



# *2010*

## **SPRINT COMPETITION RULES**

Club Member Handbook  
March 1<sup>st</sup>, 2010

North Texas Karters, Inc. adheres to KART 2008 rules and regulations unless specified herein. Any other organizations regulations will be enforced at those organizations sanctioned events.

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Procedures are subject to change (by the membership) throughout the year, as conditions and safety require.

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## **2. RACING RULES**

These rules may be changed **only** during the annual Rules Meeting. All members are responsible for adhering to and enforcing the rules contained within, and are at risk of membership rejection by BOD as deemed appropriate. These rules **are not** subject to change unless so specified at the rules meeting! Recommendations for rules changes for the next years racing may be presented and voted on at any membership meeting, but that recommendation shall not be binding until voted on and accepted at the next scheduled rules meeting. Those rules that may be reviewed are designated in appropriate sections and marked with an asterisk (\*).

2.1 Class Structure

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NORTH TEXAS KARTERS RULES passed at annual rules meeting in January of each year will take effect at the beginning of the Spring Series in March of each year.

These rules are designed to provide for the orderly conduct of NTK racing events and to set minimum acceptable standards. As changes, additions or deletions to these rules occur; they will be printed in the NTK newsletter. Every effort has been made to assure accuracy; however, omission or error does not invalidate a regulation. It is the responsibility of the member to be informed.

# SPRINT COMPETITION RULES PROCEDURES

## 1.1 CONDUCT SECTION

**1.1.0 Spirit and Intent:** The idea of “spirit and intent” goes to heart of enforcing fair and honest competition. In that light, racers and their tuners must be viewed with regards to the integrity with which they follow not only the letter of the rules, but also the spirit. Race officials must look at the situation and determine if the competitor was trying to skirt, abuse, or ignore a rule **for a gain on the track**. Also, in classes where a national set of rules are used (TAG, Rotax, K.A.R.T., etc), the **intent** of the national rules needs to be followed even if the exact procedural processes are not followed at the club races (ie, one set of tires for qualifying, pre-final, and final, even if tires are not marked at the club race). The phrase “it is **just a club race**” should never be used as justification to deviate from rules. The “bottom line” could be viewed as: (1) Did the competitor do something that is not allowed, or he would not have done, at a national or regional event; (2) Was the event in question done in an attempt to enhance or improve his on-track performance; (3) Was a part out of limits because of wear, or was it modified.

**1.1.1 CLUB MEMBER:** As a club member you must abide by NTK rules and regulations and also work one club race per calendar year to stay in good standing with the club for the following year. If a member or worker substitute does not work one club race they will not be entitled to Year End Awards. You must sign up on a pre-race signup sheet at the track or get in contact with the race director of that race, instead of just showing up at the race to work. Worker substitutes are still acceptable. The Board of Directors will determine club members exonerated from this work rule, lifetime members are exonerated from this fee and all other work requirements. A member may recover from a “member not in good standing” by working one (1) club race.

**1.1.2 RACE DIRECTOR:** shall be charged with executing, at his discretion, ALL technical and non -technical rules in this manual including committee rulings. Known violations may be enforced by the Race Director without a protest by a competitor. All decisions are final and may only be protested at the track to the appropriate racing committees. If not enough workers are available, the Race Director shall decide to run the short track in the forward direction, recruit workers available from registered drivers or cancel the race.

**1.1.3 BAN ON CONTROLLED SUBSTANCES:** No drinking of alcoholic beverages or

use of controlled substances will be allowed at North Texas Kartway before or during practice or racing. The Race Director or an official of North Texas Karters, Inc. will remove anyone drinking or appearing to be under the influence of alcohol or an illegal controlled substance. The driver for who that person is responsible for will be disqualified for the event and lose all points for the event and will not be able to use that race as a drop and work points may not be used as replacement points.

**1.1.4 NO FIREARMS** are allowed within the confines of the North Texas Kartway.

**1.1.5 Anyone causing any bodily harm and /or harassment** to any track official of North Texas Kartway will be suspended.

**1.1.6 ANY DISORDERLY CONDUCT**, including fighting, bad language, unusual behavior, obscene gestures, verbal abuse, threats, unsportsmanlike conduct or reckless driving with the intent of causing harm will cause disqualification, loss of points, and loss of pit pass for the event. Immediate removal from NTK property for remainder of the event (including multi-day races) will be at the Race Director's discretion. Disqualification for the event will not be allowed to count as a drop and work points may not be used as replacement points. Any further action will be determined by a board hearing with all involved parties notified and given the option of appearing. Disqualification forms will be completed by the Race Director and placed in a file maintained by the NTK secretary and shall be subject to future use by the NTK Board of Directors.

**1.1.7 The driver of record**, or guardian if participant is a minor, is responsible for all actions of his/her pit and support crew.

**1.1.8 NO DUMPING:** No oils, lubricants, or chemical additives are to be "dumped" at the track. It is each participant's responsibility to dispose of these items according to local, state, and federal standards.

**1.1.9 ABIDE BY DECISIONS:** Any driver entering competition at North Texas Kartway agrees to abide by the decisions made by the presiding officials. Any competitor or member of their crew, blatantly disregarding instructions from race officials will be disqualified for the day. The DQ may not be dropped and work points may not be used for the event.

## **1.2 SAFETY SECTION**

**1.2.1 PROTECTIVE DRIVING GEAR:** All drivers must wear protective clothing, driving suit or jacket and long pants, constructed of leather, heavy vinyl, or other abrasion resistant material, approved full face helmet with face shield, approved functional neck brace, enclosed shoes, and gloves while driving on North Texas

Kartway AT ALL TIMES. This excludes clothing such as nylon wind suits, sweat pants, etc. Helmets must be Snell 2000, K98 or higher, the Little Champ is acceptable. (Starting in 2011 helmet requirement will be Snell 2005). If hair extends appreciably from beneath helmet, competitor must wear a hooded shirt, balaclava, or “head sock” to retain hair from extending outside helmet. Safety equipment is subject to inspection and possible rejection. Chest protectors are required for all racers under the age of 12 (Rib Vest is recommended).

**1.2.2 ALL NOVICE DRIVERS** (NTK Member, family, friends, guests, any novice kart driver) must have an orange number plate on the back of his/her kart at all times. This rule applies to non-race days as well as race days and to practice before and after races.

**1.2.3 STARTING KART IN PITS:** Any kart started in the pit and paddock areas must be on a stand with the rear wheels off the ground or have a driver in the kart with the driver applying the brake. Shifter and direct drive karts must be pushed in the grid area or in the clear lane along the cyclone fence overlooking the track. Do **NOT** start karts while on the concrete pit runner. No kart may be driven on the pit runner or outside the fenced hot pit area on race day. Anyone caught doing this will be placed at the rear of the field for their start on the final.

**1.2.4 STOP AT THE STOP SIGN:** Except during clockwise races when exiting the track no driving through the Grid to the Tech Building entrance will be allowed, and engines must be killed at the Tech Building entrance. Karts must be pushed through while in the Tech building. During clockwise races drivers will line up by the turn 2 fence and may move towards the Tech Building entrance under power at the Grid Steward’s discretion. During practice all karts must be shut down in the grid and pushed to the Tech Building or to the pit area. Driving under power to exit the grid to the track will be limited to the grid/track exit areas only.

**1.2.5 ONE WAY:** Traffic on the starting grid is one way only. Karts may enter the track only from the grid area.

**1.2.6 PROHIBITED TOYS, PETS, ETC.:** Skates, Skateboards, bicycles, scooters, balls, and other like vehicles are not permitted on NTK property on race day, except for authorized race official use. During practice or race activities, pets are allowed at NTK if leashed on a 6’ or less line or secured within a climate controlled vehicle. Pets are not allowed in the hot grid, tech barn or track on race days. Any injury to a member or non member at the track due to a pet becoming unrestrained shall be the owner’s responsibility and NTK shall redirect any liabilities incurred to said owner.

**1.2.7 CROWD CONTROL:** Everyone, except officials, must be behind the fence enclosing the racing area during controlled practice and races.

- 1.2.8 CORNER WORKERS:** Racing may not commence without a minimum of five (5) corner workers present. Racing on the ¼ mile track may not commence without a minimum of three (3) corner workers present. Corner workers must be at least 16 yrs. of age unless otherwise approved by the Race Director.
- 1.2.9 SAFETY TECH:** Karts must pass safety tech according to NTK specifications. Any NTK member observing an unsafe condition should report it to a track official. **All first time racers must be safety teched by Tech Inspector prior to competing.** Any driver registering as a novice racer (see Registration Form) must report to the Race Director for Safety Tech prior to the start of the drivers' meeting. (The Race Director may appoint a Tech Inspector.)
- 1.2.10 THE BRAKE KEY** must be retained (secured) by a permanent type safety-retaining device acceptable to the tech inspector. Temporary retainers, including but not limited to tie wraps, tape, wire, etc., are not acceptable. Brake pads must be retained, where possible, to prevent loss. Kart will be given one warning before being disqualified for racing. All 2 cycle engine mounted clutches must have approved secondary restraining device (i.e. 3rd bearing support, cage, etc.).
- 1.2.11 NO PROJECTION** from the kart, which constitutes a hazard to other vehicles or drivers, will be permitted.
- 1.2.12 NO TOW VEHICLES** (cars, pickups, vans, etc.) or other motorized vehicles are to be driven in the fenced concrete area, on the track, or across the concrete pit runner, except approved vehicles operating during an official race specifically to tow or pick up disabled karts. All trailers and vehicles must park in established posted pit and parking areas. (Trailers and/or vehicles must not exceed the designated pit size or extend into roadways or impede the flow of traffic.) Only tow vehicles and kart trailers (within the designated pit size) are allowed to park along the pit runner. Other vehicles, trailers, motor homes must park in spaces designated by the race officials.
- 1.2.13 FIRE EXTINGUISHERS:** A fire extinguisher provided by NTK, is required at the starting grid and scales before the start of each day's racing. It is required that each entrant have a fire extinguisher in their pit area. During safety tech the fire extinguisher shall be shown to the person conducting safety tech.
- 1.2.14 IT IS EACH NTK MEMBER'S DUTY** to enforce the safety rules at North Texas Kartway.
- 1.2.15 PARTICIPANTS SHOULD BE AWARE OF**, and must adhere to, the NTK Safety and Competition Rules.
- 1.2.16 ORANGE VESTS** will be supplied by NTK and worn by all corner workers, the flagman, and other persons inside the track fence.

