



NOLA Motor Club
2012 Kart Rules
Version 2011.08.12

NOLA Motor Club 2012 Rules

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GENERAL

Spirit and Intent

Karting is a sport designed for the fun and enjoyment of individuals and entire families. In the interest of maintaining this focus, this set of rules is the standard by which karting, under both practice and racing conditions, will be guided at NMC. Guidelines offered in this publication are subject to the term “Spirit and Intent” and apply to the technical aspects of kart racing as well as to the actions of drivers and crew members. NMC does not intend to waste valuable time with internal disputes. “Spirit and Intent” clause allows the Race Director to make timely decisions and resolve disputes. No attempts to test the rules will be tolerated.

Ultimately the conduct of all crewmembers and guests are the responsibility of the driver. Consequently, all offenses will be charged directly to the driver. Disciplinary actions will range from verbal warnings in private up to and including disqualification or ejection from the facility. Some of these violations will include abusive verbal language, physical violence of or by any individual, official, member or spectator. The offender will be subject to immediate reprimand. Each situation will be addressed as necessary by NMC management and its designated representatives or, under racing conditions, by the Race Director.

The karting facility, all equipment, all staff, including volunteers, and all racing participants must be treated with respect. By participating in any activity at NMC you agree that you have read and will comply with the rules set forth.

It is understood that membership in any NMC is granted as a privilege to members that participate within the rules set forth in the Rules and Regulations booklet. It is the responsibility of members to have knowledge and awareness of all rules and regulations and these rules are accepted upon entering the racing facility.

Rules Revisions

NMC at any time has the right to revise any rules.

Revisions to the rules will be available at www.NOLAmotor.com such revisions supersede the related sections in this document.

Rules Disclaimer

These rules and regulations are designed to provide for the orderly conduct of practice and racing events, and to establish minimum acceptable requirements. No express or implied warranty of safety shall result from adherence to this publication. Also the rules and regulations are intended as a guide for the conduct of the sport of karting, and in no way guarantees against any injury, serious injury

or death to participants, spectators or crew members. **If this book does not say you can, you can't!**

NMC does not assume any responsibility for any article of personal property that becomes lost, damaged or stolen at the facility.

It remains the exclusive right of NMC to grant or deny any or all sponsorship or advertising. No retail sales of any products will be allowed by any individual or company without the express written permission of NMC Management. The posting of fliers and the distribution of handbills is prohibited.

Liability Forms

All drivers, crewmembers, and spectators shall sign a waiver and release of liability before participating in any NMC event. The entrant and/or driver, by signing the entry form for any NMC event, agrees to hold NMC, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by said entrant or driver from all claims of said injuries to parties listed above growing out of, or caused by any construction, condition, other drivers or spectators, over the course of which the event is held.

Parental Consent Forms

It is mandatory that the parent or legal guardian for any minor that will be in any restricted area, to complete the annual "Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement" which will be kept on file at NMC. Upon securing the annual consent forms from each parent or guardian for the racing season, a minor may sign the multiple line form without securing additional parental consent forms each time he or she participates or enters the facility.

SAFETY

Safety is the primary concern of NMC at all of its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities, competition, and practices are under constant review to protect all participants, spectators and to reinforce the safety standards of the sport.

Disclaimers

Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, crewmembers, officials, promoters, and NMC have taken measures to reduce the

risk of serious injury, the risk cannot be eliminated and will always be present at a high level.

NMC reserves the right to cancel, reschedule, or delay a race at its sole discretion, if the safety of competitors, spectators, crewmembers, or staff are at risk for any reason.

Competitors' Responsibility

Competitors are closer to the racing facilities, track conditions, safety personnel and equipment and are, therefore, better able to monitor track conditions on a continuing basis.

Competitors are obligated to inspect, observe, and promptly report to the Race Director or track manager any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crewmember) in a manner designed to minimize the risk of injury to themselves and others. ***NOLA Motor Club or any of its affiliate companies will not assume any liability for the safety or technical compliance of a competitor's race kart and/or any racing equipment.***

During any NMC event, practice or race condition, ALL persons entering the paddock, pit or track area must possess and display a pass provided at the time of registration. All drivers, crewmembers and spectators must pay all associated track fees for all classes they are racing in prior to participation. The driver is responsible for those people who are with him/her, which includes pit crew and spectators.

NMC Officials

NMC officials, in the exercise of their independent judgment, shall report promptly to the Race Director any observed safety inadequacies in the racing facilities, safety personnel or equipment. In addition, if a NMC official observes any safety inadequacy in a competitor's race kart, racing equipment, or conduct, the official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The competitor is obligated to follow the official's directives.

Driver Equipment

Spot checks may be made at any time during an event. In the sole discretion of NMC officials, safety violations will result in a correction requirement and/or a one finishing position penalty.

Helmets

Effective January 1, 2011, all helmets must meet one of the following standards: K-05, Snell M2005, Snell SA 2005, SFI Youth 31.1, SFI 41.1, SFI 24.1, SFI 31.2, SFI 41.2, CMS 2007, CMR 2007 or newer standards of the same type as they become available. Note: the chin bar must be an integral part of the helmet structure. Motocross style bolt on chin and face protectors do not meet these standards. Helmet manufacturers recommend replacing helmets every five years.

Gloves

Gloves must be manufactured for racing and possessing racing related grip enhancement, as well as offering a degree of abrasion resistance.

Driving Suits

Driving Suits must be manufactured for racing. Suits must be constructed of heavy weight, abrasion resistant nylon or leather. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jackets and jeans are not permitted.

Footwear

Footwear must be shoes manufactured for racing. No portion of the leg or ankle may be exposed when in the driving position.

Neck Brace

Neck Brace must be manufactured for racing, they must include foam insert as originally designed and produced, and is required for all “on track” activities. **Altered neck braces, including removal of foam insert are in “Non Compliance” and will result in a disqualification and impound of the said neck brace.** Loss of neck brace on course will result in a BLACK flag. The Leatt Brace and Valhalla are acceptable.

Rib/Chest Protectors

These protective items are highly recommended but NOT considered required. The lateral forces generated in kart racing are a serious concern, and all NMC competitors are urged to consider this protective device. Use of the SFI 20.02 chest protector is required for drivers 12 and under.

Accidents

Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Director's discretion **ONLY**. Karts involved in an accident may be subject to inspection by officials. Medical personnel shall examine any driver who sustains an injury. Any kart and driver involved in an accident shall continue only with approval from the Race Director. The Race Director shall approve any repair to a damaged kart. All karts returning to the race surface after an accident shall adhere to the safety tech portion of this rule book. Major damage resulting in a need to change kart chassis shall **ONLY** be undertaken with the written approval of the Race Director.

DRIVER ELIGIBILITY

Ability

All drivers shall demonstrate their driving ability to the satisfaction of the race officials, during the mandatory practice period before being allowed to compete. The Race Director has the authority to remove an entrant from competing at an event. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver but to insure the safety of everyone.

Rookie Status

All new drivers and/or drivers that have not competed at an NMC kart racing event in the last calendar year will be required to follow these steps:

1. Attend a driver orientation class provided at no charge by NMC. Please contact the Karting Center for class dates and times at (504) 273-6746.
2. After the class is completed, the driver is required to start at the back of each grid for **at least** three race event weekends. All

drivers that have rookie status shall have an orange number panel on the rear of the kart at all times (Practice and Race).

3. On the day of the driver's third rookie race, if the driver wishes to be removed from rookie status, the driver must inform the Race Director and provide race results from their previous two races. The Race Director and his/her officials will evaluate the driver's ability. Once this has been completed, the Race Director will determine whether the driver's rookie status will be dropped. (It is permissible to maintain rookie status for as many races as the driver would like until they feel comfortable.)

*Any driver that has not competed at NMC in the last year and wishes to waive their rookie status and has competed at a local, regional, or national event, examples: Rmax, Skusa, Gatorz, IKF, WKA in the last calendar year will need to provide proof of participation (i.e. MyLaps). It will be the driver's responsibility to provide those documents to the Race Director.

Age

The minimum age to compete in a NMC event depends on the class in which the applicant desires to compete. In no case, shall any applicant be under 5 years of age. A driver's age shall be determined by the age to be attained ending December 31st of that year. A copy of a birth certificate may be required for all minor drivers (under 18 years of age). On a driver's bump year, you have an option of bumping to the next age group. If you choose to run in the next age group there will be no returning to the previous class. You may bump to the next age class at any time during the racing year. For example: A JR driver turning 15 in December of that year can run either JR or SR, but once that driver moves to SR they will not have the ability to go back to JR.

