open but must have a closed perimeter tube. Butterfly/oval track style wheels are prohibited. Steering shafts must remain as provided by the factory. 17" (part #094116), 19" (part #094115), and 21" (part #094117) 3/4" Margay tubular steering shafts are allowed.

200.80 – STEERING BLOCKS

Margay billet steering block assembly (#094290 or 094291, SBTLFM-1 Kit, 3/4" Steering Shaft) must be utilized.

200.90 – REAR SPROCKET HUBS

Inboard sprocket hub may remain in position though a sprocket may not be mounted to it.

300 – BODYWORK REGULATIONS

NOTE: If a front spoiler, side pod, or rear spoiler becomes completely detached from a kart during a race, that driver shall be black flagged and scored in the final running position at the time of the black flag. Any bodywork that becomes partially dismantled during a race may result in a penalty or disqualification at the discretion of the race director.

300.10 – FRONT SPOILER

Only allowable brand is KG, style is open. Front bumper and spoiler must be always secured using two quick release latches. No lead may be bolted on the plastic. Drop down front bumper system may be required at the discretion of the host track or series.

300.20 – FRONT PANEL

Only allowable brand is KG, style is open. Front panel may not extend above the horizontal plane created by the top of the steering wheel. Numbers must be at least 5 ½" tall and clearly visible to the race director. No lead may be bolted on the plastic.

300.30 – SIDE PODS & NERF BARS

Only allowable brand is KG, style is open. Nerf bars must be identified as KG with original factory marking. Numbers must be located near the rear of the pod along the vertical surface and at least 4 ½" tall. Side pods may not extend inside or outside the vertical plane of the rear tires by more than 1" except when rain tires are utilized. No lead may be bolted on the plastic. Nerf bars must remain secured in at least one mounting location per side.

300.40 – REAR SPOILER

Only allowable brand is KG, style is open. The rear spoiler must be mounted utilizing the intended rear spoiler mount tubes and factory mounting kit #0962021. No lead may be bolted on the plastic. Rear spoiler must be secured using locking nuts. Numbers must be at least 4 ½" tall. **Rear spoiler must cover 2/3 of the total width of the rear tires and may not extend more than 1" beyond the outside of the wheel.**

300.50 – FLOOR PANS

Floor pans must be OEM as supplied from the factory; part #095143 for Ignite K2 and part #095139 for Ignite K3. May not extend beyond the center cross member or outside the main frame rails. Full length floor pans are not allowed. No carbon floor pans allowed.

300.60 – CHAIN GUARDS

Full enclosure chain guards are required (KG or IMAF only).

400 – ENGINE REGULATIONS

400.10 – GENERAL

Engines MUST be run as supplied by the manufacturer. No modification or components substitution is allowed, unless otherwise specified in these regulations. Event Technical Officials have the right to inspect any engine or any part at any time during the event and without any reason. Event Technical Officials have the right to request, at any time during the Event, to have competitors exchange parts of the engine (i.e. but not limited to clutch, exhaust, carburetor, coil, wiring loom, ignition, fuel, etc.) with an identical part provided free of charge by the event promoter. Refusal to submit to inspection and/or exchange of parts, will result in disqualification from the Event. Event Technical Officials have the right to request that the Drivers, at any time during the event and without any reason, demonstrate on-board engine starting.

400.20 – ENGINE CLAIMING

Any engine taking part in an Ignite 100 event, can be purchased by any competitor taking part in the event. The competitor must be registered for the event, competing in the same class and must take part in qualifying and start the final event. The event promoter has the first rights of refusal on any claim and can claim any engine at any time. The fee is the retail price of the engine plus \$500 claim fee. The claimed party will receive the claim fee and a new engine from the event organizer. The claimant will receive the complete engine package as they would with a new purchase. Refusal to sell will result in disqualification from the event, loss of all championship points, and the competitor will NOT be allowed to compete in any Ignite 100 event for 12 (twelve) consecutive months. All Claim fees MUST be paid in full in the form of US dollars, cash ONLY, form and cash must be paid to the event promoter. Tech officials are required to return the engine back to its factory settings (carburetor settings, ignition settings), before delivering to the new owner.

400.30 – SEAL/SERIAL NUMBERS

Engine serial number and seal number must be recorded on the pre-tech form and submitted to officials prior to the first on-track session. Engine seal numbers must match the corresponding engine serial number as identified on the Ignite 100 engine registration list that is provided to the event Technical Steward prior to the event.