**1.2.17 PARAMEDIC:** NTK will have an EMT/Paramedic present at each race.

**1.2.18 ONLY NTK MEMBER OWNED KARTS ARE ALLOWED ON THE TRACK ON NON-RACE DAYS:** Non-members are welcome at NTK for practice and racing on race days. On non-race days NTK Members and/or their guests are the only persons authorized to operate racing karts on the track. If a guest of an NTK Member operates a kart on the track, it must be the kart of the NTK Member that sponsors the guest and the NTK Member must be present to supervise and be responsible for the guest(s)' conduct, safety, etc. The Member must have the guest or the legal guardian of a minor guest sign the official waiver provided by the club to release all liability of NTK before allowing the guest on the track. Anyone found violating this rule will be suspended from the club for a period of one year from the date of the infraction. **ALL NTK MEMBERS MUST HAVE THEIR ID CARDS AVAILABLE FOR PROPER VERIFICATION AT ALL TIMES WHILE ON NTK PROPERTY.** This rule is in effect at **ALL TIMES.**

**1.2.19 NO PARTICIPANT OR NON-PARTICIPANT** will be allowed on the track during any controlled practice and/or race event on equipment that he/she is not qualified to operate (for a race) without the permission of the Race Director or a Board Member.

**1.2.20 STOPPING AND SLOWING ON COURSE:** If for any reason a competitor is forced to stop on or near the course during a practice or event, it is the responsibility of the competitor to remove the kart to a safety zone as quickly as possible. If a competitor is forced to stop the kart on the racing surface during a practice or event, the competitor must raise both hands to signal approaching competitors that they are immobile. **DO NOT raise both arms until the kart is safely stopped.** When a Kart slows from racing speed on course, the driver must signal such to approaching competitors by raising a hand high enough to be clearly visible from behind. This requirement includes slowing to enter a pit entrance lane during an event or practice. Unless signaling as stated above, hands should remain on the steering wheel until kart is safely stopped in the pit area.

**1.2.21 ONLY PURPOSE BUILT RACE KARTS ALLOWED ON TRACK:** NTK is a race track and only purpose built race karts able to pass pre-season safety inspection are allowed on the track. No fun karts, yard karts, 4-wheelers, ATVS, UTV, motorcycles or another type of vehicle is allowed on the track on race days or non race days. Exceptions to this rule are organized events when the track is rented to other organizations such as the TX Mini Grand Prix and official track maintenance vehicles.

**1.2.22 Fuel Sales:** All fuel sales will be completed 5 minutes prior to the drivers meeting. Race Director has discretion on this time frame. Fuel pumps shall be locked.

## **1.3 PROCEDURAL SECTION**

**1.3.1 BAD WEATHER RACE CANCELLATION INFO:** Races will be held unless cancelled by the Race Director by the designated time on the day of the scheduled event. It is the practice of NTK to NOT race in inclement weather (rain, snow, ice, or when lightning is present). Except for the Polar Bear Series, anytime the temperature has not reached 7 degrees Celsius (45 degrees Fahrenheit) or higher by 10:00 A.M. the race will be cancelled. Temperature will be that as indicated by dialing (940) 383-84577 (if this number is discontinued or unavailable, the temperature recorded by a reliable thermometer at the track, as decided by the race director, will be used. If the race is stopped because of bad weather, the Race Director will make the decision of whether the races will continue. For rain and bad weather information, call the NTK Voice Mail (940)482-3777. The Race Director will make the decision of whether or not to race by 10:00 A.M. on Sundays and by 1:00 P.M. on Saturdays. Regional and National events will run in the rain. Regional, National, and Special Events will be raced at night if NTK series races are night races (i.e. after first night event in the Spring and before last night event in the Fall), with exceptions approved by the Board of Directors.

**1.3.2 TRANSPONDERS:** All participants at a North Texas Karters, Inc sanctioned races must use the AMB transponders, if they don't own one they must rent one from NTK. All rented transponders will be mounted in an AMB bracket. The mounting position for the scoring transponder shall be in the center of the seat back 25cm (9-13/16) +/- 5cm (+/- 2 inches) from ground level. The top of the transponder body shall be no more 30cm (11- 13/16) from ground level. And the bottom transponder body shall be no less than 20cm (7 - 7/8) from ground level. Offset from center of the seat back is permissible provided the transponder is not mounted forward of the tangent point defined by the radius transitioning to the side of the seat back. Kid Karts require transponders. Kid Karts with Rookie plates will be provided transponders at no charge.

**1.3.3 REGISTRATION:** When registration opens on race day, all drivers must be registered before entering the track for practice. All NTK Members must be in good standing and present a valid NTK identification card when registering to race or pay the non-ID card fee. Registration will close One (1) hour before the races are scheduled to start. If a racer desires to enter the event after registration has closed, he/she will be required to register, pay an additional (late) fee of \$20.00 and start at the back of the class entered for the final event, regardless of qualifying times. Any racer who registered and failed to take a green flag will not count as entry for the night, will not be eligible for points, and will be given the option of a refund of their entry fee or a credit toward a future race in the same season.

**1.3.4 RACE ENTRY FEE:** Race entry fee will be \$25.00 per entry for NTK Members

and \$40.00 for non-members. From each entry, \$7.00 will be designated for awards (\$2.50 for current series and \$4.50 for year-end). Any money not used for series awards will be added to the year-end awards. PIT PASS fees (\$9 per Driver Pit Pass) will be in addition to the normal entry fees, Spectator fees will be \$8. (\*) Pit Pass fees are subject to change as necessary. FAMILY PLAN ENTRIES: Under the "family plan" the regular entry fee will be charged for the first two entrants of a family (as defined in the NTK bylaws) registering to race at a club race. Next two entries, from the same family membership, will be registered free. (That is: pay for first and second entries, third and fourth will be free; pay for fifth and sixth, seventh and eighth will be free. Note: this rule is not applicable to sanctioned events. Any checks returned for Insufficient Funds (NSF) must be taken care of at the next scheduled race or you will not be allowed to race that day, and will not be allowed to race until the NSF is taken care of. There is also a fee of \$25.00 for the NSF check. NTK will honor Waco memberships for our member rate at club races.

**1.3.5 COST OF ELECTRICAL OUTLETS ON PIT RUNNER:** Electrical outlets on the pit runner will be activated upon payment of a \$5.00 fee per electrical cord designated by a band which is to be attached to the electrical cord. Outlets are sold on a first come first serve basis. Race director will be responsible for checking cords for tags. Outlets are not to be used for air conditioners.

**1.3.6 EVENT TIMES:** Beginning two and one half hours (2.5 hours) before the start of racing on race day, the Grid Steward may conduct a controlled practice, providing specified times for Junior I 4-Cycle and 2-Cycle drivers to practice separately from other Jr. and Senior drivers. The Grid Steward may also conduct any or all practices during and/or after the races. Beginning two and one half (2.5) hours before the start of races on race day, the track will be reserved for intended competitors. Drivers' Meeting will begin at 5:30 P.M. on Saturday race dates and 12:30 P.M. on Sunday race dates. Races will start at 6:00 P.M. on Saturdays and at 1:00 P.M. on Sundays. Times are subject to change at the discretion of the Board of Directors.

**1.3.7 MIDNIGHT RULE:** Racing and any practice will cease at midnight unless the delay(s) were beyond our control (injury requiring an ambulance, etc.), at the discretion of the Race Director.

**1.3.8 CREDENTIALS:** All persons on NTK property are required to sign the waiver form and to have the appropriate credentials and these must be visible to the pit official, until a "spectator only" area is established.

**1.3.9 GRID STEWARD:** The Grid Steward shall be in charge of the grid area. When a driver's specific heat race is called, the steward will see that all karts are lined up in order. He will then call for a kart start-up. All drivers are solely responsible for having their karts on the starting grid.