Medical Condition

Competitors are prohibited from participating in any NMC event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical condition, persons under a doctor's care for physical or mental illness, or persons with any physical condition or disability that would jeopardize their safety and the safety of others, including pregnancy. NMC at its sole discretion has the ability to keep any driver that may propose a safety risk from competing in any race event.

Drugs

No competitor, crewmember or other related persons shall be allowed within the confines of NMC while under the influence of any substances, commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. Any person suspected to be under such influence is subject to immediate ejection from the premises or even turned over to local authorities. Any entered competitor or NMC member considered to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. NMC shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense for misuse or misconduct. This is a “No Tolerance” policy. NMC is not liable for injuries or problems incurred by drivers with any medical condition.

Alcohol

The use of alcoholic beverages is prohibited by drivers and crew members during any NMC event. No alcoholic beverages can be opened or consumed on NMC property until the closure of the track on any practice or race day. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply. At no time will alcohol be allowed on track surfaces. Any violation will result in a disqualification of the driver(s) for the event.

Crewmembers/Spectators

The pit crew and affiliated personnel MUST sign the “Release and Waiver of Liability Agreement” and be in possession of proper credentials prior to engaging in the business of race preparation. Failure by anyone to comply may result in disqualification, suspension, or other action deemed as appropriate by NMC. NMC has determined that 2 crew members per entry may be permitted access to the pre grid area. NMC may revoke permission, as may have been granted any individual, for misbehavior or non-compliance of these competition rules. The driver is responsible for the actions of their pit crews and spectators at all times. The disciplinary actions taken against the pit crew will be levied against both the pit crew and the registered entrant/driver.

Appearance

It is essential, especially as our sport grows, that every effort be made to present the most professional racing appearance possible. Certain minimum requirements shall be imposed on all competitors. All NMC events will require clean and professional driver and team attires. All crewmembers shall maintain a high standard of appearance at all events. During the “Official” event days, teams are encouraged to wear team uniforms and maintain them in the most professional manner possible.

Refunds

No entry refunds are allowed once the kart has taken the track on competition day. Pre-entry refunds or rollovers will be at the discretion of the NMC.

Substitute Drivers

Substitute drivers are not allowed. If a driver is not able to compete in an event or for any reason, not able to compete in a future event(s) with the same series, no alternate or substitute driver may replace the entered or affected driver, whether for one race or one event, for the purpose of accumulating points on behalf of the affected driver.

Class Structure

Class	Age	Weight	Comments	Tire	Scored	Rules
Spec Light S-1 (Red)	15+	385		BURRIS/B55A	YES	NMC/SKUSA
Spec Heavy S-4 (Black)	30+	405	16+And 200LB Body Weight	BURRIS/B55A	YES	NMC/SKUSA
Rotax Masters (Black)	32+	405	16+And 190LB Body Weight	MOJO D2	YES	NMC/RMAX
Rotax International (Red)	15+	365		MOJO D2	YES	NMC/RMAX
Rotax Junior (Blue)	12-15	320		MOJO D2	YES	NMC/RMAX
Rotax MiniMax (Green)	8-12	265		MOJO D2	YES	NMC/RMAX
Super Sportsman (Black)	15+	365	YF-200/KT100 (HPV-3/RLV-3)	BURRIS/B55A	YES	NMC/BNSS
JR-2 4 Cycle (Blue)	12-15	300	Brigg's L206	BURRIS/B55A	YES	NMC
JR-1 4 Cycle (Green)	7-11	225	Brigg's L206/Slide (#555733)	BURRIS/B55A	YES	NMC
Kid Kart	5-7	165	Brigg's L206/ Slide (#555728)	BURRIS/B55A	YES	NMC
Open	15+	Open	4,100 RPM Rev Limiter	BURRIS/B55A	YES	N/A; Safety Only
			"Run what ya brung"	Open		

If you would like to petition to have a class added or scored please contact the Race Director.

Technical Regulations

Fuel

This is a spec item and will be run as follows:

- **S-1/S-4/Rotax:** Sunoco 260 GTX 98

- **Super Sportsman:** Sunoco 87
- **L206:** Sunoco 87

Non-compliance fuel found in use during time trials, heat races, pre-finals, or mains will cause the competitor to be DQ'd for the race that the fuel was found. Participants may be granted a courtesy fuel test prior to the event, time permitting. If a competitor is found to be in non-compliance on the fuel twice in the same season, they may be suspended from NMC sanctioned or affiliated events (penalties #14-16). **All fuel baselines will come from NMC fuel station.**

Mix Oil

This is a spec item and will be run as follows

S-1/S-4/KT100

Castor 927

Rotax

Rotax XPS

Crank Case Oil

CR125

Open

F200

Open

L206

This will be a spec item but information was not available at the time the rule book was published, check www.NOLAmotor.com for updates

Tires

This is a spec item and will be run as follows

All Rotax Classes

Mojo D2

JR-1/JR-2/Super Sportsman/Shifter

Burris B55A

Rain Tires

Rain tire manufacture is **open** but must be a tire manufactured for rain. Grooved slicks are not allowed. It is the intent of NMC to run rain or shine it is the competitor's responsibility to be prepared for this NMC is not responsible to have rain tires in stock for race day; NMC will make every effort to have rain tires available for purchase.

Worn or damaged tires must be removed by competitors and not left at the facility. Competitors will be charged \$100.00 for each tire left on site this will be payable before any other track activity. You can bring the tires to the Kart Center for disposal. There will be a \$1.00 charge per tire.

Inspections

The Race Director and his or her designated representative(s) has the responsibility and authority to enforce all rules and regulations pertaining to technical inspections and all safety regulations. Spot checks of a competitor's kart may be made at any time during a SKUSA event. At the sole discretion of SKUSA officials, violations of this section could result in a one finishing position penalty. Dimensional violations will result in disqualification and loss of points for the day.

Pre-Tech Inspection

All drivers must use the approved Pre-Tech inspection form available at registration. Pre-Tech forms must be completed and signed by the driver. Forms are to be turned in at race control in exchange for a tech sticker that needs to be placed on the upper part of the driver's fairing before any on track activities.

Number Plates

Kart number assignments can be obtained from the Kart Center. Numbers are subject to availability. It is mandatory that each kart display its racing number on all four sides. The racing number shall consist of two elements; 1) The background and 2) The Numeral. The background is defined as an area onto which the numerals are affixed. This area can be a plastic plate, such as that common to kart racing, or bodywork that allows sufficient display area, background color must be in contrast to the number shown, and be easy to read and identify. **The number color must comply with the class entered** (see colors in class structure). Numerals shall be of a style that is easily readable. All drivers that have rookie status shall have an orange number panel on the rear of the kart at all times (practice and race).

Required Decals

Competitors are required to display the Series and /or Class Sponsor's decal(s) in the specified location(s). It is the driver's responsibility to obtain the correct decals from NMC. **(This is a tech item)**

Race Vehicle Standards

Safety checks of a competitor's kart may be made at any time during a NMC event. At the sole discretion of NMC officials, violations of this section could result in a one finishing position penalty.

Chassis

The driver is the official entry in a NMC racing event. That driver is allowed to enter and race only one chassis per class at an event, and there shall be no substitutions without the permission of the Race Director. Viable reasons for replacement could include a bent or broken chassis. The Race Director is to consider all safety concerns involved. The kart chassis is official once the first competitive green flag (qualification, first heat, etc.) is thrown on that kart chassis. A driver may practice with as many chassis as he/she wishes that have cleared pre-tech, but once competition begins, the driver is bound to that chassis for the remainder of the event competition. A kart may be entered in more than one class, but only if the kart and driver meet all the requirements of all entered classes. The kart chassis identification number may be recorded or the chassis will be marked after qualifying.

Construction

Chassis must be constructed of a carbon steel alloy using traditional tubular construction.