400.40 – DAMAGES/REPAIRS/REPLACEMENTS

If engines need to be repaired, the Entrant or his/her mechanic must take all necessary steps to replace damage parts, within the Tech Area and in presence of a Tech Official. In this instance, the Driver will retain his/her current position for the next competitive event. The Entrant, if they are unable to take all necessary steps to repair or replace damaged parts in the engine, will be allowed to replace the damaged engine with a new engine for competition. A "CHANGE OF MATERIAL" form must also be filled and presented to the Technical Director. In the instance the Driver needs an additional sealed engine, the Driver will be required to start from the back of the field during the next competitive event and both the original and replacement engines are subject to full technical inspection. The damaged engine must remain in the Technical Inspection area until released by the Technical Director. If the entrant is forced to use an additional engine for the Event to improve performance: 1) the engine must be declared & sealed (if applicable), 2) their original engine must be left with the event Technical Director and both engines are subject to sealing & technical inspection, and 3) the competitor will start the next timed session or competitive event at the back of the field.

400.50 – FUEL

Red Line 2-cycle oil is the only allowed oil; mixing ratio is open. VP C12 is the required fuel for Ignite 100. Event Technical Officials have the right to perform any kind of fuel tests to any competitor at any time during the Event. Failure to pass fuel test will result in Event disqualification. Results of fuel tests are final. Event Organizers reserve the right to prosecute to the full extent of the law any competitor found to be using any EPA-listed known cancer-causing products. Any driver, mechanic, and/or team principal caught using a fuel additive will receive an automatic one-year ban from all Ignite events. At the discretion of the Race Director and event organizer, Fuel & Tire Parc Fermé can be imposed.

400.60 – FUEL SYSTEM

All fuel system components must be utilized as supplied. No additional components are permitted. Any fuel filter must be fixed between the carburetor and the fuel tank; no additional component is permitted.

400.70 – CARBURETOR

The only allowed carburetor is the Tillotson HW-38A. Replacement parts must be of the same type and size as originally supplied. The Arrow xxxx airbox is the only allowed airbox. Foam air filter must be run as supplied. Airbox clamps **MUST** be tight. Airbox must not contain any additional holes. No external modifications or additions to the airbox are permitted. Airbox must be secured to the carburetor completely at the conclusion of each official session. Failure to have airbox secured at the completion of the event will result in relegation of the driver to the final finishing position. Plastic rain hoods are allowed when the race is designated as 'wet.'

400.80 – IGNITION COIL

The ignite coil must be mounted to the engine. The supplied coil wire is the only permitted wire and must remain as supplied.

400.90 – WIRING HARNESS

You must use all components as supplied. No additional components are permitted. You must use original buttons. If any wire is damaged or cut, wire coupling can be used to repair cut wire area only. Replacing the ends of the harness is acceptable with similar part. Additional ground wires are allowed.

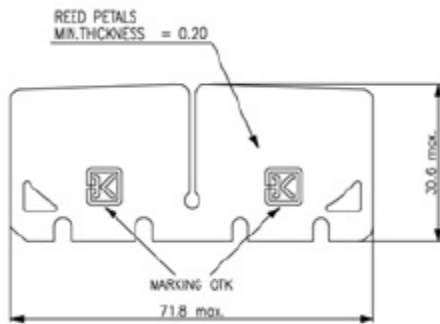
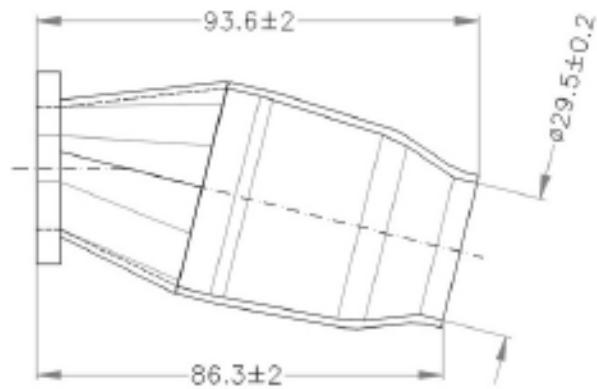
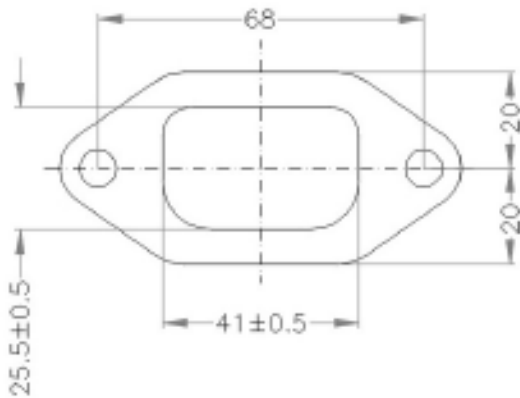
400.100 – BATTERY