- 1.3.10 TECH INSPECTOR:** the Race Director shall appoint a Tech Inspector. All tech inspections performed by this Inspector shall be in accordance with the applicable NTK competition regulations. The decision(s) of the Tech Inspector and the race officials shall be binding. If the Tech Inspector is unavailable, the President or Race Director may appoint one.
- 1.3.11 COMPETITION COMMITTEE:** The members of the Competition Committee will be Race Director and any three (3) NTK Members, as selected by the race director at his or her specific event. To the extent the race director's driver is participating in a class or classes, then the race director shall turn over all officiating responsibilities to the competition committee and not participate in the committee decisions regarding such class (es).
- 1.3.12 PROTEST COMMITTEE:** The Race Director shall be in charge on that designated race day. Protests should be filed with the Race Director, and the party protested informed immediately. The Race Director will get pertinent information from all parties involved or their authorized representative before making a decision on a participant protest. If the decision is disputed, a three (3) person protest committee will hear each side separately and render a final decision. The committee will consist of members of the Competition Committee.
- 1.3.13 PROTEST:** Any protest must be made, in writing, to the Race Director within 30 minutes after the end of the heat in which the alleged infraction occurs. Any non-tech protest must be filed with a \$25.00 protest fee. The fee will be returned to the driver who filed it if the protest is upheld. If the protest is denied, the fee will be entered into the NTK General Fund. The protesting party must be a participant or an authorized representative of the participant, in the protested class.
- 1.3.14 ENGINE PROTEST:** Anyone desiring to protest an engine for legality must be a participant in the protested class and post one hundred dollars (\$100.00) bond. If the engine is legal, the money will be forfeited to the owner of the engine. If the engine is illegal, the money put up will be returned to the protester. A competitor with an engine failing tech either through a protest or in a normal tech session may request an appeal through a neutral tech person. The engine will be boxed and sealed at the race, with the competitor, race director, tech inspector, and any protesting party present when it is sealed. The engine will then be shipped to the designated tech person for final determination per NTK rules.
- 1.3.15 RESTRICTED AREAS:** No one will be allowed without permission in the Scoring Tower during practice or races except officials. Only authorized persons are allowed in the track area during controlled practices and races. Kid Kart parents are allowed in the track area during Kid Kart practice and races, and will be required to be in corners to help corner workers during Kid Kart races.
- 1.3.16 RACE DAY AWARDS:** A maximum of three (3) awards will be presented for

each class at the end of each race day. All participants in the Kid Kart class will receive equal awards.

**1.3.17 NTK MEMBERS/AWARDS:** Only NTK Members will be eligible to accumulate series and year-end point's awards. Non-Members may participate in all regularly scheduled events, complying with non-member fees for each event, and will receive ribbons or other awards as presented on that individual race day. The NTK Member will become eligible to accumulate points on the date the membership chairperson receives the application and dues.

**1.3.18 RULES/CHANGES/RULEBOOKS:** Only safety rules may be changed as necessary. All other rules formulated and approved at the rules meeting shall stand unless otherwise specified for a particular rule. Before any proposed change is enacted during the year it must be voted on and passed at the next general membership meeting - after the rule change is presented in the monthly newsletter. The rules will stand for the year regardless of what other sanctioning bodies do. NTK rules will be posted after the annual rules meeting.

**1.3.19 FIRST TIME DRIVERS:** All drivers racing or practicing at North Texas Kartway for the first time must display an orange number plate on the back of his/her kart and race at the back of the class for six races. He/she must have their Rookie Card signed by six race directors or NTK elected officials; however, the decision may be reversed if unsafe driving is observed at any later date. Driver must present the orange card to the race director prior to that night's race. It is the responsibility of the driver to turn the card into registration, so registration can remove the "X" showing that he/she is no longer an orange plate driver. This should be done when registering to race at the next event after the orange card is filled out. If the orange card is lost, it is the driver's responsibility to obtain a new one and have it filled out by the six race directors or NTK elected officials. The orange plate will be removed only after practice, before racing begins, or after all three heats are completed on race day. All drivers moving from Junior classes to Senior classes and all drivers moving into 125cc or shifter classes must display the orange plate until cleared by the above mentioned committee; must be used a minimum of one race. Experienced drivers from other tracks, series, etc. may be observed during practice or may be exempt by the Race Director, at the Race Director's discretion. Drivers moving up from the exhibition class (i.e kid karts) must run six races before removing orange plate.

**1.3.20 Race Day Staff:** NTK will not sanction any race until all required worker positions are filled. Required minimum positions are: Corner workers, Flagman, Gatehouse, Grid Steward, Scoring and Registration.

**1.3.21 DRIVER'S MEETINGS:** All drivers must attend the driver's meeting for the race day. A roll call will be performed randomly on 1-2 classes at the driver's meeting. Driver's that are found to be absent from the driver's meeting, or who are talking/playing instead of paying attention during the driver's meeting will be

given a 1 position penalty on the line-up position for the final heat of the day.

## **WHEN QUALIFYING IS DONE:**

**1.3.22 FORMAT CHOICE:** Each class will have the option to choose to run the non-qualifying format at each race event. The choice will be made by a vote of the class members with the race director after the close of registration and prior to the driver's meeting. The vote must be majority among all the racers that attend the vote.

**1.3.23 QUALIFYING:** Karts will qualify during a five (5) minute lapping session for each group. Qualifying groups will be a class or classes as grouped for racing. Procedure will be to exit the pit upon the start signal from the race official, then the racer may make as many laps as possible until the checkered flag is presented by the race official, then racer must exit the track. If the racer chooses to exit the track prior to the checkered flag, they will not be allowed to return to the qualifying session (no hot pit). When the racer exits the track from the qualifying session racer must proceed directly to scales. In the event of a tie, the driver with the fastest, second fastest lap will get the starting position, if still tied the third lap will determine the starting position. In the event there is still a tie, then the driver who set their fast lap earliest of their three laps will be awarded the position. The Race Director has the discretion to authorize additional laps in the event an incident or event (scoring malfunction; kart off causing a yellow flag, etc) would penalize the qualifying karts in relation to other karts that may have already, or have not yet, qualified. In the event that a kart does go off and causes a yellow or red flag during qualifying, that kart/driver **may not** participate in the additional laps granted by the Race Director.

**1.3.24 PRE FINAL:** Will be eight (8) laps, the order will be set by qualifying procedure outlined in 1.3.23. Drivers with orange plates or those directed to do so by the race director, will be gridded at the back based on their qualifying time. Drivers disqualified during the qualification phase, or those who do not post a time, will be gridded at the rear for the start of the pre-final. Rookies (Orange plates) will always start behind any non-rookies (white plate) drivers. In the event of two or more drivers being placed at the rear of the grid, the race director will have the discretion to decide which kart starts where, as long as rookies (orange plates) always start behind non-rookie (white plates).

**1.3.25 FINAL:** Will be twelve (12) laps the order for the final will be established by the finishing order of the pre-final. Disqualifications will result in the kart being placed at the back of the grid, and the procedure for two or more karts being placed at the back is set in rule 1.3.26. Rookie (orange Plates) will always start behind non-rookies (white plates). The finishing order from the final will determine the winner for the event. **Any racer who takes a green flag in**

**qualification or the pre-final or the final will get points, for the event, in the order of the events they participated in.** Example: if a kart finishes the pre-final but does not start the final and a kart starts the final but drops out then the kart that did not start the final finishes behind the karts that start the final, the same procedure for qualifying and pre-final, in the event that two karts did not start the pre-final or final, the procedure for qualifying would be used to determine the event finishing results. During all night events all Kid Karts will be, and all or some Junior classes may be completed before the break (between the pre-final and final) at race director discretion.

Kid Kart class will run six (6) laps minimum, at Race Director's discretion.

**1.3.26 TIE BREAKER:** In the event the pre-final or final heat is a tie the position of the transponder will be checked on both karts. Measure the distance from the leading edge of the kart's nose to the leading edge of the transponder. The kart with the transponder mounted the furthest back (the longest measurement) will be declared the winner of the tie breaker. If the measurements are the same the first kart to cross the start finish line in the previous lap of the tied heat will be declared the winner. If it is qualifying where the tie takes place, it will be decided by the second best qualifying time.

## **IF QUALIFYING IS NOT DONE:**

**1.3.27 GRID FIRST HEAT:** Karts in all classes will grid for the first heat according to a random draw at registration with lowest draw number on the pole, second lowest draw number on the outside pole, etc. Drivers with an orange plate on kart will be gridded at the back (until the orange plate is removed by Competition Committee).

**1.3.28 GRID FOR SECOND HEAT:** Grid for the second heat will be an inversion of the grid for the first heat (invert the draw with the highest draw number on the pole, second highest draw number on the outside pole, etc.). Drivers with orange plates will be gridded at the back and invert at the back of the class. DISQUALIFICATION in the first heat, will start at the back for the second heat.

**1.3.29 GRID FOR THE THIRD HEAT:** All karts in all classes will line up for the third heat race in accordance with the total points accumulated in both the first and second heats. All karts with orange number panels will start at the back of the grid in accordance with the total points accumulated in first two heats with highest points in preferred position. In the event of a tie in points, the kart with the lowest draw number will have the preferred position in that class.

**1.3.30 NUMBER OF LAPS IN EACH HEAT:** All classes will run three (3) heats of eight (8) laps each. Number of laps may be varied at the Race Director's discretion. Number of heats for special event races may vary. \*Number of laps may be reviewed. During all night events all Kid Karts will be, and all or some

Junior classes may be completed before the break (between the pre-final and final) at race director discretion.

Kid Kart class will run six (6) laps minimum, at Race Director's discretion.

**1.3.31 POINTS FOR HEAT FINISHES FOR ALL CLASSES:** On each race day will be figured on the motocross system. Drivers who do not take any green flag get zero (0) points for the heat. On the first lap of any heat, in the event of simultaneous fall-outs, finishing position points will be awarded based on starting position. Fall-outs during any other lap(s) will be awarded finishing position points based on their relative position at the end of the previous lap. In case of a restart the first green flag is any, and the driver gets heat points.