Suspension

The term "suspension" applies to elements of the overall chassis that would allow the actions of each or any of its four wheels to function independently of one another or the front axle to function independent of the rear axle. Such elements consist of, but are not limited to, springs (leaf, coil or torsion) and "action dampening" devices. The term "suspension" shall apply to, and only to, the relationship between the chassis and the tires. Components considered to be integral to the chassis are welded to the main chassis components. All other components of the vehicle are

mounted to the chassis in a rigid or semi-rigid manner utilizing bolts, screws, and nuts; or tapped and threaded holes in the main chassis components. All such bolted or screwed mounts are subject to safety inspection and pre-tech items. Traditional chassis set-up and tuning allows the use of plastic, rubber, and other such elastic composition washers or spacers, between chassis and removable frame component(s) for the purpose of adjusting overall chassis flex.

Differential Mechanisms

Differential mechanisms that allow the rear wheels to rotate at different speeds relative to each other are prohibited.

Overall Dimensions

Maximum tire width is fifty-five (55) inches for all classes. Maximum length is eighty-four (84) inches. No part of the driver's head may extend past a vertical plane defined by the trailing edge of the rear tires. The distance between the ground and the center hub of the steering wheel will be no less than sixteen (16) inches. Dimensional violations will result in disqualification and loss of points for the day.

Bumpers and Bodywork

All karts that compete in a NMC event must have a minimum: (a) Two CIK or CIK-style side pods (Note: All new-style CIK side pods must have double framework on the nerf bars and a driver fairing); (b) front and rear bumpers approved by CIK/IKF/WKA, driver fairing – CIK style with maximum width of 15” and must have a minimum of 3” clearance to any part of the steering wheel. Bodywork allowed for competition in NMC events are a front nosepiece of plastic construction in general accordance with CIK specifications. The nosepiece may not exceed in width that of the front tire/wheel width as measured from the outside of each front wheel while in a straight forward position. Aerodynamic noses designed for road racing are not allowed. **All karts are to have full length rear bumpers covering at least half of the inboard part of the tire, but not to exceed past the outboard most portion of the tire.** No bodywork may extend wider than the rear tires.

Exception

4 Cycle classes can use full bodywork plastic or fiberglass (Speedway bodywork) all common rules of attachment protrusions apply.

Seat

All mounting of seat components to the main chassis shall be done in a manner that does not place the safety of the driver in jeopardy. Seat mounting, at the minimum, must include the use of all traditional and integral chassis-provided components. Such components shall attach to the seat utilizing the standard nut and bolt method. The use of washers, either metal or of a softer composition is allowed as long as such washers or spacers are in compression. Such integral components shall not number less than four (4). The addition of more struts is allowed and may also utilize the flex washers. Seat incline shall remain consistent with sit-up sprint racing incline.

Exception

4 Cycle classes have the option to run either a sprint style (sit-up) or a speedway style seat (semi lay down). Full lay down style seat inclines are prohibited on the NMC kart track.

Seat Struts

Struts with mid-point washers are allowed as long as the furthest most ends of said strut(s) are rigidly mounted at each end. In no case may the use of any strut(s) preclude the use of chassis-provided seat mounts. In no case may the strut become more complex and include the use of metal springs of any kind, gas shocks, or any other mechanical devices expanding on the flex associated with flex washers. The “appearance” of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is illegal.

Brakes

2 and 4 Wheel Brake Systems

All shifter karts, 125cc and larger, are required to have four-wheel braking with two (2) independent master cylinders.

All other classes are rear brakes only.

Where rear brakes only are stipulated, 4 wheel brake karts are eligible to run as long as the linkage to the front brakes is disconnected (i.e., the front

brakes must be inoperable). Sufficient force applied to the brake pedal shall result in all applicable wheels being unable to turn. Flexible duct tube is allowed for brake cooling.

All hydraulic connections shall be tight and free from leaks. Fastening for all brake pedals, pedal to master cylinder linkages, brake caliper bolts, and master cylinder roll pins shall be cotter pinned, safety wired, or secured by an OEM clip. All brake rotor nuts must be "ALL-METAL" lock nuts.

"Carbon/fiber" braking systems are prohibited. Carbon brake pads are allowed. Connection between brake pedal and master cylinder(s) must consist of OEM rod/cable and safety cable. Safety cable must be at least .065 inches.

Tires/Wheels

Wheel size for all classes shall be five (5") inches. Tires are spec for all classes and such spec's will be announced a minimum of 30 days prior to an event. Same brand and compound must be run on all four tires.

UPDATE!!! For 2012 six inch (6") wheel/tire option is available this will allow competitors from other forms of kart racing to join the sprint group, this rule will be evaluated over the course of 2012 and may change for 2013, however the spec tire and compound will remain the same Burris B55A.

Safety Wire

The following items shall be safety wired, cotter pinned, or the use of OEM clips.

Steering

- 3 Steering wheel hub bolts.
- Bolt, steering hub to steering shaft.
- Bolt, steering shaft to chassis.
- Tie rod bolts (at steering shaft and spindle arm).
- Kingpin bolts.
- Spindle wheel nut.

Braking System

- Brake rotor to hub must have OEM clip, safety wire or metal lock nuts.
- Clevis pin, brake pedal to frame.

- Clevis pin, brake actuating rod(s), both ends.
- Bolts, master cylinder(s) to chassis.
- Bolts, brake caliper(s) to chassis.
- Bolts, brake caliper(s) to spindle.

Throttle

- Clevis pin, throttle pedal to chassis.

Weights

- Weight mounting bolts, double nuts or nut with safety wire.
- Weights 10Lbs or more must contain at least two bolts
- Weights must be white or red in color with designated kart number on each weight.

Miscellaneous

Data Acquisition

Data acquisition devices are allowed in all classes. Data acquisition systems used during time trials and racing shall be limited to the collection and storage of data only. Systems that are capable of modifying ignition timing, air or fuel ration mixtures, traction control, throttle position etc. are forbidden.

Radio/Telemetry

Communication with a driver or to/from instruments while on course during qualifying or race is not allowed. The Race Director and/or Tech Officials may require that all such devices be removed for qualifying and/or racing.

Special Needs

Special “driver aids” may be allowed in certain circumstances for drivers with special needs due to physical disability.

Cooling Fluid

Water Wetter solutions and anti-corrosion solutions are allowable in cooling system. (Rotax Excluded water only) Glycol based anti-freeze is NOT allowed.

Fluid Capture

The goal of NMC is to eliminate fluid spills (fuel, oil, and water) on the racing surface, not to make sure a competitor has a fluid catch bottle(s). Obviously, the existence of such a device does not preclude spillage. The competitor must control fluid spillage. The penalty for not complying could result in a black flag.

Fuel Pumps

A single, pulse-type feed system is allowed. Any additional pumps must be for evacuation pump around system. No electric fuel pumps are allowed.

Aerodynamics**Floor Pan**

Floor pans are not allowed to extend rearward past the front seat mount/crossbar, and must be inside the frame rails.

Aero Effects

No duct or packing tape shall be allowed to form aerodynamic effects. Side pods may be open or closed. Taping them closed is allowed.

Skirts

No skirts or vertical aerodynamic sealing devices are allowed to extend below the mainframe rails from the forward edge of the front tires to the rear of the kart.

Wings

No wings are allowed.

Transponder Location

CIK position on back of seat at a height of 25cm +/- 5cm is required
IN ALL CLASSES

Engine Standards***Honda CR125 Engine***

www.superkartsusa.com

FR125 Max

Refer to Rotax Max Challenge Rules available at
www.gorotax.com

Yamaha YF200/Yamaha KT-100

F200 Rules BNSS 2011 Rulebook, Sections 8 and 9

<http://www.burrisonationalspeedwayseries.com>

Yamaha KT100 Rules BNSS 2011 Rulebook, Section 8 and 11; (Spec Pipe RLV-3)

<http://www.burrisonationalspeedwayseries.com>

Briggs L206

The Local Option 206 (LO206) kart racing engines are purpose-built for kart racing. The engines are hand-built in Milwaukee, Wisconsin using tooling and dies specifically for racing thus providing consistency in component manufacturing. This, in combination with a robust engine-sealing package, establishes a “level playing field” and budget control for racers.

Briggs & Stratton (B&S) racing engines are manufactured for sanctioned racing only. B&S does not recommend the products referenced herein to be used for an application outside of kart racing as serious injury or death could result. This rule package has been prepared by Briggs and Stratton Racing and is intended to establish the basis for the technical control of the classes in which the LO206 and LO206 Junior engine is specified.



Novice, Junior 1 and Junior 2 require the installation of the locking cap Part #555726 on the carburetor slide cover. It is not permitted to run the classes without the specified slide and locking cap. The locking cap must be tightened. A seal can be utilized at the discretion of the organizer, or alternatively painted by the technical officials.



