

KELLYS MOTORSPORTS PARK

RULES & REGULATIONS

Kelly's rulebook has our own rules, in addition to being insured by NKA and their rule set. Regarding motor/bodywork/etc., we refer to CKNA and Briggs and Stratton for LO206 classes.

www.kellysmotorsportspark.com



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Section 1: General

1.1: Spirit and Intent

Kelly's Motorsports Park is here to provide a fun and safe place for all racers to enjoy. Racing is a dangerous sport; no rules or standards can guarantee the elimination of any risk involved. All attendees are responsible for their behavior and the behavior of their crew. You are responsible for reading and being familiar with all the rules. Any person banned from any other race track will not be allowed on the premises.

1.2: Social Media

Social Media can be beneficial, but also very damaging. Any content considered threatening, obscene, harassing, defamatory, or hostile toward any individual, team, official, or the track itself will be subject to suspension. This includes any text, audio, video, or images. If it is determined your pit crew, or race team, is the one making the negative comments you are also subject to suspension with the whole race team. Suspension will be based on the situation and could lead to a week, month, or seasonal suspension.

1.3: Waiver Requirements

Everyone in your vehicle must stop to sign the forms, pay for entry, and get a wristband before entering the pit area. Every person entering the pit area must personally sign the Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement. One parent, or legal guardian, of a minor 17 years or younger must sign the Parental Consent Release and Waiver.

Section 2: Entrant

2.1: General Ability

The officials have the final decision regarding a competitor's ability to perform properly and hold the right to remove anyone from the competition should they feel it is necessary for their safety and the safety of others.

2.2: Birth Certificates

A copy of a Birth Certificate is mandatory for any Kid Karter. We may also request a copy from any driver if necessary.

2.3: Competition Age

The minimum age for any competitor is age 5. They must be 5 years old before being able to take to the track. A driver's competition age is determined by the age you will be on May 1st of that year. Eligible drivers may move to the next class if they have proved their skill level. Once you compete at the next level you must stay there or revert to the previous class. You will not be allowed to level down if you choose to stay in the next class.

2.4: Medical Conditions

Participants must exclude themselves from participating in any event if they have any condition known to them that a reasonable person would consider unsafe. These conditions include but are not limited to pregnant women, people on medications known to cause impairment, any previous injury that would require a doctor's release note, or people with medical issues like seizures or heart problems.

2.5: New Drivers/Rookies: Any new driver must have a visible X on the back of their helmet. That allows other drivers to know that you are new and use caution. New drivers should also have a few practices before participating in a race day. We want you to know safety, the rules, how to handle your kart, and what to do before participating in a race. This is for your safety and the safety of others. All new drivers must have their kart inspected before being allowed on the track.

2.6: Kart Numbers: Must be legible and big enough for officials to read. Either a black number on a yellow or white square works best. Karts must have numbers on all four sides. You must buy new numbers if we cannot read your number. Numbers will be available at the Speed Shop.

Section 3: Classes

4-Cycle - LO206 Motors, Fuel - 87 Octane
No fuel additives or tire prepping allowed
ALL LO206 CLASSES FOLLOW CKNA RULE SET
[Rules - Cup Karts North America](#)

| Class | Ages | Weight | Slide | Dry Tires | Rain Tires |
|---------------|-------------|--|------------------|--------------------|---------------------|
| Kid Kart | Ages 5-8 | KK Chassis 200 lbs. Cadet Chassis 215lbs. | Black .310 Slide | Vega VAH 4.60/4.60 | Vega w6 4.20/4.20 |
| Cadet | Ages 8-10 | 245 lbs. | Red .440 Slide | Vega VAH 4.60/4.60 | Vega w6 4.20/4.20 |
| Sportsman | Ages 10-13 | 275 lbs. | Green .490 Slide | Vega VAH 4.60/4.60 | Vega w6 4.20/4.20 |
| Junior | Ages 12-15 | 320 lbs. Adult Chassis | Gold .570 Slide | Vega VAH 4.60/6.00 | VEGA w6 4.20 / 6.00 |
| Senior Medium | Ages 15+ | 365 lbs. | | Vega VAH 4.60/6.00 | VEGA w6 4.20 / 6.00 |
| Masters | Ages 35+ | 390 lbs. | | Vega VAH 4.60/6.00 | VEGA w6 4.20 / 6.00 |
| Legends | Ages 50+ | 375 lbs. | | Vega VAH 4.60/6.00 | VEGA w6 4.20 / 6.00 |