**FINISHING POSITIONS ARE AWARDED POINTS FROM FIRST TO LAST POSITION AS FOLLOWS:**

If only one heat is completed:

Finish	Points	Finish	Points	Finish	Points
1	1200	6	285	11	66
2	900	7	213	12	51
3	676	8	159	13	39
4	507	9	120	14	27
5	381	10	90	15-20	3

If only two heats are completed, points earned per heat are:

Finish	Points	Finish	Points	Finish	Points
1	600	6	142.5	11	33
2	450	7	106.5	12	25.5
3	337.5	8	79.5	13	19.5
4	253.5	9	60	14	13.5
5	190.5	10	45	15-20	1

If all three heats are completed, use the following regular Moto-Cross scoring:

Finish	Points	Finish	Points	Finish	Points
1	400	6	95	11	22
2	300	7	71	12	17
3	225	8	53	13	13
4	169	9	40	14	9
5	127	10	30	15-20	1

- a) In case some classes finish all three heats while others might finish only two, those that finish three heats will have points determined by the regular moto-cross formula. Those finishing two heats will have points determined by formula shown under the two heat system.
- b) Using the improved point system will give each driver equal opportunity, in case of a point determining championship, without penalizing the driver who does not get to run all three heats.
- c) To break a tie within a class, the lowest draw number determines the winner.
- d) Moto-cross points not awarded unless driver takes any green flag.
- e) To break a tie at the end of three heats, the fastest lap time in the third heat or the last heat ran determines the winner. In all classes that do not time trial, the kart with the better finish will be awarded the higher finishing position.

**1.3.32 NEW TRACK RECORDS:** New track records must be approved by the Race Director after he performs a post-tech inspection.

## **1.4 FLAGS SECTION**

**1.4.1 GREEN FLAG:** Displayed at the start of the race or practice session, and kept visible as long as the track is clear for racing. Racing begins when the green flag is shown by the flagman.

**1.4.2 YELLOW FLAG:** A yellow flag shown anywhere on the track is for that area only. No passing is allowed. It is the racer's responsibility to control his/her kart and avoid other karts and track workers involved in any mishaps. Anyone violating this rule may be penalized at the Race Director's discretion. A yellow flag displayed by the Starter signifies the complete racecourse is under a yellow flag condition; no passing, slow down, be prepared to stop, do not resume racing until the Starter displays a green flag. Any one violating this rule will be penalized.

**1.4.3 RED FLAG:** The red flag shall be displayed when, in the opinion of the race director or starter, a unsafe condition exists on the track. (An injured driver necessitating medical attention shall automatically require a red flag.) The red flag shall only be displayed by the starter or race director. When the red flag is shown all corner workers will display their yellow flags, all driver must slow their karts immediately, with caution and if the track is clear slowly proceed to the top of turn two and turn off their engine (s). **NO WORK IS PERMITTED ON THE KARTS.** If a red flag is thrown before all karts running have gone through scoring once, then a restart shall be required, using the original grid line up. If all karts running have gone through scoring at least once, the last completed lap scored shall be the line up for the restart. This restart shall be in single file. (Karts shall have 90 seconds to start.) The official scoring sheet shall determine the lineup. All karts involved in any incident will be safety checked by the tech committee or

their designee before being allowed back on the track. Notwithstanding the above paragraph, the following conditions will cause a kart to be penalized on the restart line up.

- 1) Karts causing or involved in an accident, as determined by the race director or race officials, during or subsequent to the last officially scored lap shall be put to the rear of the pack. The decision of the race director or race officials as to whether a kart caused the incident is not protest able.
- 2) The race director may, prior to the restart, black flag a participant who will be subject to condition of the black flag.
- 3) If the red flag has been displayed, necessitating a restart, a kart previously dropped out prior to the red flag cannot restart the race.

In the event that a heat is red flagged, it may be called complete if 50% of the laps are completed. The finish order shall be as of the last completed lap scored subject to paragraphs 1, 2 and 3 above. If the red flag is displayed during the last lap of the race, the race will be terminated with the finish order based on the last completed lap scored. A kart or karts that necessitated a red flag on the last official lap may, based on the race director or race official decision, be disqualified and receive no points or last place points of the karts running, for that heat or race. ANY TIME THE RED FLAG IS SHOWN, THE TRACK IS CLOSED AND NO ONE IS ALLOWED ON THE TRACK.

**1.4.4 YELLOW & RED FLAGS WAVED:** Restart, reform pack for restart at a slow pace (in grid position).

**1.4.5 BLACK FLAG:** When an unrolled black flag is displayed to a kart, the kart/driver is required to go immediately to the tech area. In addition to the unrolled black flag, the kart's number may be displayed on the flag stand number board. Anyone violating this rule may be penalized or suspended.

**1.4.6 ROLLED BLACK FLAG:** A rolled black flag warns a driver that his/her driving borders on disqualification, the driver is being closely watched by all track workers, and subsequent possible violations may result in a unrolled black flag. In addition to the rolled black flag, the kart's number may be displayed on the flag stand number board.

**1.4.7 BLUE FLAG:** A blue flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped they will hold their line and give right of way to the faster traffic and will point (if possible) to the side of the kart they want the faster traffic to pass on. At no time do they race with the faster traffic.

**1.4.8 CROSSED GREEN AND WHITE FLAGS:** One half of the race is completed.

**1.4.9 WHITE FLAG:** One lap to go.

**1.4.10 CHECKERED FLAG:** You have finished the race or practice session. Reduce speed and return to the pits.

**1.4.11 CROSSED YELLOW AND GREEN FLAGS:** The starter shall signify a pace lap or lineup command with a crossed yellow and green flag.

During the running of an event or heat race, the Race Director or Flagman may use both the Checkered flag and the Black flag combined to finish the event or heat if suspicious or reports of foul, rough or illegal driving or unsportsmanlike conduct are present. It shall then be considered that the Race Director or Flagman finished the event or heat race under official protest.

## **2.1 RACING RULES**

### **2.1 CLASS STRUCTURE**

**2.1.1 COMPETITION AGE** for all drivers shall be per NTK specifications, pending insurance coverage. All Kid Kart drivers must have attained the age of five (5). All rookie or junior drivers must have attained the age of eight (8). Novice 60cc junior shifter drivers must have attained the age of nine (9). Senior drivers are those persons who have attained the age of sixteen (16) and older for all senior classes. Junior 80cc Shifter class must have attained the age of twelve (12). ALL MINORS UNDER THE AGE OF 18 must provide proof of age and parent/guardian complete the "Minor Release and Waiver of Liability and Indemnity Agreement" prior to participation at North Texas Kartway.

**Ages for 2-cycle:** Kid Kart, 5 through 7 years; Junior I, 8 through **12** years; Novice 60cc Jr. Shifter, 9 through 13 years; Mini Max, 9 through 12; Junior Rotax 13 through 15; Junior Sportsman Light, Junior Super Sportsman, and 80cc Junior Shifter 12 through 15; Seniors, 16 & up.

**Ages for 4-cycle:** Junior I Heavy, 8 through 11; Junior II Heavy, 12 through 15; Senior 4-cycle, 16 & up.

**OPTION YEAR:** The NTK option year is designed to give Junior I and Junior I Heavy drivers (ages **12 - 13**) flexibility of class due to the varying degree of driver weight and driving ability. The competition age is the highest age of the driver during the calendar year (January 1 through December 31). (That is, if racer turns 12 in December, they may race in either the younger or older class all calendar year. If the racer turns 16 in any month of that calendar year, they may remain in Junior class or move up to senior class.)

**Drivers seven (7) years old that will be turning eight (8) during that competition year MUST send a petition to the NTK Secretary for**

**permission, which will be voted on by the board of directors. This petition must be approved before the driver will be allowed to compete in Junior 1 or TAG Cadet.**

Drivers in their option year may drive in either the lower age class or the higher age class. Drivers may not compete in both the lower age class and the higher age class at the same event. When a driver moves to the higher age class, they cannot move back to the lower age class.

This does not prevent a driver from competing in two different age brackets in two or more classes that have national based rules that would allow the driver to compete in either a senior or junior class. For example, a driver, if he/she meets the age qualifications, could compete in both the Rotax Junior class, as well as the S3 125 StockMoto Senior class (or Yamaha Heavy, or TAG Senior, etc) during the same season, or even the same event. However, once the driver competes locally in a Senior class, that driver may not go back and compete in the associated Junior class after that point (for example, once a driver competes in Rotax International or Masters, he/she may not compete locally in Rotax Junior; a driver who competes in S3 may not go back to S5; a driver who competes in Yamaha Heavy and/or Super Sportsman may not go back to Jr. Super Sportsman; a driver who competes in TAG Senior may not go back to TAG Jr, etc). If a driver moves up in mid-year, any points he/she has earned in the lower class do not move up with him/her.

The Board of Directors also has the authority to revoke the privilege of a Rookie/Junior driver to compete in a higher driver classification. If a driver has been granted a waiver by a national organization, that driver (or their guardian) may apply for a waiver for NTK club events by petitioning the BOD to compete in that class. If a waiver is granted based on a national organization's waiver, the BOD retains all rights and authority to revoke the driver's club waiver.

**2.1.2 SENIOR DRIVERS** will race in E.T. Fixed Brackets (classes) or Structured Classes. Drivers in fixed brackets will be placed into brackets and gridded according to a declaration of bracket and a draw at time of registration. A driver may re-declare a bracket until registration closes. Any entry declaring into Bracket I will be timed in the first heat and must time 23.80 on the short track or 38.95 seconds or faster on the long track. Failure to attain that time will result in being moved to Bracket II and loss of first heat points. Drivers in structured classes will be gridded according to draw at time of registration. Lowest draw number will be on the pole for the first heat. It is the driver's responsibility to draw; failure to draw will result in a start at the back. In all classes drivers with an orange plate on kart will be gridded at the back in all heats.

**2.1.3\* Combining Classes:** At race director's discretion, classes of seven (7) or less may race with another compatible class. All combined classes will qualify together and grid per qualifying order. All combined classes will be scored separately.