General Rules

- a. The terms stock, original equipment, OEM, unaltered, etc, refer to Original Equipment supplied by Briggs & Stratton.
- b. Only the original equipment Briggs & Stratton LO206 #124332-8201 engine is allowed in the classes recommended herein.
- c. All parts must be unaltered Briggs & Stratton LO206 parts specifically made for this engine by Briggs and Stratton. No aftermarket parts to be used unless specified in these regulations.
- d. All parts are subject to comparison with a known stock part.

Things That Are NOT Permitted

- a. Tampering of the factory installed engine seals (2).
- b. Addition or subtraction of material in any form or matter.
- c. “Blueprinting” unless stated herein.
- d. Modification to or the machining of any parts in order to bring them to stated minimum/maximum specification, (or for any reason).
- e. Machining or alteration of any kind to the engine or replacement parts unless specifically stated herein.
- f. Deburring, machining, honing, grinding, polishing, sanding, media blasting, etc.
- g. Sandblasting or glass-beading any interior engine surfaces.
- h. No device may be used that will impede, or appear to impede, airflow to the engine cooling system.

Engine Sealing

There are two Security seals installed at the factory. Tampering with the seals is not permitted. Should the seals be tampered with, the engine is no longer eligible for competition. Should an engine require dismantling for any reason that requires breaking of the seals, contact NOLA Motorsports Park Karting Center.

Engine Ignition Switch

The B&S ignition switch and wires must remain in stock location. It is not permitted to alter the OEM wiring.

Engine Air Filter The only air filter permitted is the Briggs and Stratton Green Air Filter Part #555729. No modification to the filter element is permitted. A protective shield may be attached for wet-weather competition only.



Engine Cooling Shrouds/Blower Housing

All pieces of the engine cooling shroud/blower housing must be stock B&S and properly installed.

Engine Fuel

87 octane sold at NOLA Motorsports Park fuel station will be the spec fuel. The addition of fuel additives in any manner is not permitted.

Engine Oil

High-quality synthetic oil within a 5W-20 range. No oil additives are permitted.

Oil Breather

Oil breather must vent to a catch container.

Oil Catch Container

An oil overflow catch system is mandatory. Overflow tube must run from the crankcase breather to a catch container.

Carburetor Overflow

Carburetor overflow must be vented to the catch container.

Fuel Pump

It is recommended but not mandatory that Walbro fuel pump, B&S part number #557033 be used. Other pumps are permitted. It is prohibited to pulse from the intake manifold. The fuel pump must be pulsed from a pulse fitting mounted on the oil fill fitting located on the engine side cover. Aftermarket one-piece filler/pulse fittings such as shown are permitted.



Shrouds & Covers

Engine Shroud may be painted any color. Engine shroud, covers, and control panel must be intact and not modified. Any bolt, with the exception of the head bolt, that is used to secure sheet metal shrouds and covers may be replaced with larger diameter bolts.

No taping or covering of the rewind shroud is permitted.

Use of Helicoils

It is permitted to use Helicoil thread inserts for shrouds, valve cover, oil drain, oil fill holes, blower housing, and exhaust pipe attachment studs on the head and lower brackets.

Carburetor & Intake Manifold

The B&S stock Walbro PZ22 carburetor part #555658 is the only carburetor permitted. No alterations allowed unless stated below. All parts will be compared to a stock known B&S part for eligibility. This includes the nozzle, emulsion tube, jets, float, float needle and all other carb parts. It will be allowed however to adjust the float height by means of bending the small tab on the float arm.

Slide must remain B&S stock unaltered. B&S stock unaltered aluminum needle is required part number 555602 marked #BGB.

Technical Item	Description	Tech Tool
a. Needle Jet C-clip		Needle Jet C-clip must be properly installed but may be installed at any of the 5 factory settings on the needle jet.
b. Throttle cable cap		Throttle cable cap on the top of the carburetor must be used and properly installed in tight position.
c. Choke		Choke: OEM unaltered, but lever may be fastened open with a spring, rubber band, wire, etc.
d. Idle pilot jet		Idle pilot jet – #32, hole size is 0.130” no go.
e. Main jet		Main jet – #95, hole size is .0380” plus/minus .002.
f. Main nozzle and Emulsion tube		Main nozzle – OEM stock unaltered – hole size = .101 min and .103 max inches. No drilling, reaming, slotting or oblonging of hole. Emulsion tube – OEM stock unaltered 4 small holes = .018 min inches to .020 max inches

Valve Lift & Ignition Timing

- a. Maximum valve lift is checked from the top of the valve spring retainer. Valves must be adjusted to zero clearance.
- b. Valve Lift: Camshaft check is taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainers may not exceed the following: Intake and exhaust: .252 inches maximum.
- c. Checking ignition timing. Install degree wheel, using positive stop method. ignition. With the right edge of the magnet, (not the magnet holder), aligned with the right edge of the notch of the right leg of the coil, the engine must be from 23 degrees BTDC to 27 degrees BTDC. Only the B&S stock keyway and unaltered flywheel are permitted to be used.
- d. Checking the camshaft at pushrods. Push gently down on dial indicator stem to ensure that there is no lash when push rods are going down.

Cylinder Head

- a. The ONLY head casting for the B&S LO206 herein is the 'RT-1', cast into the head just off the head gasket surface (towards the rear of the engine, PTO side). The overall head thickness is 2.430".
- b. Inspect retainers for alterations that would increase valve spring pressure - .055 to .075 maximum flange thickness. Both intake and exhaust must have OE stock B&S valve keepers.
- c. Unaltered B&S part #555552 (exhaust) and #555551 (intake) can be checked for appearance, weight, and dimensions.

No machining, polishing, easing, or titanium valves allowed.

Valve surface must be unaltered factory ground and have one 45 degree sealing surface only.

There will be no other angles ground on any part of the valve. Tech Tool A22.

- d. Valve Guides: Replacement of valve guides with B&S part #555645 only is allowed. Maximum depth from the head gasket surface to the intake valve guide is 1.255".

Head Gasket

- a. Unaltered B&S part #555723 is the only head gasket allowed.
- b. Minimum gasket thickness between head bolt holes .049 inches. Measurements are to be made with a micrometer in four places between the head bolts, from the inside of the gasket.
 - a. Cylinder head #555635 must be B&S stock unaltered and be "as cast" with factory machining marks left on the head gasket surface are a tech item.
 - b. Hard Carbon may be scraped from head before measuring.

- c. Depth of head at shallow part of head .030 inch minimum. This measurement to be taken with a depth gage on both the combustion side and spark plug side of cylinder head.
- d. Depth at floor of head is .340 inch minimum.

Ports

- a. No deburring, machining, honing, grinding, polishing, sanding, media blasting, etc.
- b. The transition from intake bowl to port must have factory defined machining burr at this junction.

No addition or subtraction of material in any form or matter.

No alterations of any kind may be made to the intake or exhaust ports.

- c. Intake Port: Maximum diameter measurement = .918 inches max. **Tech Tool A6.**
- d. Exhaust Port AS CAST. Exhaust Outlet - .980 – **Tech Tool A6.**
- e. Valve Seats. Intake and exhaust: Must remain factory specification with one 45 degree angle only. Multi-angle valve seats are not permitted.
- f. Intake valve seat diameter inside = .966 to .972 inches. **Tech Tool A2.**
- g. Exhaust valve seat diameter inside = .844 to .850 inches. **Tech Tool**

Valves

- a. Intake Valve

Minimum Weight of Valve :	29.26 grams
Diameter of valve stem :	.246 to .247
Diameter of valve head :	1.055 to 1.065 inches Tech Tool A17
Diameter of valve seat :	965 to 972 inches ID
Valve length :	3.272 +/- .010 inches
Height from angle of valve face to top of the valve :	.060 - Tech Tool A26

- b. Exhaust valve

Minimum Weight of Valve :	28.62 grams
Diameter of valve stem :	.246 to .247
Diameter of valve	.935 to .945 Tech

head : Tool A18
Diameter of valve .844 to .850 inches
seat : ID
Valve length : 3.272 +/- .010
inches
Height from angle .060 – Tech Tool
of valve face to top A27
of the valve :

Valve Springs

- a. Valve Springs are single coil stock, unaltered B&S part # 26826. Must be identical in appearance to factory part and have 4.25 to 4.75 coils in stack.
- a. Spring Wire Diameter: .103 to .107 inches
- b. Valve spring length: .930 max inches – Tech Tool A15
- c. Inside diameter: .615 to .635 inches

Rocker Arms, Rocker Ball and Rocker Arm Studs

- a. Rocker arms must be unaltered stock B&S part #691230 and will not be altered in any way.
- b. Rocker studs must be stock, unaltered stock B&S part #694544 and in stock location.
- c. Rocker Ball must B&S stock. Diameter .590 inch min. to .610 inch maximum.