2-Cycle Classes

Fuel: VP98, Sunoco 100 Leaded, Aviation Leaded 100 Octane

| Class | Ages | Weight | Motor | Dry Tires | Rain Tires |
|--------------|-------------|---------------|--------------|---|---|
| Kid Kart | Ages 5-8 | 150 lbs. | Comer 50cc | Vega VAH 4.60/4.60 MG "SH2" Red 4.60/4.60 Mojo D2 4.50/4.50 | Vega w6 4.20/4.20 MG SW 4.20/4.20 Mojo W2 4.50/4.50 |

| | | | | | |
|-------------------|------------|----------|---|--|--|
| 2-cycle Sportsman | Ages 8-10 | 225 lbs. | IAME Micro Swift 60 cc | MG "SH2" Red 4.60/4.60 Mojo D2 4.50/4.50 | MG SW 4.20/4.20 Mojo W2 4.50/4.50 |
| | Ages 8-12 | 245 lbs. | IAME Mini Swift 60cc | | |
| | | 240 lbs. | Mini Roc 60cc | | |
| | | 225lbs. | Comer 80cc | | |
| | | 225 lbs. | Rotax Micro Max | | |
| | | 240lbs. | Rotax Mini Max - 950mm | | |
| | | 295 lbs. | Rotax Mini Max - 1010mm | | |
| Jr 100cc | Ages 12-15 | 320 lbs. | IAME KA-100 KT-100 Small Carb, RLV 4 Hole Can Exhaust KT-100 Large Carb, RLV 3 Hole Can Exhaust | MG "SH2" Red 4.60/7.10 Mojo D2 4.50/7.10 | MG SW 4.20/6.00 Mojo W2 4.50/6.00 |
| Jr Tag | Ages 12-15 | 320 lbs. | Leopard (25mm Header) IAME X30 (29mm Header) Rotax Junior Max Rotax Junior Max EVO | MG "SH2" Red 4.60/7.10 Mojo D2 4.50/7.10 | MG SW 4.20/6.00 Mojo W2 4.50/6.00 |
| Sr 100cc | Ages 15+ | 360 lbs. | IAME KA-100 ROK, VLR | MG "SH2" Red 4.60/7.10 Mojo D2 4.50/7.10 | MG SW 4.20/6.00 Mojo W2 4.50/6.00 |
| Sr Tag | Ages 15+ | 365 lbs. | IAME X30 Leopard Rotax Max Evo Rok GP (380lbs) | MG "SH2" Red 4.60/7.10 Mojo D2 4.50/7.10 | MG SW 4.20/6.00 Mojo W2 4.50/6.00 |
| Shifter | Ages 15+ | | 125cc Gear Shifter (380 lbs.) KZ Pro Shifter (390 lbs.) | Open | Open |