**2.1.4 SENIOR BRACKETS:**

Shifter karts are excluded from the Bracket classes. Except the DD-2 May run in brackets (until entries allow them to establish a class of their own). Brackets will race together and be scored separately with number of karts in each race determined by the Race Director. Break-outs will grid at the back of the faster class for the following heat, and driver who broke out will be given last place points for the bracket he broke into. It is possible to break through more than one bracket in a heat. Each bracket driver will run only three (3) heats.

NTK minimum weight requirements for Seniors Brackets:

100cc & 5 hp Briggs	290 lbs.
110cc	310 lbs
125cc-135cc	330 lbs.
150cc	350 lbs.
duals	375 lbs.

**BREAK-OUT OF BRACKETS** occurs at one-tenth (1/10) to five-tenths (5/10) or fifty hundredths (.50) second faster than the lowest edge of each class, varying from Senior II to Senior VI. Drivers are allowed forty-nine hundredths (.49) second before break-out for five-tenths break-out, thirty-nine hundredths (.39) second for four-tenths breakout, twenty-nine hundredths (.29) for three-tenths breakout, nineteen hundredths (.19) for two-tenths breakout, and nine hundredths (.09) for the one-tenth breakout. There is no break-out for Senior I. Breakout penalty is to move immediately to the back of the next faster class that event and to receive last place points in that class for the heat in which the breakout occurred. In the absence of a faster class, the driver who breaks out will move up to the Senior I bracket. Brackets and breakouts are subject to review and possible revision during the 2006 competition season.

**FIXED BRACKETS**

Class	Bracket Times	Breakout Times
Senior I	38.95 & faster	None
Senior II	39.50 - 41.10	39.40
Senior III	41.11 - 42.61	40.91
Senior IV	42.62 - 43.92	42.32
Senior V	43.93 - 45.03	43.53
Senior VI	45.04 - slower	44.54

\*Bracket times and breakouts are subject to review and adjustment during the competition season

**2.1 STRUCTURED CLASSES:**

NTK Senior Structured classes with engines and weights: Engine tech will be per NTK tech manual unless specified herein. Shifter air boxes are not mandatory.

### **2.1.5 YAMAHA:**

**2.1.5.1 YAMAHA HEAVY** Stock Yamaha KT100S on gas and oil – weight 360 lbs., direct drive or any clutch is approved.

**2.1.5.2 YAMAHA MASTER CAN** Stock Yamaha KT100S with RLV SSX 4-hole can, direct drive or clutch at 345 lbs with MG brand, no softer than FZ (yellow), tire. Age 32 and up.

**2.1.5.3 SENIOR SUPER SPORTSMAN:** Yamaha KT100S, gas and oil, with RLV SSX 4-hole can, direct drive or clutch at 340 lbs.

**2.1.5.4 Formula Y Stock:** Yamaha KT100S gas and oil with RLV 8787 pipe, 8816 header, flex 12.25” minimum per tech tool, direct drive only 330 lbs Age 16 and up.

### **2.1.6 Rotax Max (\*):**

**2.1.6.1 Senior Max:** Per Rotax Max challenge rules except for batteries (after market gel type equivalents are acceptable) and full width rear bumpers. Rotax license not required and tires must be MG brand, no softer than FZ (yellow). Aftermarket clutch pins ok. Engine passport is required.

**2.1.6.2 MASTERS Max:** Same exceptions as Senior Max.

**2.1.6.3 DD-2 Max:** Same exceptions as Senior Max.

**2.1.7 Reserved**

**2.1.8 Reserved**

**2.1.9 Reserved**

**2.1.10 (\*) TAG (Touch and GO):** 2 or 4 cycle, age Sixteen (16) and up. Rotax Max FR 125 at 360 lbs.; Sonik VX125 at 390 lbs. Sonik TX125 at 390 lbs.; Biland Stealth at 370 lbs.; BM Jaguar at 360 lbs; Parilla Leopard at 360 lbs.; Vortex Rok at 360lbs.; Italsistem ML47H at 370 lbs.; Comer at 390 lbs.; Easykart 125 at 360lbs.; Motori Seven at 360 lbs.; PDR Fireball 360 lbs.; Per TAG USA Rules & Tech. **except must use** MG tires.

**2.1.11 Reserved**

**2.1.12 125cc/80/85cc SHIFTER GROUP II:** 80/85cc Age 15 years & up, weight 350lbs. 2004 SKUSA rules; 125cc Moto 200 lb. Driver or 35+ yrs. 2004 SKUSA rules weight 420 lbs; 125cc Moto stock CR125-99 Cylinder & Ignition. Weight

385 lbs. **NO ANTIFREEZE.** Any non-glycol material used as a rust inhibitor or lubricant, (ie Red Line Water Wetter) may be added to plain water in the cooling system.

**2.1.13 ICC/125cc SHIFTER GROUP I:** Age 16 years & up. MX motors per 2004 SKUSA rules at 375lbs no compression limit. ICC motors per STARS and SKUSA rules at 400 lbs. Coolant per 2.1.12

**JUNIOR 2-CYCLE CLASSES,** Junior I, Junior I Comer, Junior Sportsman Light, Junior Super Sportsman, TAG Cadet, Mini Max, Junior Rotax and 80cc Jr. Shifter may race separately or together and be scored separately. Classes will consist of not less than three (3) entries. Drivers registered in classes with less than three entries may be combined with other similar classes by speed and/or age and transfer any points earned to their target class at the discretion of the Race Director. If this is not acceptable by the drivers and/or driver's parent/guardian, an entry refund will be given. Bodywork approved by the Race Director (for club races only) allowed for all Jr. 2-cycle classes. Engine and chassis tech are per current NTK tech, except where noted.

**2.1.14 JUNIOR I MEDIUM 2 CYCLE:** Ages 8 thru 12 years per NTK option year; FUEL: gas and oil; ENGINE: Comer K-80 or Yamaha KT100S with Walbro WA55B carburetor & manifold and SSX or SSX-V 4-hole can; Weight 235lbs. May use any "CADET" kart that meets NTK tech.

**2.1.15 (\*) TAG CADET:**

**2.1.15.1 (\*) TAG CADET I:** Ages 8 thru 12 years old Per NTK option year; weight & engine per TAG USA rules.

**2.1.15.2 (\*) TAG CADET II:** Ages 8 thru 12 years old Per NTK option year; weight & engine per TAG USA rules.

**2.1.15.3 (\*) MINI MAX:** Per Rotax Max challenge rules except for batteries (after market gel type equivalents are acceptable) and full width rear bumpers. Rotax license not required and tires must be MG brand, no softer than FZ (yellow). Aftermarket clutch pins ok. Engine passport is required.

**2.1.16 (\*) JUNIOR ROTAX:** Per Rotax Max challenge rules except for batteries (after market gel type equivalents are acceptable) and full width rear bumpers. Rotax license not required and tires must be MG brand, no softer than FZ (yellow). Aftermarket clutch pins ok. Engine passport is required.

**2.1.17 RESERVED, FUTURE USE.**

**2.1.18 JUNIOR SPORTSMAN LIGHT:** Ages 12 thru 15 years; FUEL gas and oil. ENGINE AND WEIGHT: Yamaha KT100S with RLV YBX (3 hole) can-type

silencer, 280 lbs.

**2.1.19 JUNIOR SUPER SPORTSMAN:** Ages 12 thru 15 years; FUEL gas and oil. ENGINE AND WEIGHT: Yamaha KT100S with RLV SSX OR SSXV (four hole) can-type silencer, 300 lbs per NTK rules.

**2.1.20 KID KART:** Ages 5 thru 7 years. Chain guard to completely cover chain when viewed from above. Chain/Gearing: 219 chain, 10 tooth driver, 89-tooth axle sprocket. No "offset" karts. Wheelbase: minimum 29", maximum 31" Width: Front, max. 40", as measured to outside of rim/tire (no minimum). Rear minimum 39", maximum 42", as measured to outside of rim/tire. Rear bumper: Continuous loop shape with vertical or angled bracing connecting upper and lower loop rails. Must protect rear tires. Seat may not be offset beyond outside edge of left frame rail. Steering height, maximum 20". Seat height minimum 12" Side pods or double nerf bars and nose cones are mandatory. Tires: Open compound. Front maximum 4:50-5 (the MG 4.60-5 will be allowed); Rear, maximum 5:50-5. Rear tire circumference, maximum 33 3/4". Shall use stock or K&N air filters #rc-1250. NTK safety tech procedures and regulations apply. Weight: 150 lbs. minimum. Local ruling dependent upon physical size of class participants. Kid Kart Grids – 1<sup>st</sup> heat random, 2<sup>nd</sup> heat inverted, 3<sup>rd</sup> heat accumulated points from first two heats. Kid Karts will line up on the track as the shifter karts do (parents allowed on the track for the start and then must man a corner). Kid Karts is non-competitive class. All participants will receive first place points. **Engine Tech per NTK tech page see last page.**

**2.1.21 80/85cc JUNIOR SHIFTER:** 12-15 years, weight 320 lbs. without front brakes, 330 lbs. with front brakes. Same as 2.1.12 on Fuel and antifreeze. Engine CR80/85, KX80/85, RM80/85 and YZ80/85. Per SKUSA rules; Engine tech also per SKUSA rules.

**2.1.22 S1-S5 Spec Honda:** Current SKUSA rules as published and updated by SKUSA, Tires per NTK club rule.

**2.1.23 CADET KARTS** with minimum wheelbase of 35" may run in Junior I classes only age (8-11).

**2.1.24 STRUCTURED CLASSES MAY BE ADDED OR DROPPED,** due to increase interest or lack of participation, on an annual basis.