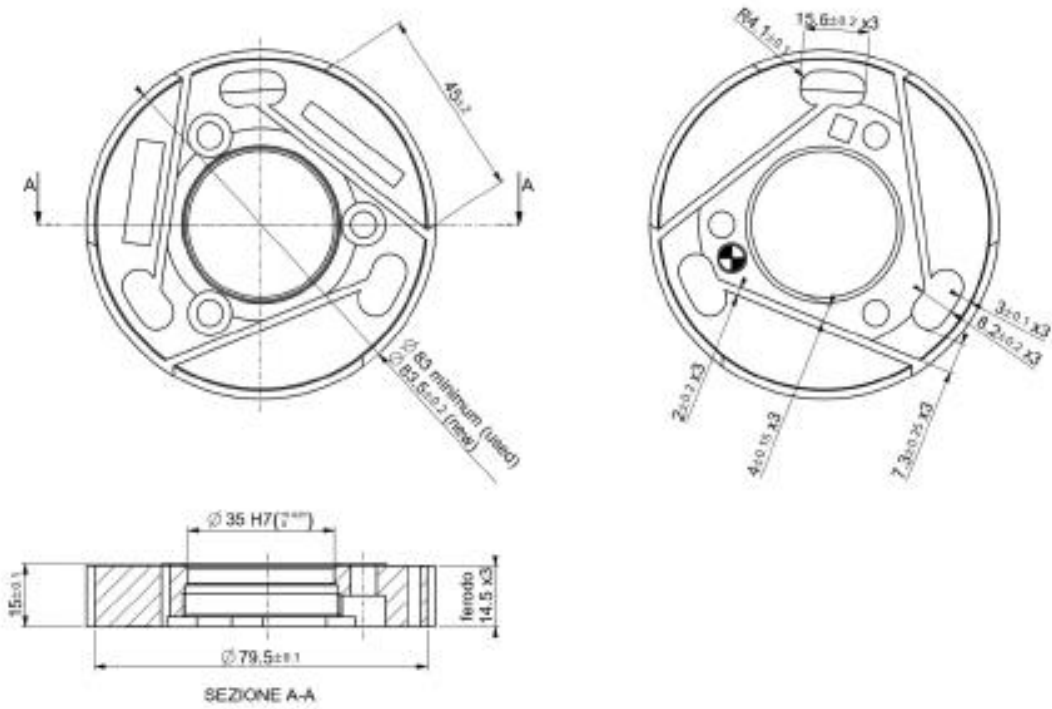
Batteries must be of the same physical dimensions as the supplied battery with kart number written on the battery. Batteries must fit inside supplied battery box. Battery box must be attached to the frame with OEM attachments and at least one tie-wrap.