Other 4 and 2 Cycle Classes

| Class | Ages | Weight | Motor | Dry Tires | Rain Tires |
|----------------|------------|----------|--|--|--|
| Jr Yamaha | Ages 12-15 | 320 lbs. | KT-100 Large Carb/Can Exhaust | MG "SH2" Red 4.60/7.10 Mojo D2 4.50/7.10 | MG SW 4.20/6.00 Mojo W2 4.50/6.00 |
| Sr Yamaha | Ages 15+ | | KT-100 Large Carb/Can Exhaust (325 lbs) KT-100 Large Carb/Pipe Exhaust (380 lbs.) | MG "SH2" Red 4.60/7.10 Mojo D2 4.50/7.10 | MG SW 4.20/6.00 Mojo W2 4.50/6.00 |
| Senior Open | Ages 15+ | 350 lbs. | Any Motor | Open | Open |
| Vintage | Ages 15+ | | | Open | Open |
| Ghost Predator | Ages 15+ | 375 lbs. | Ghost Predator | Open | Open |

Section 4: Safety

4.1: Participant Responsibility

The participant is responsible for looking over one's kart and properly maintaining it. It is also your responsibility to maintain racing room for the safety of yourself and others.

4.2: Accidents

LEAVE YOUR HELMET ON UNTIL BEING CLEARED! Any kart or driver involved in an accident must be checked out by officials. Officials may not allow a kart to continue, or use safety equipment with visible evidence that is damaged. Parents of a minor may be allowed onto the track only when the course has been cleared and officials have given permission. **No people are allowed to go on the track during an incident unless they are an EMT, an official, or have been granted access.** Any accident that results in a driver having a concussion, losing consciousness, blurred vision, or broken bone must have a doctor's note to clear them for racing before being able to participate.

4.3: Fire Extinguishers

The track does have fire extinguishers placed around the premises. Still, it is highly recommended that each driver have a minimum of one operable 1-½ lbs dry-powder fire extinguisher (Rated for use on A, B, & C type fires) in their pit area. Carbon Dioxide type extinguishers are not acceptable substitutes. First Aid Kits are also recommended to have.

4.4: Personal Safety Equipment

4.4.1: Helmets

Helmets must have full coverage with the face shield installed and designed for competitive motorsports.

| FIA HELMETS | Expiration Date |
|-------------------|---|
| FIA 8859-2015 | 10 years from manufacture date if it is in helmet |
| FIA 8860-2018 | |
| FIA 8860-2018 ABP | |

| SNELL | Expiration Date |
|-------------------------|-----------------|
| M or SA 1015 | 12/31/2025 |
| CMR or CMS 2016 (Youth) | 12/31/2026 |
| K, M, or SA 2020 | 12/31/2030 |

| SFI Specs | Expiration Date |
|-----------------------|-----------------|
| SFI 24.1/2015 (youth) | 12/31/2025 |
| SFI 31.1 or 41.1/2015 | 12/31/2025 |
| SFI 24.1/2021 (youth) | 12/31/2030 |
| 31.1 or 41.1/2020 | 12/31/2030 |
| 24.1/2021 (youth) | 12/31/2031 |

4.4.2: Cameras

Any type of camera shall not be affixed to the helmet in any way.

4.4.3: Gloves

Gloves are required in all classes regardless of session.

4.4.4: Suit/Jacket

Driving Suits of a one-piece design made of abrasion-resistant material are required. If using a jacket it must be made for racing competition, be abrasion resistant, with typical construction of nylon or leather. Any pants worn must be free of defects such as rips, holes, strings, etc.

4.4.5: Footwear

High-top shoes or boots designed for motorsport use are recommended. All shoes must be properly laced/buckled and free of holes or signs of extensive wear.

4.4.6: Long Hair

If hair extends from beneath the helmet, the competitor must wear a balaclava to retain hair from extending outside the helmet. If hair is visible during competition the driver shall be removed from the track immediately.

4.4.7: Neck Brace

Neck braces are mandatory for all ages and all classes. Drivers will be flagged off the track if you do not have one on.

4.4.8: Chest Protectors

Chest Protectors are mandatory for all drivers up to age 13 with one of the following specs: SFI spec 20.1, SFI 20.1/1 (up to 8 years), SFI 20.1/2 (age 9-13). Rib protectors are recommended but not mandatory.