**2.1.25 Reserved for future use.**

## **2.2 SCORING SECTION**

**SEE PROCEDURAL SECTION FOR QUALIFYING OR NON QUALIFYING**

## **EVENT PROCEDURE, SECTION 1.3:**

**2.2.1 POINTS NON-TRANSFERABLE:** Points stay with the driver and are not transferable from one class to another class (all Brackets being considered one class). Drivers may take points from only one bracket on any race day. Senior drivers may race one or more structured classes and/or one bracket and receive points in each class entered. Senior drivers who enter more than one bracket will be awarded points from his/her best finish of the race. Junior drivers may enter 2-cycle class and a 4-cycle class (provided both classes qualify for driver's competition age) on race day and receive points for both classes.

**2.2.2 POINTS FOR OVERALL FINISHES:** NTK point chart will be used for Series and Year-end awards, based on overall finishes at each race day (i.e., 1<sup>st</sup> place, 200 points plus number of entries in class; 2<sup>nd</sup> place, 175 points plus number of entries in class, etc.). Third place, etc. listed below are always "plus number of entries in class."

### **EVENT POINTS**

Finish Position	Points	Finish Position	Points
1	200	16	50
2	175	17	45
3	155	18	40
4	140	19	35
5	130	20	30
6	120	21	25
7	110	22	20
8	100	23	15
9	90	24	10
10	80	25	9
11	75	26	8
12	70	27	7
13	65	28	6
14	60	29	5
15	55	30	4

**2.2.3 RESERVED, FUTURE USE.**

**2.2.4 RESERVED, FUTURE USE.**

**2.2.5 RESERVED, FUTURE USE.**

### **2.2.6 SERIES/YEAR-END AWARDS**

**2.2.6.1** Series and year end awards will be figured on the driver's best races for the number of races the club offers in the series less one drop. Races

cancelled for any reason will not count as the drop.

Races Offered	Races Counted
6	5
5	4
4	3
3	2
2	1

- 2.2.6.2** For any senior class to qualify for series or year-end awards, there must be an average entry count of 3 or higher in the races offered by the club. Junior classes recognized per NTK rulebook (refer to section 2.1) do not require any minimum class entry count to qualify for series or yearend awards.
- 2.2.6.3** All racers must participate in 50% of the races in each series to qualify for series awards and 50% of the total races to qualify for year-end awards. In the event that a series or season has an odd number of races, the 50% will be rounded down, i.e. If there are 5 races you must complete 2 races to be eligible (50% of 5 = 2.5, rounded down to 2).
- 2.2.6.4** If only 1 person in a class qualifies for yearend awards, they will receive awards as usual, but they will not receive any award money for the class.
- 2.2.6.5** If the minimum number of entries for a class is not met, the board of directors may evaluate the situation and may allow the first place finisher the option to purchase a championship award. Other recognition and awards will not be honored for the class and the class will be considered a "probationary class" for the following year. If that class again fails to reach the minimum entry count, the class will be dropped. (That is, if for two consecutive years, any class fails to reach the minimum average entry count, the class will be deleted.)
- 2.2.6.6** All junior drivers in a qualifying class per **2.2.6.3** who do not place in the top three will get participation trophies for the year end awards as long as the driver competed in at least 50% of the races ran.
- 2.2.6.7** Driver will not earn points for series or year-end championships until the date the membership chairperson receives the application and dues.
- 2.2.6.8 Reserved**
- 2.2.6.9** No driver may "place" in a series or year-end using work points alone.
- 2.2.6.10** Series and Year-end awards will be presented to the top qualifying drivers in qualified classes for 1<sup>st</sup> through 3<sup>rd</sup> places. Class sponsors may

arrange to award additional places for their class.

**2.2.6.11 TIE-BREAKER** In cases of a tie, the tie will go to the driver with the most first place finishes. If still tied, the award will go to the driver with the most second place finishes, then third place, etc. If the tie still exists, the win goes to the driver who participated in the most races. If a tie still exists, the win goes to the driver with the most entries in the affected class.

**2.2.7 ROOKIE OF THE YEAR:** One Senior and one Junior driver to be selected and receive a plaque. No driver on any kind of probation will qualify. Junior I's, Mini Max, and Tag Cadet drivers moving up to Junior, Rotax Jr, or Tag Jr qualify, as do Juniors moving to Seniors. Must run minimum number of races, same as year-end awards, works count as podium finishes. To qualify for Rookie status must have raced in less than seven races (not counting Polar Bear) from the previous year. These will determine the winner.

- **Point total for year-end**

- 1<sup>st</sup> place in class being a 10
- 2<sup>nd</sup> place in class being a 9
- 3<sup>rd</sup> place in class being a 8
- 4<sup>th</sup> place in class being a 7
- 5<sup>th</sup> place in class being a 6
- 6<sup>th</sup> place in class being a 5
- 7<sup>th</sup> place in class being a 4
- 8<sup>th</sup> place in class being a 3
- 9<sup>th</sup> place in class being a 2
- 10<sup>th</sup> place in class being a 1

- **Number of podium finishes**

- 15 or more podium finishes being a 10
- 13 or more podium finishes being a 9
- 11 or more podium finishes being a 8
- 9 or more podium finishes being a 7
- 7 or more podium finishes being a 6
- 5 or more podium finishes being a 5
- 3 or more podium finishes being a 4
- 2 podium finishes being a 3
- 1 podium finish being a 2

- **Number of entries in class**

- Less than 40 being a 2
- Less than 50 being a 3
- Less than 60 being a 4
- Less than 70 being a 5
- Less than 80 being a 6
- Less than 90 being a 7
- Less than 100 being a 8

Less than 150 being a 9  
More/Less than 175 being a 10

**To be voted on by the Race Directors, President, and two scoring personnel.**

**2.2.8 MOST IMPROVED DRIVER:** One Senior and one Junior driver to be selected and receive a plaque. No driver on any kind of probation will qualify. Junior I's, Mini Max, and Tag Cadet drivers moving up to Junior, Rotax Jr, or Tag Jr qualify, as do Juniors moving to Seniors. Must run minimum number of races, same as year-end awards, works count as podium finishes. To qualify for most improved driver must have raced in more than seven races (not counting Polar Bear) from previous year and the driver must be in their first year after their rookie season. These will determine the winner:

- **Point total for year-end:** See Point total column for 2.2.7
- **Number of podium finishes:** See Number of podium finishes for 2.2.7
- **Number of entries in class:** See Number of entries in class for 2.2.7

**After arriving at the point total, the results will be compared to last year results and if there is a driver that finished in last year's results further down than the driver with the most points in the current year, and said driver finished the current year-end ahead of Most Improved (Driver Point wise) the driver that finished ahead in year-end points will be named Most Improved Driver. To be voted on by the Race Directors, President, and two scoring personnel.**

**2.2.9 ANY DRIVER DISQUALIFIED FOR WEIGHT OR FUEL OR OTHER TECH ISSUES** will forfeit his/her finishing position for that event and will be placed at the rear of the grid for day's next event (i.e.: DQ in qualifying or first heat back of grid for pre-final or second heat. DQ in pre-final or second heat will be placed at the back of the grid for the final or third heat).

**2.2.10 DISQUALIFICATIONS** for technical reasons at the conclusion of the final or third heat (weight, length, width, fuel, restrictor, pipe, flex, engine, or refusing post race tech, etc.)-will result in the loss of all points for that race day for the FIRST offense. Second offense for any reason will be loss of all points for that race day AND further penalty to be determined by the Board of Directors. All disqualifications count. If first disqualification is on fuel tech and second disqualification is on engine tech, penalty assessed will be as stated for second offense. Disqualification for the event will not count as a drop, and driver cannot substitute work points. Engine tech will be determined at Race Director's discretion and will be handled by proper procedures.

**2.2.11 WORK POINTS:**

**2.2.11.1 WORK POINTS:** For every 2 Club race event positions worked, a member will receive one (1) free race entry. Unused race works roll over to next season, TO BE USED AS FREE RACE ENTRY ONLY. In addition, each member who works a race event will receive first place plus ten points for each event worked (up to a maximum of one race per series or 210 points). Driver is eligible for only one work day per series; if a volunteer signs in and the driver is racing, work credit counts even if race points are taken on that day (only one volunteer sign up is allowed per driver per series). Works will count as race entries for the driver in the series worked, and they will also count for race entries in year-end awards. Worker substitutes are allowed. Each worker is responsible for signing the work sheet at each event AT REGISTRATION. It must be determined AT REGISTRATION whether the driver is taking work points or race points. No work points will be awarded to members whose name does not appear on the work sheet. Each racer is also responsible for announcing at registration that he is taking his free race. Racer may claim only one set of work points per class at any event. Worker may designate a race in the future to apply work points to. The future designated race must be within the same series e.g. spring, summer or fall and must be designated at the time of registering for work. Racer may still race in the future race but work points will count, not race points. Changes to designate a different race further in the future are allowed before registering for the previously designated race. No monies will be taken from NTK general fund for awards for unpaid entries. If driver is disqualified for any reason in any heat, he cannot use work points for this race event. If you assign work points to the last race of the series or are signed up to work the last race prior to race day and that race cancels, your work points will automatically be applied to the lowest, non DQ race in the series.

## **2.2.12 TRACK JOB DESCRIPTIONS FOR VOLUNTEERS:**

### **GRID STEWARD:**

- a)** As the primary grid official, it is your responsibility to assure that no unauthorized personnel enter the track (on foot or in a kart) during the racing activities.
- b)** After scorers have crossed the track, they need only about 10 minutes to set up for the races. Contact scorers to correct any changes on grid sheets.
- c)** As soon as possible after you receive the grid, send out the first class. You must inform the drivers, before engines are started, to raise their hands to signal that they are ready to enter the track. You must also assure that they are in the correct grid positions. Inform scoring if a kart will not make the grid or is scratching from the heat or for the rest of the day.
- d)** Let the flagman know about karts not leaving the grid - have a stopwatch on hand to enact the 90-second rule.