Tech Tool A16.

- d. Rocker arm mounting positions may not be altered in any manner. No heli-coiling of mounting holes. No bending of studs.
- e. Rocker arm stud plate must be bolted to the head with one, OEM stock B&S gasket only - no alterations. Maximum thickness of gasket is .060 inches.
- f. Rocker arm – overall length 2.865 inches minimum. **Tech Tool A13.**

Push Rods

- a. Push rods must be unaltered stock B&S part #555531.
- b. Push rod length 5.638 minimum inches to 5.656 maximum inches. **Tech Tool A5.**
- c. Push rod diameter .185 minimum inches to .190 maximum inches.

Engine Block

- a. Engine block must be unaltered “as cast” B&S factory machined condition. There must be no addition or subtractions of metal or any substance to the inside or outside of the cylinder block.
- b. Both (2) B&S engine seals must be present with both the fastener and seal in “as shipped” from the factory location and condition. Any defined tampering with

the fasteners or damage to the wire/seal itself (example: delaminated hologram) are grounds for disqualification.

Take proper care of your seals to ensure their integrity. It is recommended that you wrap your seals (using a plastic bag, etc.) to prevent exposure to harsh solvents such as carb cleaner, etc..

c. Machining of deck surface is NOT permitted. Piston pop up can be .005 inches maximum. Piston pop-up to be checked with flat bar in center of piston parallel to piston pin and then again checked 90 degrees to piston pin. **Tech Tool A25.**

Angle milling or peak decking is not allowed.

d. Carbon build-up can be removed before pop-up is measured as long as material is not removed from the piston.

Exception – Competitors can deburr the manufacturing part number/marks IF needed as long as:

- Removal does not extend beyond the defined script area.
- De-burring does not extend below the original piston surface area.
- The original part numbers and script are still clearly visible.

e. Cylinder bore will not be bored oversize

f. Cylinder bore will not be re-sleeved.

g. Cylinder bore position is not be moved or angled in any manner.

h. Cylinder bore dimension: - 2.697 inches maximum for entire length top to bottom.

i. Maximum stroke is 2.204". Push piston down to take up rod play. Check stroke on BDC to TDC. **Tech Tool A21.**

Camshaft Profile Limits

Push gently down on Exhaust lift dial indicator stem to ensure that there is no lash when push rods are going down. Intake lift

0.006	59 to 49 BTDC	0.006	101 to 91 BBDC
0.020	16 TO 12 BTDC	0.020	59 TO 55 BBDC
0.050	.5 TO 4.5 ATDC	0.050	43 TO 39 BBDC
0.100	17 TO 21 ATDC	0.100	26 TO 22 BBDC
0.150	33.5 TO 37.5 ATDC	0.150	9 TO 5 BBDC

0.175	43 TO 47 ATDC	0.175	1 TO 5 ABDC
0.200	54 TO 58 ATDC	0.200	11.5 TO 15.5 ABDC
0.225	68 TO 72 ATDC	0.225	25 TO 29 ABDC
MAX LIFT	0.257	MAX LIFT	0.257
MIN LIFT	0.252	MIN LIFT	0.252
Intake lift		Exhaust lift	
0.225	38 TO 34 BBDC	0.225	76 TO 72 BTDC
0.200	24.5 TO 20.5 BBDC	0.200	62.5 TO 58.5 BTDC
0.175	14 TO 10 BBDC	0.175	52 TO 48 BTDC
0.150	4.5 TO .5 BBDC	0.150	42 TO 38 BTDC
0.100	12 TO 16 ABDC	0.100	25.5 TO 21.5 BTDC
0.050	29 TO 33 ABDC	0.050	8.5 TO 4.5 BTDC
0.020	45.5 TO 49.5 ABDC	0.020	8 TO 12 ATDC
0.006		81 to 91	ABDC

Flywheel

- a. No modifications are allowed to the flywheel.
- b. The minimum weight of the flywheel, fins and attachment bolts is 4 pounds 1 ounce.
- c. Stock B&S part #555683 only. No machining, glass beading, sand blasting, painting or coating of flywheel is allowed.
- d. A flywheel fan, B&S part #692592, with broken fins must be replaced.
- e. Stock, unaltered B&S flywheel key with the B&S logo is required. Width of the key allowed is .1825”-.1875”. No offset keyways allowed.

Ignition System

- a. Unaltered B&S stock ignition part #555718 is mandatory. Only “GREEN” ignition module allowed. Maximum RPM: 6,150.
Exception – Novice LO206 class requires the use of unaltered B&S stock ignition part #555725 (BLACK in color). Maximum RPM: 4,150 with 50 RPM tolerance.

- b. Coil or its position, other than air gap may not be altered in any way. Coil mounting bolts must be stock and cannot be altered in any way to advance or retard timing. Attachment bolts and/or bolt holes may not be altered.
- c. Spark plug: Only the B&S unaltered factory spark plug part number #491055 - Champion RC12YC is permitted. Sealing washer must be in place as from factory.
- d. Magneto air gap is non-tech (recommended clearance .0140")
- e. Checking ignition timing: Set with a degree wheel on the engine with a piston stop inserted in the spark plug hole. With the left edge of the right coil leg aligned with the right edge of the right magnet, the engine must be from 23 degrees BTDC to 27 degrees BTDC.
- f. Spark plug connector: Only the OEM B&S part #555714 is permitted.

Crankcase

Crankcase and cover must be B&S stock, unaltered, "as cast in factory" condition. No alterations or subtractions of metal or any other substance to crankcase cover.

Piston/Deck

- a. Stock standard bore unaltered B&S piston part #555660 only.
- b. No modification or material removal from the piston is allowed.
- c. Arrow on the piston must point towards flywheel side of the engine.
- d. No machining of the deck surface is permitted. Factory Machining marks ARE a tech Item.

Cylinder Bore

B&S Stock bore is 2.690". Allowance for wear is permitted up to 2.697".

Clutch

- a. Novice class must use the supplied Max-Torque clutch, part #555727. No alteration to the clutch is allowed, except springs.
- b. Junior 1, Junior 2, Senior, and Masters classes can run any rim centrifugal clutch with a maximum of 9 springs and 3 shoes. No alteration to clutch allowed, except springs. Clutch coolers are not allowed.

Starter

Recoil starter, B&S part # 695287, must be retained, as produced and intact. Starter maybe rotated.

Exhaust Header

- a. Header must be RLV Model 5507 for all classes.
- b. Gasket and/or silicone are allowed to seal header to head.
- c. Studs or bolts are permitted to fasten head to head. Bolts or nuts must be safety wired.
- d. Header support brace is mandatory.



Exhaust Silencer

Silencer must be RLV B91 with round baffle holes only.



Exhaust Protection

The exhaust header must be wrapped with insulation material.

Torque Specification	WRENCH / SOCKET	TORQUE
Guideline DESCRIPTION	SIZE	
Air Guard	7mm	40-50 lb-in. (4.5-5.6 Nm)
Blower Housing	10mm & 3/8"	60-110 lb-in. (7-12.5 Nm)
Carburetor (to manifold)	10mm	80-110 lb-in. (9-12.4 Nm)
Connecting Rod	T27	115-120lb-in. (13 Nm)
Cylinder Head Bolts	10mm	200-220 lb-in. (20-27 Nm)
Exhaust Brace Screws	10mm	95-125 lb-in. (11-14 Nm)
Exhaust Stud	10mm	95-125 lb-in. (11-14 Nm)
Flywheel Nut	15/16"	55-75 ft-lbs. (74.5-101 Nm)
Flywheel Fan	10mm	180-240 lb-in. (20-27 Nm)
Intake (to cylinder)	5mm Allen	70-90 lb-in. (8-10.2 Nm)
Oil Drain Plug	3/8"	100-125 lb-in. (11-14 Nm)
PVL Module	7mm	20-35 lb-in. (2.3-4 Nm)
Rocker Arm Stud	7/16"	90-120 lb-in. (10-14 Nm)
Rocker Arm Plate	10mm	70-90 lb-in. (7.9-10.1 Nm)
Rocker Arm Set Screw	1/8" Allen	50-70 lb-in. (5.6-7.9 Nm)
Spark Plug	5/8" Deep	95-145 lb-in. (11-16.4 Nm)
Side Cover	10mm	95-125 lb-in. (11-14 Nm)
Starter Gear	#2 Phillips	35-53 lb-in. (4-6 Nm)
Top Control Plate	10mm	70-90 lb-in. (8-10 Nm)
Valve Cover	10mm Lower & 3/8"	30-60 lb-in. (3.5-7 Nm)

Technical Inspection Tools Refer to separate document illustrating the Technical Inspection Tools

Any engine that has been deemed illegal by the Tech Director or has had its seal removed or tampered with will be marked and banned from competition.