4.5: Driving in Pits

Driving in the pit area is frowned upon during any session. People are exiting the track, pushing up to the grid, and kids are running around.

4.6: Recovery/Emergency Vehicles

While karts are active on the track, no recovery or emergency vehicle shall cross, run adjacent to, or park close to the track surface.

4.7: Weight/Ballast

4.7.1: All bolt-on weights must be white with the kart number clearly marked. All weights must be a single solid piece with no slotted holes where mounting.

4.7.2: All weight added to meet minimum kart/driver weight requirements shall be bolted to the kart with a minimum 5/16 or 8mm through bolt. Weight over 7 lbs will require a minimum single 3/8 bolt or two 5/16 bolts. All bolts must use double lock nuts with at least 1/4" thread visible. If bolted with a single lock nut, a safety wire is required.

4.7.3: Weight mounted to the seat requires a large metal washer with a minimum diameter of 35mm/1.378" to prevent the head of the bolt from pulling through the seat.

4.7.4: Carrying ballast on the driver's person is strictly prohibited.

4.7.5: No weights may be mounted to the underside of the chassis.

4.7.6: If a weight falls off the kart you will be DQ'd from that session.

4.8: Safety Tech

You must become responsible for looking over your kart! The following connections must use a nylon nut, and/or safety wired/pinned/clipped during all sessions:

- Pedals (Brake and Throttle).
- All brake rods and tethers. **Brake tethers are mandatory!**
- Master cylinder to frame
- Calipers to frame/spindle
- Rotor to hub bolts (mechanical lock nuts required)
- Kingpins
- Steering shaft to frame
- Tie Rods (all mounting points)
- Steering hub to steering shaft
- Steering wheel to steering hub (all-minimum 3)
- Third Bearing Support Bolts to the support mount, or each other (minimum 2)

4.9: One Way Radios - NEW 2025!!

One-way radios will be mandatory starting 2025. This is for communication from track officials to the drivers to help with driver placement, warn of any incidents in upcoming corners, or even call for a red flag to stop. This is not to replace corner flaggers. We will have them available for rent or sale at the track.

[Nitro Bee Xtreme UHF Race Receiver – Rugged Radios](#)

Section 5: Event

5.1: Restricted Area Access

Only those who have signed the liability waivers and have a wristband shall be allowed in the pit/restricted area. No minors are allowed on the track at any time during a live session. Any abuse of pit bikes, golf carts, or ATVs will result in a permanent ban/use of them altogether. Please keep them off the grid and out of pathways. You may use them to go to and from your pit spot, or your tow vehicle/camper if you use the field next door. Do not ride them on the hills, dirt piles, or the track next door. Keep speeds at 5mph.

5.2: Entry Fees

Saturday Driver Race Fees: \$55

2nd Class Fee: \$35

Pit Pass Fee: \$15

Transponder Rental: \$25

Sunday Driver Practice Fees: \$40

5.3: Saturday Race Schedule

The track opens at 9AM. Drivers Meeting at 11AM. One round of practice will follow the driver's meeting. Your practice times determine where you go out for Qualifying. Qualifying times will set the line-up for the first heat race. The position you finish Heat 1 is where you begin for Heat 2. The position you finish Heat 2 is where you begin your feature. Sheets will be printed for line-ups in case of any penalties/infractions that affect the next lineup. There will be Podium for the top 3 finishers in each class. For anyone who works, you still may show up and race after the day's events have begun. You will start in the rear of the first race you participate in. *(If Saturday's schedule says practice follow Sunday's protocol.)*

5.4: Sunday Practice Schedule

The track opens at 9AM. Practice begins at any time after 9AM and goes until 5PM. Keep each session around 10 minutes. You may pull off the track and get right back on the grid. It is just PRACTICE! Kid Karts should only go out with other Kid Karts. Senior drivers should not be out with younger drivers. Faster 2-cycle karts should not be with slower 4-cycle karts. *(If Sunday's schedule says Race # follow Saturday's protocol.)*

5.5: Drivers Meeting

Every race day there will be a meeting for drivers, crew, and officials to review anything new, or needs attention. All drivers are required to attend. Failure to attend does not remove the driver's responsibility to know the rules and standards of the event.