7. Spark Plug:
 - a. Only the following spark plug allowed:

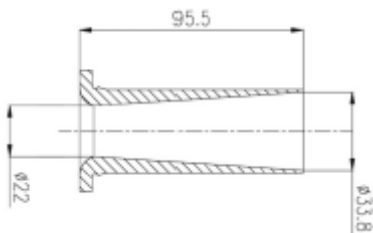
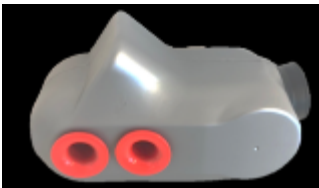
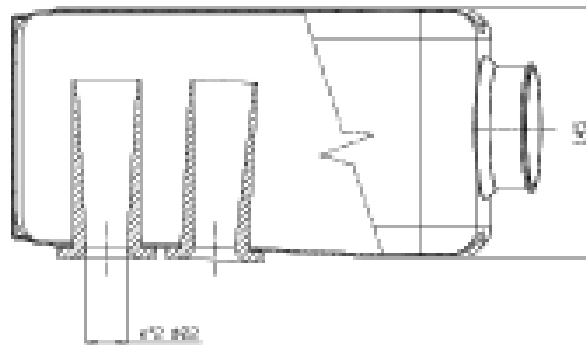
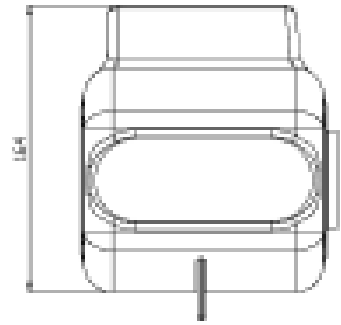
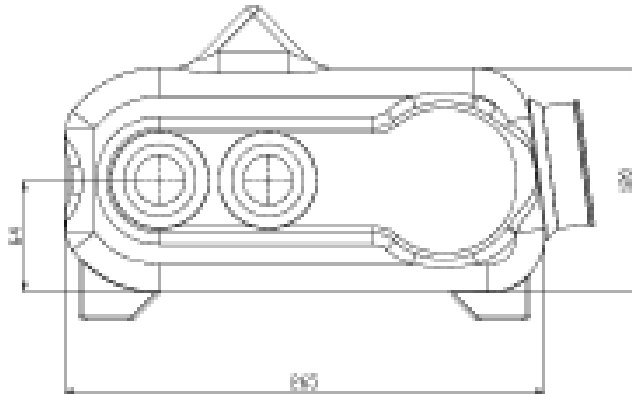
- i. NGK BR9 EG
- ii. Must be original and no modification is allowed. (Changing the spark plug gap is allowed).
- b. Original supplied spark plug washer or head temperature gauge sender must be in place.
- c. NGK Spark Plug Cap must be utilized as supplied.
8. Exhaust Pipe:
 - a. No metal treatment of any kind is allowed.
 - b. No sand blasting allowed.
 - c. No form of thermo wrapping is allowed.
 - d. Internal dimensions may not be altered because of rust.
 - e. No modifications to silencer end cap.
 - f. Exhaust temperature sensor:
 - i. One exhaust temperature sensor is allowed.
 - ii. One hole only can be drilled on the exhaust pipe for sensor.
 - iii. No specific location is required for the exhaust temperature sensor.
 - iv. Any hole not being used must be completely plugged if exhaust sensor is not being used.
 - v. Exhaust MUST remain intact, as provided by the manufacturer. No cracks and/or welding is permitted.
9. Exhaust Header:
 - a. As per Homologation File.
 - b. Headers cannot be cracked or leaking.
 - c. A go-no go gauge or dial calipers will be used to inspect headers.
10. Clutch:
 - a. Clutch components MUST NOT contain significant amounts of any kind of oil or grease as determined by the opinion of the technical director and/or his designees.
 - b. It is mandatory to use the cover provided by Vortex Clutch Housing Plate (part #: W7000507300100).
11. Ignition Timing:
 - a. Ignition timing non-tech.
12. External Modifications:
 - a. Any modification clearly not called out inside this document is not to be taken as legally acceptable.
13. Vortex

- a. Engine sprocket: Vortex 10T is required unless otherwise specified by a local option variance (LOA)
- b. Cylinder base gasket thickness is non-tech and could be changed to adjust the port timing.
- c. Copper head gasket to adjust squish is allowed, thickness is non-tech.
- d. The shape of the combustion chamber must be original.





WEIGHT OF CLUTCH ROTOR: 356 gr +/- 10g



500 – TIRE REGULATIONS

500.10 – TIRE REQUIREMENTS

Hoosier R70 compound tires are mandated for all classes. Mandated sizes are:

Junior: Front 4.5/10.0-5 R70, Rear 7.0/11.0-5 R70

Senior: Front 4.5/10.0-5 R70, Rear 7.1/11.0-5 R70

Masters: Front 4.5/10.0-5 R70, Rear 7.1/11.0-5 R70

500.20 – TREATING & ADDITIVES

ANY ALTERING OF THE MANDATED HOOSIER R80 TIRE THROUGH PREPPING, DOPING, CHEMICAL TREATING, OR CUTTING IS EXPRESSLY FORBIDDEN. ANY COMPETITOR FOUND TO BE ALTERING THE TIRE OR ATTEMPTING TO ALTER THE TIRE FROM THE AS-SUPPLIED CONDITION WILL BE IMMEDIATELY DISQUALIFIED, EJECTED FROM THE FACILITY, BANNED FROM ALL IGNITE LOCAL, REGIONAL, & MAJOR EVENTS FOR THE PERIOD OF ONE YEAR, AND WILL FORFEIT ALL SERIES POINTS. NO REFUNDS WILL BE GIVEN FOR PREPAID ENTRIES. POSSESSION OF TIRE PREP, DOPING COMPOUNDS, OR OTHER TIRE TREATMENTS IS CAUSE FOR EXPULSION AND BANNING FROM THE PREMISES. TIRE WARMING BLANKETS, HOTBOXES, OR OTHER WARMING DEVICES ARE PROHIBITED. TIRES MAY ONLY BE CLEANED WITH WATER. TIRES MAY BE SUBJECT TO LAB TESTING BY THE RACE DIRECTOR OR TECH OFFICIALS AT THEIR DISCRETION. A COMPLIANCE FORM WILL BE ISSUED TO THE RACER TO SIGN. THEN, A SAMPLE WILL BE TAKEN AND PLACE IN A SEALED CONTAINER AND/OR BAG TO BE SENT TO THE LAB FOR TESTING. COMPLYING RACERS WILL RECEIVE A REPLACEMENT TIRE AND WILL BE BILLED ACCORDINGLY. IF THE LAB TEST COMES BACK NEGATIVE, A FULL REFUND FOR THE REPLACEMENT TIRE WILL BE ISSUED TO THE RACER. FAILURE TO COMPLY IS CONSIDERED VIOLATION OF OUR TREATING & ADDITIVES POLICY. VIOLATION OF THIS POLICY IS NOT EXCLUSIVE TO INTENT. WE WANT TO BE VERY CLEAR THAT TIRE ALTERING OF ANY KIND IS EXPRESSLY FORBIDDEN AND WILL NOT BE TOLERATED UNDER ANY CIRCUMSTANCES.

600 – SAFETY GEAR REGULATIONS

600.10 – HELMET

The following Snell or SFI full-face helmets are acceptable: CMR 2016, CMS 2016, M 2015, SA 2015 or 2020; SFI Youth 24.1 2015 or 2020; SFI 31.1 2015 or 2020; SFI 2015 or 2020.

600.20 – NECK COLLAR

Neck collars are required for all classes.

600.30 – SUIT, GLOVES AND SHOES

Full coverage, abrasion resistant karting suit is strongly recommended. Abrasion resistant karting jackets are acceptable when worn with full-length jeans. Jeans must not have large visible holes. Closed fingered gloves are required. High top, racing style shoes are strongly recommended. No open-toed shoes, slip-on shoes, or sandals are allowed.

600.40 – CHEST PROTECTOR

SFI approved chest protections are required for all Ignite Rookie (ages 8-12) participants. Armadillo chest protector (part #09992x) is recommended.

NOTE: Safety gear compliance for gloves, shoes, jeans and jackets are at the discretion of the race director and are subject to disqualification.

700 – SUPPLEMENTAL REGULATIONS

700.10 – RADIOS

The use of radios to communicate with drivers while on track during an event in ANY session is prohibited. **Violators will receive a 1-year ban from all Ignite events.**

700.20 – DATA AQUISITION

The use of onboard data acquisition systems such as the MyChron 5 is allowed. GPS and mapping units are allowed. Telemetry systems are prohibited.

700.30 – TRANSPONDERS

Transponders must be located on the right or left hand side pod, with the leading edge no closer than 10" from the centerline of the kingpin bolt.

700.40 – SPIRIT & INTENT

Lack of clarification in the rule book does not ensure legality. The race director, tech officials and/or series officials reserve the right to prevent a competitor from entering the track and penalize or disqualify competitors who are not in compliance or have altered equipment in an attempt to circumvent the rules or spirit of the rules. Racers are required to make every effort to be in compliance with the spirit and intent of the spec Ignite program and its regulations.

700.50 – LEAD WEIGHTS

It is the driver's responsibility to ensure that all lead weights are secured properly. All fasteners must be at least 5/16". All bolts must be double nuted with at least one nylon locking nut. All lead weights must be coated/painted white with the kart number written/printed in black. 7 lb. lead weights or heavier must have two bolts. Lead shot is not permitted. Non-compliance with weight mounting specifications is grounds for disqualification.

NOTE: Supplemental rules may be added throughout the course of the season.