Event Operations

ANY leakage of fluids from a kart on the track surface will result in an immediate Black Flag.

Each participant and crewmember is responsible for housekeeping in their pit space. Oil, fuel, brake fluid and coolant spills are to be addressed immediately. If you do have a spill notify race control and help will be sent to assist in clean up. NMC will have appropriate materials for addressing spillage on site, and will have appropriate containers for waste and contaminated fuel and oil. Refueling of karts is only allowed in the pit space and on the concrete pad. No refueling is allowed in the pre-grid or on the track unless approved by the Race Director. No open flames are allowed in the paddock, pre-grid area, or on the track. Smoking is not allowed in the pre-grid or on track surfaces. Smokers must properly dispose of their materials in appropriate trash containers and not on the facility surface. Inappropriate disposal of fluids will result in disciplinary action. The extent of such discipline will be determined on a case by case basis.

QUIET PIT

Engines may only be run in your **PIT AREA**. No running of engines in paddock outside of your pit (10X12 areas). At Pre Grid engines may only be run with Kart on the ground, then only on start command of grid steward to enter track.

Race Officials

Race Director

The race director is the head official at all NMC race events. The responsibilities of the Race Director include all decisions on matters of competition, rule interpretation, and disciplinary action. It is the Race Director's obligation to certify the legality of all aspects of the competition, including timing and scoring, vehicle conformity, fuel, engine legality, and protests. Decisions by the Race Director are final.

Grid Steward

The Grid Steward directs all grid operations, including releasing karts to the grid, supervising the grid alignment, and overseeing the entry of karts onto the track.

Starter

The starter is in charge of all infield personnel and is in control of the racing surface during all competitive activities. Responsibilities of the starter include maintaining a safe competitive environment on the track and displaying the appropriate flags of competition.

Technical Director

The Technical Director and his/her officials are in charge of all pre and post race inspections to insure that all karts comply with published safety and technical guidelines. The Tech Director is in charge of all technical officials and reports any and all infractions concerning safety and technical issues to the Race Director.

Other Officials

The Race Director will appoint other officials as considered necessary for race operations. These officials may include but are not limited to registration, timing and scoring, pit area, etc.

Race Procedures

Qualifying

Each registered driver will get a one timed session to post his/her fastest lap; once the checkered flag is displayed the session is over regardless of where you are on that lap. The time will determine your starting position for the pre-final.

Pea Pick

Each registered driver will have his/her number picked randomly by a computer to determine there starting position for the first heat race. The second heat race will be inverted; finishing results from both races will determine the starting position for the main event. **NMC Standard format**

Race Sessions

The number of race sessions (heats, qualifiers, LCQ's, mains) will be determined by the Race Director based on the entry count. In the event of qualifying heats, aggregate point ties will be broken by qualifying time.

Points table that will be used to determine placement for the Main Event:

Finishing position	Points awarded	Finishing position	Points awarded	Finishing position	Points awarded
1	1000	13	526	25	196
2	955	14	493	26	175

3	911	15	461	27	155
4	868	16	430	28	136
5	826	17	400	29	118
6	785	18	371	30	101
7	745	19	343	31	85
8	706	20	316	32	70
9	668	21	290	33	56
10	631	22	265	34	43
11	595	23	241	35	0
12	560	24	218		

Pre-Grid

The pre-grid serves the following functions: (1) to allow race officials to stage the forthcoming event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the pre-grid, there can be no mechanic or crew assistance without penalty. This stands whether or not the need was for safety. All drivers should be prepared to show their wristbands showing they have registered for practice/race when leaving the pre-grid or entering the track for any reason.

Empty positions at **pre-grid** will be filled by reordering the field. Example: Kart in P6 (outside row 3) is missing from pre-grid "A". P7 would move to outside row 3, P8 to inside row 4, P9 to outside 4 and so on. Any driver obtaining pole position in the heat or the main event may choose either side of the grid. This will affect the **front row** of karts only and must be done before the karts leave the pre-grid. The Grid Steward must be informed of the change. Anyone arriving to the pre-grid after the karts have been released will be held at the track entrance. Once the field has been given the green flag, they will be allowed to join at the rear of the field.

The Driver is only allowed two crewmembers within the pre-grid/Hot Pit area. Those two crewmembers are to assist the driver with starts or any last minute changes. Once the driver is released from the pre-grid to the track, any crewmembers need to clear the pre-grid and move to the crewmember only area to view their driver. This area will be marked for each event and is to be used only by the two crew members that accompanied the driver to the pre-grid. Each crew member at the time of registration must be present to receive their wristbands, pay all fees and sign the waiver. Violating this will have penalties (1-3). Pre-grid attire: No tank tops are allowed, closed toed shoes are required.

Grid

Once karts are released to the racing surface from the pre-grid, all competitors are under “Race Conditions” and the direction and control of the Race Director. From this point forward to the point where the competitor clears post race tech, no person may assist the competitor unless directed to do so by the Race Director. (Penalty #1-11). Course workers are not required to help restart or assist drivers in any way. Karts stalling on warm-up laps or experiencing difficulties in keeping the warm-up pace are in jeopardy of losing their starting position. A kart not in proper position upon approaching the formation cones will be placed at the rear of the field. The Race Director, at any time he feels it may be a safety issue can request that a corner worker remove the kart from the racing surface, if a driver drops out of formation prior to the start and after the formation cone, the karts directly behind the absent driver will move forward to fill the void.

“No Wrench” Grid

It is assumed that a kart and driver are ready for competition when they leave the pre-grid. If it becomes necessary to work on any competitor’s equipment after leaving the pre-grid, the competitor is unable to return to the race surface.

Any part that breaks or falls off of your kart under race or practice conditions is deemed a safety hazard by the Race Director and will result in a Black Flag.

Race Starts

Standing Start

One or more warm up laps are provided with the field staying in line up position. At the direction of the officials, the field will slow and proceed to their designated grid position in two abreast format. It is the driver’s responsibility to know their proper position. A driver stalling on the grid must first and foremost, raise both hands to signal trouble. Where possible, a grid official may assist in a restart effort. Failure to restart will result in officials ordering the kart and driver to a safe position off the racing surface. Front tire must be in small tire box, and the kart must be square to the track, no angling of the kart.

Light Start

1. During warm up lap(s), ONLY the YELLOW light will be displayed.
2. Upon the last competitor passing the start line, on the last warm up lap, ONLY the RED light will be displayed.
3. As competitors approach the grid, ONLY the RED light will be displayed. After the field is set and is turned over to the starter, extinguishing the RED light and lighting the YELLOW light starts the five-second window.
4. At any time during those five seconds, the GREEN light will be displayed, signaling the start.

Flag Start

Once the field is set:

1. The flagman will raise his non-flag hand vertically, with the green flag pointed straight down and beside his leg, to signal a five-second “window” count.
2. The flagman will throw the green flag at any time within the five-second window.

Rolling Start

Warm up Laps

The field will be given a minimum of one warm-up/formation lap.

Formation Laps

During formation lap, karts will maintain their grid positions. It is the driver’s responsibility to retain the proper grid position and the starter is not obligated to allow any additional formation lap to allow a driver who has lost position to regain it. If a driver intentionally starts out of position, that driver will be black flagged.

The pole position driver will control the pace of the warm up and formation laps. The driver should modulate the pace such that it is possible for the field to maintain good order by the time it enters the straight on which the start line is located. If either front row drivers do not live up to this responsibility (excessive speed, brake checking, etc.) the front row drivers in violation will be moved to the back of the pack and that line will move forward.