5.6: Combining Classes

Kid Karts are only to run with other Kid Karts, this goes for any session including practice. Juniors may run with Seniors if their speed and maneuverability are similar.

5.7: Environmental Consideration

Used Oil is to be disposed of properly only in used oil containers. There is an oil drum on site to use. Please pick up after yourself and your pit spot. Do not leave garbage, zip ties, or gas cans behind. No use of antifreeze in water-cooled motors.

5.8: Tires

The track has surveillance all around. **Tires are not to be left behind!!** If we catch you you will pay \$55 per tire left behind. **There is no tire prepping of any kind and no use of tire warmers.** If we catch you with tire prep you will not only be DQ'd for the day you will be subject to at least a one-week minimum suspension.

5.9: Event Cancellation/Refunds/Rain Out

Pit passes are non-refundable. Once a participant has taken to the track, they are not eligible for a refund. If for any reason a participant has not taken to the track but the event has begun, they are eligible for the difference of a driver fee to a pit pass. We will not be racing in the rain. If the event gets canceled before a single set of heats is complete, racers are eligible for a refund/credit for their entry fee minus the cost of a pit pass. Or you may keep your wristband and bring it back the following week. If both sets of heat races have been completed, but unable to complete the features, the race is declared official and points will be awarded based on the lineup for the main event. If we get rained out in the middle of the day and your entire class has rain tires and wishes to finish in the rain, you may do so as long as the whole

class is on board. Any pit pass money is non-refundable. If it rains on a practice day, you may still come and practice!

5.10: Scoring

5.10.1: Transponders are mandatory for all classes and drivers, regardless of class size, whether they are your transponder or a rental.

5.10.2: Any real-time scoring programs like Race Monitor, are not official. There may be penalties to access, or karts underweight that need to be accounted for. You may follow along with Race Monitor, or SpeedHive during racing.

5.10.3: Did Not Start (DNS): Any driver who does not take the green flag for that session receives zero points.

5.10.4: Did Not Finish (DNF): Any driver not taking the checker will finish in the order of when you came off the track. Points are still awarded for taking the green.

5.10.5: Video/Camera: Any video/sound recording device in restricted circumstances (official interaction, tech inspection, scales) is prohibited. Video may be used for protests due to a penalty on track.

5.10.6: Points are awarded according to your finishing position plus the number of karts that took the green in the final session.

| Position | Points | Position | Points |
|----------|--------|----------|--------|
| 1 | 200 | 11 | 75 |
| 2 | 175 | 12 | 70 |
| 3 | 155 | 13 | 65 |
| 4 | 140 | 14 | 60 |
| 5 | 130 | 15 | 55 |
| 6 | 120 | 16 | 50 |
| 7 | 110 | 17 | 45 |
| 8 | 100 | 18 | 40 |
| 9 | 90 | 19 | 35 |
| 10 | 80 | 20 | 30 |

Section 6: Competition

6.1: Sportsmanlike Conduct

Drivers are expected to compete with a high standard, follow the general rules and avoid unnecessary contact with other drivers. Bumping, aggressive driving, and obscene hand gestures/language are all examples that are prohibited.

6.2: Right of Line

The 'right of line' is the driver's ability to utilize their preferred line entering, through the apex, and exiting the corner. For the overtaking driver to establish position they must have the centerline of their front axle midway between the kart's front and rear axle as they enter the corner without the use of

contact or leaving the established course prior to the application of brakes, or corner turn in. For the lead driver to 'maintain position' the centerline of their front axle may not fall behind the midway point between the overtaking kart front and rear axle centerlines without blocking or leaving the course. Once the overtaking driver has established position, and the lead kart maintains position, they are considered to have equal rights to the entire corner. They are obligated to give the other driver racing room. A corner is won when either the overtaking driver

fails to maintain the established position and execute the pass, or the lead driver succeeds in maintaining position and allows the overtaking driver to manage the pass. A driver who finds themselves defending on the outside of a corner at an exit has the responsibility of using the correct judgment to concede the corner at the moment the inside kart is making forward progress.