- e) As soon as the grid is cleared, call the next class to the grid. As soon as the track is clear (check with flagman to verify), send out the next class.
- f) As a volunteer you must sign the worker sheet to receive credit for working. This must be done before this sheet leaves the track for that race day.

**PIT STEWARD:**

- a) As the primary pit official, it is your responsibility to assure that all vehicles are parked in the proper places.
- b) Check all personnel in the pit area for the proper credentials, racers and spectators and keep the pit runner cleared.
- c) To assist the coordinator of the Rookie Driver Orientation with any assignments they need done throughout the race event.
- d) Assist the Grid Steward in enforcing pit area regulations and control of pit traffic along with keeping the pit area clear. Also assist this person with the 90-second rule.
- e) As a volunteer you must sign the worker sheet to receive credit for working. This must be done before this sheet leaves the track for that race day.

**FLAGMAN:**

- a) Club standard is one warm-up lap before green for the races. You and the Race Director may decide that this needs to be changed in certain circumstances. If track conditions warrant, additional laps may be allowed for tires to warm. If a kart does not the grid with its class, and the driver is attempting to make the start, additional laps must be allowed until the 90-second clock has expired.
- b) Listen to corner workers for possible problems with drivers or accidents.
- c) Refer to scoring for help with lap count: white with green crossed flags for half way and solid white flag for next-to-last lap.
- d) After the checkered flag let the grid steward know if there are karts stalled on the track.
- e) As a volunteer you must sign the worker sheet to receive credit for working. This must be done before this sheet leaves the track on that race day.

**CORNER WORKERS:**

- a) Your main responsibility is to warn drivers of trouble on the track in front of them - the rule to follow is "LOOK DOWN TRACK, WARN UP TRACK." Do this by vigorously waving the yellow caution flag. Immediately inform the flag man of any roll-overs so that he may stop the race.
- b) After all other karts are clear of trouble spots you may assist drivers in removing their karts from the track. Make sure stalled karts are, in your consideration, a safe distance from the track.
- c) Watch for any unsportsmanlike or unsafe driving. Inform the flag man so that he may take appropriate action.
- d) As a volunteer you must sign the worker sheet to receive credit for working. This must be done before this sheet leaves the track on that race day.

### **PIT PASS SALES:**

- a) The sale of pit passes requires that the “Release and Waiver of Liability...” and the numbered pass be signed and completed in full.
- b) Have parent or guardian and minor complete the “Parental consent...” and “Minor’s Assumption of Risk Acknowledgment” in full.
- c) Collect necessary fees and dispense arm bands.
- d) Complete witness sections of all forms and return forms and minor releases to NTK Secretary before leaving the track.
- e) As a volunteer you must sign the worker sheet to receive credit for working. This must be done before leaving the track.

### **REGISTRATION AND SCORING:**

- a) Place driver name, kart number, member status, novice status, draw number, and amount of money paid on registration form (done by class).
- b) Collect money.
- c) Dispense arm bands.
- d) Prepare grid sheets, lap sheets, heat sheets, and final results as directed in NTK rules.
- e) Assist the flag man in lap count, etc. and act as part of Protest Committee when appointed.
- f) As a volunteer you must sign the worker sheet to receive credit for working. This must be done before leaving the track.

## **2.3 COMPETITION SECTION**

**2.3.1 NO RELIEF OR SUBSTITUTE DRIVERS** will be allowed. The driver of record (one who is registered) must qualify or declare the entry and must drive any/or all heats for that race day.

**2.3.2 RADIOS PROHIBITED:** Voice communication of any type (radio, headset, etc) with the driver while he/she is on track is illegal on race day.

**2.3.3 TRIPODS** for all competitor’s timing, computer systems, etc. on race day the transponder will be located on the left side of the track at the start finish line.

**2.3.4 THE OILING** of chains or clutches on the track is prohibited. NO ANTIFREEZE is allowed in karts. Non-glycol lubricant products, Red Line "Water Wetter" or equivalent, may be added to plain water unless prohibited by another set of rules.

**2.3.5 REMOTE CARB ADJUSTERS** and "triggers" are not allowed for Junior division karts.

**2.3.6 CLASS CHOICE, REGISTRATION:** Unregistered karts and/or drivers will be black flagged if such kart and/or driver comes onto the track to race. All classes

must be chosen during registration and may not be changed once the first class qualifies, or kid karts have their first event. If change is made later, the driver will start at the back of the class for the first two heats.

**2.3.7 ON THE GRID:** All drivers are solely responsible for having their karts on the starting grid. All karts, in qualification, pre-final, or final, must be on the starting Grid within THREE (3) minutes of the start of the heat/event.

**2.3.8 SCRATCH:** Drivers shall notify the Grid Steward if he or she is unable to make the next heat or heats.

**2.3.9 IN THE EVENT A KART OR KARTS FAIL TO MAKE THE GRID,** the remaining karts on the grid will move up to fill the vacancy/vacancies using the criss-cross method. Any kart not on the grid at the time the grid is released still has ninety (90) seconds (duals have 180 seconds) to enter the track and start at the back of the class. Vacancies in the lineup, occurring while on the track during the pace laps, shall be filled by the kart or karts moving straight forward to fill the vacancy or vacancies, except shifters leave a space on starting grid vacant.

**2.3.10 90-SECOND RULE:** After the karts leave the starting grid, if one or more karts are still on the grid, those karts have ninety (90) seconds to enter the track and assume their original starting positions. Karts with dual engines will have one hundred eighty (180) seconds.

**2.3.11 RESTARTS:** Restarts for all classes - if the kart is able to restart with an onboard starter they can restart during the warm-up lap. Classes that have karts with on board starters may also restart after the green flag has been displayed if the driver is able to restart without exiting the kart. Drivers are not allowed to restart after exiting their kart. In either case they must do so in a safe manor or will be black flagged for doing so. Karts reentering the track must yield to on track karts and should not cause on track karts to have to change their line. For safety reasons, no persons are allowed on the track or infield when karts are on the track. If a kart dies on the track or is having trouble, the driver may not restart the kart unless it has an onboard starter. No push backs are allowed after the kart has cleared the entrance ramp to the track, or the designated push back area on race day.

**2.3.12 FIRST TURN RESTARTS:** If fifty percent (50%) or more of the karts do not successfully negotiate the first turn, the race will be restarted.

**2.3.13 SPORTSMANLIKE DRIVING:** The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. Inadvertent contact is a reality of racing; however, if in the judgment of the presiding officials, a participant is bumping, crowding, chopping, blocking, pushing, or driving in an over aggressive / negligent / reckless manner, that participant shall be subject to immediate disqualification

from the event and possible suspension of membership privileges. All members, participants and guests will abide by the NTK Sportsmanlike driving guide.

**2.3.14 PROHIBITED WARMING OF TIRES:** It is illegal to warm or heat tires, in any manner, in the pits, pre-grid, and on the track at any event. This includes raising the rear of the kart off the ground and the driver accelerating then lowering the kart to touch the ground while on the grid.

**2.3.15 DRIVING OFF TRACK:** Any driver leaving the course or cutting the apex of the corner, attempting to pass another competitor, is subject to disqualification. Any driver who goes off track will yield to karts already on the track, waiting until a safe opening allows for re-entry onto the track. At no time will the competitor who goes off track “race” karts that are still on the track. Doing so may result in disqualification for the event.

**2.3.16 NUMBER PANELS:** Kart numbers must be displayed on all four sides of the kart. Numbers must be no more than 3 digits long. Number should not be obstructed by bumpers, pipes, or other obstructions and must be easily readable by track personnel. It is suggested that you use black numbers on white panels or white numbers on black panels with the numbers at least 5 inches tall. Platinum or gray number panels are reserved for drivers classified as experts.

**2.3.17 POST-RACE TECH:** Each category class must be teched at least once per series (minimum three times per year). Any competitor in any class finishing first place and a randomly chosen second driver (by dice roll) must go through the tech process whether the competitors are club members or not. Refusal to submit to tech inspection will result in loss of track privileges. Classes of two or less are subject to race director’s discretion not to tech.

At the end of a competition, all karts and drivers shall proceed directly to the scales for weight inspection. Only the drivers for the current class being weighed shall be allowed in the scale area. Drivers shall be weighed in full driving uniform, including helmet, jacket, shoes or boots, etc., after qualifying, each heat, and main event. Drivers shall not add any weight to themselves or their karts between the finish of the competition and weigh-in of driver and kart. Any driver found adding weight between the finish and weigh-in shall be disqualified for the event. Any driver leaving the scale area without weighing in shall be disqualified for that portion of the event. Any competitor that fails to meet minimum weight for his class shall be disqualified for that portion of the event. Any driver that fails to meet the minimum weight for his class shall have the opportunity to re-weigh, once only. The driver and his kart shall be removed from the scale, the scale shall be readjusted to original settings (zeroed for electronic scales) and the driver and kart re-weighed. Failure to meet weight at this re-weigh shall result in disqualification for that portion of the event. The race officials always have the right to alter standard procedures to repair or adjust a malfunctioning scale.

All competitors shall proceed from the scale to the impound area unless released by a Race Official. Each of the drivers selected for post tech inspection will be checked for:

Weight, Fuel, Exhaust / Carburetor (Restrictor/Venturi Size) and/or Technical Inspection Pill Draw.