If a kart stops during any formation lap: The driver may not attempt to restart until the entire field has passed them. The driver must push the kart to a safe spot before attempting to work on it. No outside assistance can be given to the driver. Working on the kart in an unsafe spot causing a delay to the start of a race can result in a DQ

from the race. If you drop out of your grid position prior to the green flag, you must rejoin at the rear of the field.

Start

At the direction of the officials, the field will slow and proceed toward the start line in two abreast format. Speed shall be constant and relatively slow when approaching the acceleration line (marked by cones approximately 75ft prior to the start line). The No. 2 driver must maintain position level or slightly behind the pole driver as they approach the acceleration line.

At any point between the acceleration line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field is in position, well bunched up, and in two parallel lines, the starter may give the starting signal.

The front row will get two chances to get the start right, after which, at the race official's discretion, both of front row drivers will be moved to the back of the pack. **Once the start signal has been given and the race has begun no further karts will be allowed out of the pits onto the track after one completed lap.**

At race official's discretion, penalties may be assessed at the end of the race for the following infractions:

Breaking out of line prior to the green flag for reasons other than contact avoidance.

Bumping or pushing.

Aggressive maneuvers that lead to contact between karts deemed avoidable by race officials.

After the green flag has dropped and one lap of racing is complete, the track will then become a non-wrench track and any attempt to restart or work on a kart that requires the driver's feet to touch the ground, will result in a DNF.

DNS, DNF

Any driver failing to cross the start line after the green flag (race start) will be scored DNS. In the absence of a Hot Pit, once a kart returns to the pits during a race, it cannot re-enter the track and will be marked as a DNF.

Restarts

Restarts will be a single file, rolling start in the same order as the last fully completed and scored green flag lap prior to the red or full course yellow condition. A lap is considered complete when the leader crosses the finish line to begin the next lap. Karts that caused or were involved in the incident resulting in the need for a restart may be required in the case of a full course yellow flag, or will be required in the case of a red, to restart at the rear of the field. In the case of a red flag, drivers, unless otherwise directed, must make their way to the start/finish line and await restart alignment instructions. If the track is blocked due to a red flag incident and one or more competitor(s) stop in full control of their kart and are not involved in the incident, the Race Director has discretion, when the track is clear and safe, to allow the competitor(s) to continue to the start/finish line and be placed in grid position determined by the last completed and scored lap. NO crew or other persons may come upon the racing surface without SPECIFIC authorization from the Race Director. Drivers waiting for restart may not go to the pits. Crewmembers may not approach the kart or driver for restart or work until, and only if, directed to do so by the Race Director.

Red Flagged Events

In cases where a race is halted due to a red flag, two methods exist regarding restarts:

Method #1: The red flag was displayed before the completion of one half of the total scheduled laps or distance. In this situation, the race will be restarted as a general rule, conditions permitting.

Method #2: The red flag was displayed after the halfway point. In this situation, at the discretion of the Race Director, the race may be declared complete and the results will be based on the last completed and scored lap. Any passing taking place in the incomplete (red flag) lap will be negated. Drivers involved in the red flag incident will be score behind the last running kart in the lineup and not in the position they were in on the last completed green flag lap.

Race Completion

All races will be run until the leader has completed the prescribed distance or the checkered flag has flown. If conditions prevent the completion of the prescribed distance, the race will be considered officially completed if half of the prescribed distance is completed. After the race has been deemed complete, all drivers need to proceed to the scales and weigh the kart and driver. No crew member is allowed to touch the driver or kart until the kart

and driver has passed through the scale house. When an event is halted due to adverse conditions, the event may be rescheduled. If a feature line-up has been determined, or if a feature is less than halfway completed, points shall be awarded as to the line up position or the last fully completed and fully scored lap in the feature.

Points System

Points table that will be used for awarding season points. **Added to these points will be the number of karts racing in your class for the day.**

Position	Points awarded	Position	Points awarded	Position	Points awarded
1	200	13	65	25	20
2	175	14	60	26	18
3	155	15	55	27	16
4	140	16	50	28	14
5	130	17	45	29	12
6	120	18	40	30	10
7	110	19	35	31	8
8	100	20	30	32	6
9	90	21	28	33	4
10	80	22	26	34	2
11	75	23	24	35	0
12	70	24	22		

Disqualification

Drivers DQ'd from qualifying/heat race shall start at the rear of the heat race field.
 Drivers DQ'd from the final do not receive points or other awards.
 DQ's will not be eligible for drop races. (Period!!!)

Flags

Each competitor is responsible for the adherence to the following flag signals.
 Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

Green Flag

A green flag is displayed at the start of practice or competition.

Crossed Flags

A set of crossed flags (Green and White) is displayed to indicate that the race is at the halfway point.

Two Vertical Flags Side by Side

A rolled Checkered and rolled White flag, side by side, represents two laps remaining in the race.

White Flag

A white flag is displayed to indicate that the race has one more lap.

Checkered Flag

A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number.

Waving Yellow Flag

A yellow flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and may raise a hand for courtesy to signal following drivers. A driver is not to pass another driver from the point that the yellow flag is being displayed until cleared of the incident. Passing on a yellow flag will result in lap penalties. (Penalties 6-8)

Standing Yellow Flag (not waving)

Continue at racing speed. Minimal danger ahead requiring driver's attention at next corner. Passing on a yellow flag will result in lap penalties. (Penalties 6-8)

Yellow with Red Strips

Surface Condition Flag: Informs racers that fluids, gravel, or other substance is on the track surface. This flag is held stationary, until the debris has been removed or for 2 laps, whichever is shorter. This is flag is for information only.

Blue Flag

A blue flag indicates that the driver is being overtaken by a faster, lapping kart. This flag will only be displayed at start finish. Failure to adhere to this flag will result in lap penalties. (Penalty #1-5).

Rolled Black Flag

May be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the unrolled Black Flag will be displayed.

Black Flag

Unrolled Black Flag indicates that the driver has committed an infraction. The driver is to immediately report to the pits and stop where directed by a race official. Failure to respond to the Black Flag for 3 consecutive laps will result in (Penalties #9, 11-13). This flag will only be displayed at start finish.

Red Flag

A red flag indicates that the race is stopped due to an emergency, weather or darkness. A driver is to slow down and be prepared to stop where directed by officials, preferable to the start finish line. A driver may not enter the pits and may not work on the kart unless otherwise directed by the Race Director. The race order for the restart is determined by the last fully completed and scored green flag lap. Any kart involved in any red flag incident, under any circumstances, will go to the back of the field. If more than two karts are involved in a red flag incident, position at back of pack will be determined by last scored position in a fully completed lap.

Pit Rules

Access

Only those persons who have signed a release and waiver of liability will be allowed in the general pit areas (penalties #1-3).

Fluid Disposal

No fuel, gear oil, or coolant may be disposed of at a NMC event. If no officially designated container is provided for disposal of specified fluids, all such fluids and their disposal are to remain the responsibility of the driver (penalties #1, 12-14).

Pre-Grid/Hot Pit Entry/Exit

All drivers must enter and exit the pre-grid/hot pit area at designated pit entrance and exit only. When entering or exiting the pre-grid/hot pit area, during a practice or a race, a driver shall yield the right of way to all other competitors already on the track and signal by raise of hand. The entering or exiting drivers must stay out of the fast groove until the kart is up to racing speed and able to merge with traffic safely (penalties #1-5).

Warming of Tires

It is illegal to warm or heat tires, in any manner (penalties #1-3).

On Track Conduct

Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

Signaling Procedure

A driver will raise one arm overhead to signal following drivers when slowing abnormally or pulling off course. The slowing driver will maintain their line.

Blue Flag/Lapping Procedure

The driver is not to block or race the lapping kart. The overtaking vehicle may or may not be right behind the kart being lapped. Furthermore, the overtaking process may or may not take place in the next turn. In the opinion of the official, the kart being lapped will be overtaken before the driver completes the present lap. It may well be by more than one vehicle, often indicated by fingers from the official presenting the flag. Failure to respond to this flag and properly yield may result in a penalty (Penalty #1-5).

Track Re-entry

Competitors should always raise a hand when re-entering the track.

A kart that intentionally or inadvertently cuts the track, a corner, and/or has 4 wheels off the racing surface must yield right-of-way to competitors at racing speed. When re-entering the racing surface during practice or a race, the driver must stay within the blend line while staying out of the racing line until the kart is up to racing speed and able to merge with traffic safely (Penalties #1-5).