6.3: Defending

Drivers can make moves to defend off the preferred line on a straight while coming to a corner. However, the driver can only return ¼ kart width to set for that corner. Once the overtaking kart has broken the rear plane of the lead kart with its front nose, the lead driver is not allowed to make any further moves. Should contact occur after the rear plane has been broken, but not to a point where the lead kart may be unaware, the lead kart must immediately abandon any further movements. If the lead driver continues the defensive move after contact an infraction will be assessed.

6.4: Avoidable Contact

While it is common for contact to occur, it must always be avoided with care. Avoidable contact that directly affects the other driver(s), regardless of intent, is prohibited and subject to penalties.

6.5: Mechanical Failure/Stopping on Course

If a driver has a mechanical failure, the engine dies, or you need to get off track while a session is under green flag conditions, they are to raise their hand, and slowly pull off the course with caution. They are to move their kart safely away from the track and move behind a safety barrier or out of the way. Drivers must stay on the track until the end of the session and must **leave their helmet on. DO NOT STOP ON THE TRACK ITSELF!** Do not pull over to ask a flagger a question, or try and have the flagger push you off. If you know you are going to stop, it is your responsibility to get off the track and get the kart out of the way!

6.6: Restarting of Karts

Never start your kart if you are not sitting in it!! The starting of any kart must be on the ground with the driver fully in the seat. That goes for anywhere on the premises, or during any session. You may get your kart restarted if it is before the green flag. No one is to come on the track to restart a kart after the green flag. Any time during the race if you can start yourself while in the seat you may do so and re-enter safely.

6.7: Exiting the Track

Drivers exiting the track must raise their hand to let the driver know behind them that they will be slowing down and exiting. Stay to the right as far as possible to stay out of the racing line. Motors are to be shut off while coming down pit lane and coasting to the scale house. Any driver slamming into the back of another driver in pit row will be subject to be penalized.

Section 7: Flags

7.1: Green Flag

Signals the start of the race and the course is safe to resume full racing speed.

7.2: Yellow Flag

Corner Flaggers may display the yellow flag warning that there is an incident up ahead and to proceed with caution. There is no passing under a yellow flag.

7.3: Rolled Black Flag

The black flag may be used to warn a driver that potentially poor sportsmanship on track has been noted and they are to revise their tactics or be issued an infraction for the next occurrence. A rolled black flag does not mean you have to exit the track.

7.4: Black Flag - Open/Waived

This flag indicates you are to exit the track immediately for a certain reason. Aggressive driving and Unsportsmanlike Conduct are examples.

7.5: Black Flag with Orange Dot

This flag warns drivers of a mechanical issue with their kart and that they should exit the track.

7.6: Blue Flag/ Blue Flag with Stripe

A blue flag is shown to a kart being lapped by faster traffic. When a kart is being lapped, you are to give the right to the faster kart and point (if possible) what side they should pass you on.

7.7: Crossed Green and White Flags

A crossed green and white flag signifies the halfway point of a race.

7.8: White and Checkered Rolled Up

A rolled-up white and checkered flag signals there are two laps left in the race.

7.9: White Flag

This flag signifies the start of the last lap, meaning one more lap until checkered

7.10: Checkered Flag

This flag signifies the conclusion of the race. After the checker is thrown, slow down, racing is over, and exit the track.

7.11: Checker and Black Flag

If a black flag is waived with the checker at the conclusion of the race it signifies that there are possible penalties in that race.