One representative per engine is allowed (required) in this area for the purpose of observation, as well as assisting in the tear down procedure under the direction of the tech official. Discussions of all tech personnel involved in deciding compliance of equipment shall be confined to this area and limited to other assigned inspectors until specific decisions have been finalized. A competitor shall not be invited in to argue his cause. It shall be the competitor's prerogative to file a protest after the tech inspectors have made a decision.

The drivers should have a small set of tools, such as, screw drivers, wire cutters, and wrenches with them in order to remove items for tech inspection,

### **Technical Inspection Pill Draw**

The first place driver of the final event will draw one of the following pills

PILL # and Tech Area (Item selected by Tech Director)

- 1 Any Intake Item (Carburetor passages, ports, etc)
- 2 Any Exhaust Item (Pipe, ports, etc)
- 3 Cylinder Head cc/squish (if required)
- 4 Clutch (where applicable)
- 5 Ignition

### **Technical Inspection Tools**

Technical inspection requires the use of certified gauges as specified below. Drill blanks, vernier and snap gauges are not a substitute for certified gauges.

Unless otherwise stated in a technical inspection procedure, the standard gauges used will be manufactured by L.A.D Specialties and these gauges will be used to the max extent possible.

### **Tools Defined**

No-Go: A No Go gauge is a nonadjustable tool that is inserted into a specified opening. A part is noncompliant if the No Go gauge enters the opening being measured. When measuring a chamfered or angular opening, the No Go gauge may not be self-supporting when the part is rotated at any angle.

Note: A dial caliper is not a No Go gauge and may not be used to tech any opening where this manual specifies a No Go gauge.

No Go Gauge standards and Checking Dimensions:

No Go gauges will be used for chord widths of ports, exhaust systems, carburetor air horn, venturi and flanged end (throttle bore).

Pin gauges for metering holes.

Plug No Go gauges must be blade type with blade made from tool steel, heat treated, ground and clearly marked. All plug No Go gauges up to .361" blade must have a minimum thickness of .060" and maximum thickness of .125". All plug No Go gauges .362" and up, blade must have a minimum thickness of .125" and maximum thickness of .250". All chord No Go gauges must have a minimum thickness of .060" and maximum thickness of .125". No Go gauges may not enter or pass through the opening or gap of a measured part. On chamfered or angular openings, the No Go gauge may not be self-

supporting when part is turned 90 degrees; i.e., tool cannot support itself at any angle. No Go gauge is to be used without a holder.

Plug Gauges Defined: Plug Gauges are used to measure round openings. Plug No Go gauges must be made from tool steel, heat treated, ground and clearly marked. Plug Gauges up to a diameter of .361" are to be round. Plug Gauges larger than .361" are to be machined on each side to achieve a blade thickness of .125" minimum and .250" maximum. The tolerance on Plug Gauges up to .750" is  $+.0001"/-0"$ . The tolerance on Plug gauges over .750" is  $+.0003"/-0"$ . It is recommended that Plug Gauges not be held in an aluminum handle to reduce the total gauge weight.

Chord Gauges Defined:

Chord Gauges are used primarily to check port widths. All Chord No Go gauges must have a blade thickness of .125". The tolerance for Chord Gauges (width) is  $+.0002"/-0"$ .

Note: Fractional dimensions for blade thickness of Chord Gauges are nominal dimensions with a tolerance of  $+.015"/-.015"$ .

**2.3.18 RESTRICTORS MAY BE CHECKED** every race day for any or all finishers of all restricted classes, with engines painted after the first heat.

**2.3.19 WEIGHT TECH:** Drivers and karts with weight requirements must weigh after each heat at the Race Director's discretion.

**2.3.20 VISUAL MODIFICATIONS-STOCK CLASSES:** The track officers have the right to disqualify any visual modification of any stock class engine until the discrepancy is corrected.

**2.3.21 ENGINE TECH:** The Tech Inspector may examine any stock engine. This is a teardown inspection for proof of non-modification. Any non-major tech item may be teched at any time during the race event at the Race Directors discretion; refusal to be teched is immediate disqualification. Disciplinary action follows section 2.2.10 rules for disciplinary action.

**2.3.22 FUEL TECH:** Fuel may be teched in stock classes at any time, and it should pass the Digitron meter as specified (changed to -75 to accommodate reformulated fuel).

**2.3.23 Reserved**

**2.3.24 NTK CLUB TIRE RULE:** All Kid Kart, Junior and Senior classes will run MG tires, any compound **except for Yamaha Master Can, TAG and Rotax**, for club sprint races at NTK. This rule is subject to review each year depending on sponsor availability.

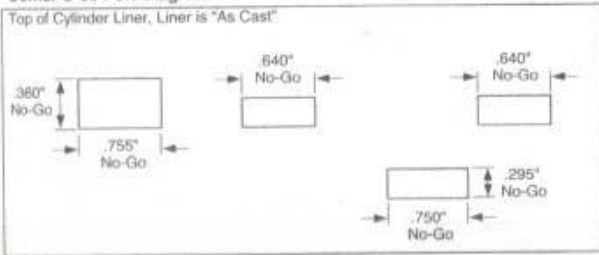
**2.3.25 KART NUMBERS:** ALL NTK Members will be allowed to keep his/her kart number from season to season as long as he/she remains a Member by paying

renewal fees by Feb 28<sup>th</sup>/29<sup>th</sup> of succeeding year. The exception is the number "1" (or "01") in each class, structured classes as well as the bracket class, will be reserved for the winner of each class from the previous season. Winner does not have to run the #1 and may retain his/her previous number. However, no other drivers may run the number #1. A class winner may not run #1 in any class other than the class he/she won the previous year. Season means racing season or year. NTK MEMBERS HAVE FIRST CHOICE ON NUMBERS. If a non-member is in conflict with a Member's number, the non-member will have to change numbers.

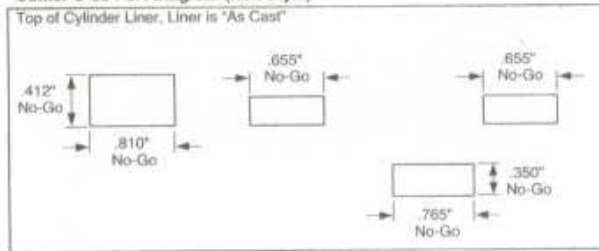
**Engine Specifications** All engines to remain stock as supplied by manufacturer (no blueprinting, grinding, or aftermarket accessories).

- 622.50.1 Ignition Key Timing ..... OEM
- 622.50.2 Rings ..... Stock rings, max. gap .040" rings cannot fall through cylinder
- 622.50.3 Seals ..... Must be installed as OEM. Seals are non-tech
- 622.50.4 Main bearings ..... Non-tech
- 622.50.5 Crank pin, wrist pin ..... OEM
- 622.50.6 Plug boot ..... Non-tech
- 622.50.7 Plug wire ..... OEM
- 622.50.8 Plug reach ..... Plug open, OEM reach
- 622.50.9 Carb: Model SHA 14-12L Dellorto, .475" No-Go venturi, Jet Size #54-#58, all parts as cast.
- 622.50.10 Air filter ..... OEM with two foam air filters and plastic baffle inserts.
- 622.50.11 Combustion chamber, OEM, C.C. 7.5 minimum. The "cc measuring plug" shall not be used.
- 622.50.12 Exhaust port height ..... to be determined
- 622.50.13 Cylinder: Liner and aluminum cylinder "as cast". Engine not legal if any metal has been removed to match port opening to aluminum cylinder.

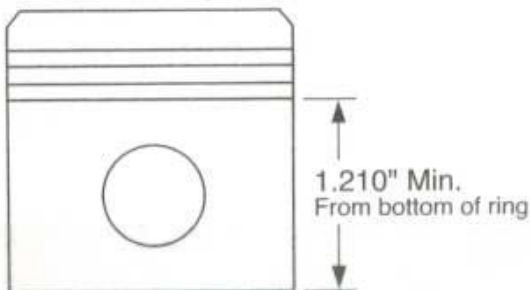
**Comer C-50 Port Diagram**



**Comer C-50 Port Diagram (new style)**

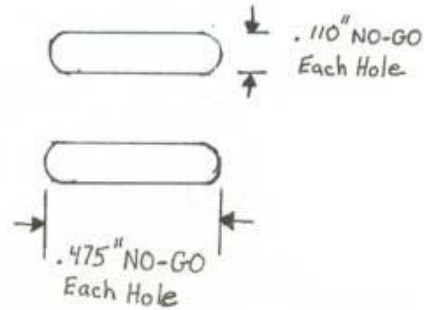


**622.50.14 Piston:**

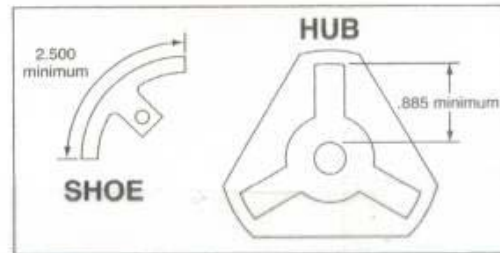


**Muffler:** Stock muffler only. Original manufacturer only. Or two holes. No-Go test on both holes. Exhaust gasket must be whole and place. Only one gasket allowed and must not leak.

**Comer C-50 Muffler**



**Clutch Specifications:** Clutch must be run as manufactured. Numbers provided as reference only. Shoes must have "Comer" name cast into them. Shoes must be stock appearing, no polishing or removal of material. Minimum width of shoes and assembly .650". Shoe length minimum 2.500". Spring maximum diameter .430" and 9 coils. Wire diameter .075" - .080".



Fits in manifold. All karts come with this restrictor a 3-25-97. Restrictors should be used by exhibitor for one full year.

**Comer C-50 Restrictor for Kid Kart Engine**