If an accident or unsafe situation results upon re-entry, a penalty for “Reckless or Dangerous” driving will apply. If a driver cuts the course during racing or qualifying, regardless if position(s) were gained or lost, he/she will be subject to penalty. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations or the head flagman. Any driver that commits a driving procedure infraction is subject to (Penalties #6-11).

If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe position. Once the kart is secured, the driver must remain in a safe place near their kart until the race is completed. Kid kart and cadet drivers are not to attempt to move their karts to a safe position. When it is safe to exit their kart they are to move themselves to a safe position and out

of the way of others. Corner workers will at that point take control of the kart and move it to a safe position.

Rough Driving

Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact. The basic rule is “no contact.” Good competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rules, depending upon the incident in question. Officials will spot such infractions and take the prescribed action. NMC shall employ the assistance of all race officials to identify rough driving (penalties #1-11). **Some contact results from missed shifts and will be judged by the official.**

Blocking

Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties (penalties #1-5). Blocking is considered when a driver makes more than one move off the preferred racing line on a given straightaway.

Inadvertent and Unwilling Participants

Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving, but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent. No compensation can or will take place with regard to the violated competitor(s). All actions in such situations will be taken toward the violator (penalties #1-16 during practice; penalties #1-16 during a race).

Prescribed Action

Marginal infractions shall be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black flag, but instead a full waving black flag. Ignoring a black flag is grounds for event disqualification. (penalties #9-16).

Repeated Violations

Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties (Penalties #9-16).

Tires

Spec

Tires are spec for all classes, see (tire regulations).

Tire Softeners

Any alteration of the spec tire from its original construction is illegal. This includes any chemicals or softeners.

Marking

Tires will be marked after qualifying/first heat. In all events, competitors will race all heats, pre-finals, and finals on the same tires used to qualify/first heat. Unmarked or improperly marked tires at the end of any race session will result in a disqualification.

Replacement

The Race Director may or may not allow “one-for-one” tire replacement of a tire that has been damaged during racing. Tire(s) replaced without the Race Director’s approval will result in a disqualification.

Rain Race

The decision to declare a rain race is at the sole discretion of the Race Director.

Rain tires must be manufactured rain tires; No grooved slicks allowed. Manufacturer is open.

When rain conditions are declared for a race, it is the racer’s option to choose rains or slicks. Rain tires are only optional to use when it has been declared a rain race. The slick tire is always to remain spec.

Fuel/Oil

Fuel and oil are spec items for all classes, see (fuel and oil regulations).

DISCIPLINARY ACTION

Race Director Authority

The power to reinstate a suspended or revoked driver’s privilege rests solely with the NMC Appeals Board, and will be based on the severity of the rules infraction and/or the seriousness of the act or omission. The interpretation and application of the NMC Rules by the Race Director shall be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event, and the interest of karting. Only the NMC Appeals Board can overrule the Race Director.

Definitions

Although there can be confusion between the following descriptions of driving and personal conduct at a NMC event, the definitions below are a guideline for driver conduct as well as participant conduct (for any person attending a NMC event):

Careless

Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct (penalties #1-5).

Reckless

Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences (penalties #1-16).

Dangerous

Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences (penalties #1-16).

Penalties

The penalties that follow apply to driver conduct as well as personal conduct for any person attending a NMC event.

1. Verbal Warning and/or probation.
2. Loss of practice or practice time.
3. Docked one position.
4. Docked two positions.
5. Docked three positions.
6. Docked all positions gained – Plus One.
7. Docked all positions gained – Plus Two.
8. Docked all positions gained – Plus Three.
9. Moved to rear of the field.
10. Docked one lap.
11. Disqualified from Qualifying, Heat, Pre-Final, or Final + No Points that qualifying session, Heat, Pre-Final, or Final.
12. Disqualified for Day + No Points for Day.
13. Disqualified from Event + No Points for that Event. Must leave premises.
14. Suspension for One Race + No Points for that Event. Must leave premises.
15. Suspension for One or More Races + No Points for that Event. Must leave premises.
16. Suspension for Present Season or Next Season. If #10 and #11 do not impose a penalty, the penalty can be moved to the next season or previous race(s). Must leave premises.

Any discussion of infractions will be between the driver(s) and Race Director only. No other competitors, crewmembers or spectators will be part of the discussion, unless their presence is specifically requested.

Suspension

Length of suspension is at the discretion of the NMC Appeals Board.

Disqualification

Any driver who is disqualified from the entire event for any reason whatsoever will lose all race points and awards for that event.

Off Track Conduct

If the act or omission of a participant is determined by the Race Director or NMC official to constitute a threat to the orderly conduct of the event, that NMC official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat created by the member or non-member. Any NMC official taking such temporary action must notify the Race Director immediately. Drivers and crewmembers will, at all times, be responsible for their own conduct. Any offense committed by a crewmember will be chargeable to the driver and/or crewmember.

Interaction between Competitor and Officials

All concerns or disputes from drivers, crew, mechanics, or kart owners shall be in writing accompanied by an official protest form to the Race Director. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor (including the driver) shall subject the driver to disciplinary action (penalties #1-16).

Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from his pit. The responsibility also extends to conduct in the local area of an event or related function (e.g. banquets, seminars, televised events, etc.) including motels, hotels, restaurants, or any private or public area. Such conduct will be treated with "ZERO TOLERANCE" (penalties #12-16).

Miscellaneous Violations

Any driver, in the opinion of the Race Director, who competes with illegally modified equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modification, is subject to suspension and

loss of all points and awards for the entire season. Such penalty shall be made at the particular event and is subject to NMC protest and appeal rules (penalties #13-16).

Any driver who falsifies their age on their NMC membership application in order to meet age requirements is subject to suspension (penalty #14-16).

Protests

Protest must be submitted in writing, on an approved NMC Protest Form, it must be submitted within 30 minutes of the decision or within 30 minutes of posting the event results, for the Protest Form to be taken under consideration. The form needs to be time stamped by the race director or one of his designated officials. Protest involving specifications or drivers' conduct must be submitted by a participant in the same class.

If a protest pertains to the last event of the day for a particular class, an official decision will be rendered within 5 working days of the completion of the event. If a protest pertains to a preliminary event, an official decision will be rendered before the next race of the event for that class in which the protest took place. Protests must refer to a specific regulation, specification or driver conduct. The Race Director has final say in all protests at the event. In the case that the Race Director cannot be impartial, then and only then, shall the Race Director, flagmen, and other race officials at the event collectively make the decision.

A \$100 (one hundred dollar) protest fee shall accompany a technical protest. Protest fee will be refunded in the event the protest is found valid and the offending entrant/driver will assume all cost related to this protest. In the event no rule infraction is found, the protestor relinquishes all rights to the funds. The protestor has the right to pick only two technical items that will be checked; this needs to be specific. For example, carburetor, transmission, fuel, crank, piston, reeds, etc. **Exceptions: Rotax motors are limited to unsealed items. For example Carburetor, transmissions, airbox, pipe, fuel, etc.**

Appeals

Appeals to the NMC Appeals Board

Any appeal shall be submitted no more than 10 (ten) working days after denial of the protest and will include a \$250 (two hundred-fifty dollar) fee, which is non-refundable, regardless of the decision. No appeal should be filed regarding a race event decision unless a competitor first filed a protest, which was officially denied.

Whenever an appeal regarding a particular event is received, the results of that class shall be deemed unofficial and all awards are provisional until the appeal is decided.

If the person wishing to appeal does not provide the appeal, appeal fee, and supporting information in the time frame stipulated in this section, the appeal will be denied. If information requested from third party(s) is not received in five (5) business days, the appeal will be considered without that information.

Any of the time limits set forth in this rule may be changed upon the agreement of all persons involved in the appeal, including the NMC Appeals Board.

The decision of the NMC Appeals Board shall be final. Once the final decision has been made, the results shall be mailed to pertinent parties.



NOLA Motor Club

OFFICIAL CHASSIS REPLACEMENT FORM

Chassis can only be replaced with the same brand and model.

Date

Time

Name of Driver

Class

Kart #

Reason why chassis needs to be replaced: _____

Damaged Chassis Manufacturer

Model #

Serial #

Replacement Chassis Manufacturer

Model #

Serial #

Signature of Driver

Kart #

+++++

RACE DIRECTOR'S RESPONSE

Chassis Change _____ APPROVED _____ REJECTED

Reasons: _____

Race Director

Time