7.12: Red Flag

The red flag is displayed when an unsafe condition exists on the track such as a serious racing incident, inverted karts, dangerous conditions, or any reason deemed necessary by track officials.

7.12.1: Red Flag Procedure

When a Red Flag is displayed all drivers must stop safely as soon as possible. Track officials may point you in the direction they want you to stop. No work is allowed to be done on karts during this time. Only track officials are allowed on track. Once all karts come to a complete stop and the track is clear an EMT will be dispatched. No parents or pit crew are allowed to run on the track unless an official clears you to do so.

7.12.2: If a red flag is thrown before halfway we will resume the race using the last full completed lap. If it is displayed after halfway the race is deemed complete.

7.12.3: Any kart/driver that is involved in a red flag incident must get inspected/checked out before being allowed back on track.

7.12.4: Any kart that previously dropped out of the race before the red flag cannot restart the race.

7.12.5: No work can be done to a kart during a red flag. At any point if work occurs on a kart it will result in immediate disqualification.

Section 8: Race Procedures

8.1: Our race procedure will include 1 practice session, Qualifying, 2 heat races, and 1 feature. Your time in practice will set you up where to go out for Qualifying. Where you finish Heat 1 is where you will start for Heat 2. Where you finish for heat 2 is where you start for the feature. Sheets will be posted in case of any infractions/penalties that might affect lineups.

8.2: Grid Area - NO refueling is allowed on the grid. All karts must be on the grid and ready for when their class is up. Once the first kart has left the grid area and entered the track any remaining karts have 90 seconds to join the race.

8.3: Waved Starts/Restarts - A restart will occur if the Head Flagger doesn't like the start. It could be the karts were not lined up correctly or were going too fast. If a Yellow Flag was displayed karts must go around again and attempt the restart. If the start goes green and there is an incident involving two or more karts, one restart will occur with those involved in the incident moving to the rear for the next restart.

8.4: Race Completion - A race will be considered complete the moment the checkered flag is displayed. Once you receive the checkered you must slow down and exit the track. There should be no more racing or any contact of any kind after the checkered.

8.5: Scale Procedure - All drivers must weigh in, and weigh, after any race to receive points. If you leave the race early or have a mechanical issue causing you to break down on the track you still must weigh in after you are brought in! Any parts that fall off your kart are not to be included in scaling. Drivers have two attempts to make weight. If a driver does not make weight on the first attempt, they shall remove the kart from the scales, "zero" the scales, and immediately make their second attempt. If you do not weigh you will receive a DQ for that round. There will be no driving, or jumping, on the Scales!! If someone is found underweight the tower must be immediately notified.

8.6: Protests - All protests must be submitted in writing on an official protest form with a \$100 protest fee and turned into a track official. The fee is refunded only if the decision is in the favor of the protesting party. All protests are to be submitted no more than 30 minutes after results are posted, or infraction has occurred. One protest per event is allowed. Video may be used for protesting.

https://www.nkaonline.com/s/techsheet_NKA_2024.pdf

8.7: Infractions - If any bodywork, or neck brace, falls off you will be removed from the track. If you change motors or carb, you will start in the rear of the next session. There are many on-track penalties such as avoidable contact, unsafe re-entry, blocking, disregard for the yellow flag, not leaving racing room, etc. that a driver may receive. Penalties may vary on a case-to-case basis.

8.8: Tech Inspection - Refusal of tech inspection or compliance with a protest will result in disqualification and loss of points for the day. A second refusal will result in suspension of racing privileges in any event for the remainder of the year. Tech Inspections may be done, on a random basis, at any time during the day per the Tech Director. If the motor or equipment is found illegal, the violator will lose points for that day. Also, if the part is deemed illegal, or its legality is suspect and requires additional inspection or testing, the officials have the right to confiscate the item for further review. They must be teched before being allowed back on the track the following week. DQ in tech is not droppable for year-end points.