

# 2009 NKC RULES

## ARTICLE I GENERAL RULES

**Section 1:** No one may sue or press charges against another member, an official, the property owner, any benefactor of NKC or the NKC itself. Nor shall any member discredit or bring slander to the Club's or member's well being. The penalty can be up to a lifetime expulsion.

**Section 2:** No Officer or Club Official shall make a call, judgment or be involved in any decision making process in which an immediate family member is a competitor. Verbal communication using track radios by members of the Board of Directors during a race will not be allowed, unless requested by the Race Director.

**Section 3:** Any unauthorized person who wants special permission to be inside the track fence must receive permission from NKC officials, and must sign a liability release.

**Section 4:** All non-member racers/guardians can print a copy of Rules and By-laws at [www.nutmegkart.com](http://www.nutmegkart.com)

**Section 5:** Everyone racing and/or participating in a scheduled event must sign a release form and obtain a pit pass each week.

**Section 6:** All present are to give full cooperation to officials at all times.

**Section 7:** Anyone under eighteen (18) years of age cannot race unless a parent or proof of guardianship is present. Parental consent is required as per W.K.A. instructions. A certified copy of the driver's birth certificate must be provided by the driver's 2<sup>nd</sup> race.

**Section 8:** Any inexperienced racer shall start last for 3 race weeks. The new racer shall put an "X" on his or her helmet and rear number plate for those 3 weeks and sign in as a "Rookie/New Racer." All rookies will start at the rear of all heat and feature races for a minimum of 3 weeks. During this probationary period the racer will keep his/her earned positions on the track once a completed lap has occurred. At the completion of the 3<sup>rd</sup> race week, the driver may draw a chip unless the race director/flagger deems that additional probationary time is required.

**Section 9:** Entry fees for the year shall be determined by the Board of Directors and approved by the general membership by the February monthly meeting. Entry Fees shall remain unchanged throughout the year.

**Section 10:** Waste oil must be removed from the track property at the end of each race day. Kart owners are responsible and will be subject to severe sanctions up to and including permanent suspension for failing to comply with this rule.

**Section 11:** There will be a \$25 late fee assessed for all membership renewals not completed by the day of the February monthly club meeting.

## ARTICLE II COMMITTEES

To be a Nutmeg member in good standing the following guidelines must be followed. At any time, as determined by the Board along with three committee chairmen, if a member does not adhere to these guidelines, they may be fined and or disciplined immediately. Imposed fines must be paid before the fined member is allowed to participate in any club event. Members may offer to help other members meet their requirements by performing on committees but prior approval by the Board must be secured.

Every membership is expected to earn a total of 3 member credits per year with a maximum of 2 credits coming from non-race day committee's. Credits are earned by participating on committees and completing said assignments or participating in events and meetings. Each credit has a fine value of \$150. (Example fine: Someone who only earns 2 ½ credits in a season would be fined \$75 to be able to participate in the next club event) NOTE: Renewing a membership late does not waive the member of any mandatory member participation listed in these rules. All fines are due upon renewal and no member will be allowed to participate in any on track event, be it a practice, race or exhibition.

### MANDATORY MEMBER PARTICIPATION

\*\* Raffles: A minimum of 2 raffles will be run annually, usually supporting the 2-Day Show mid year and the banquet year end. Each member is required to sell/buy one book of 10, \$5 raffle tickets for each raffle (1/4pt earned each raffle). Immediate Fine: \$50 per raffle not sold.

\*\* Opening/Closing Committee—Every member is expected to work a minimum of 6 hours participating on pre-season and post-season work parties. (1/4 pt earned each session, 1pt max.) Immediate Fine: \$50 per season missed.

### **VOLUNTARY ASSIGNED POSITIONS AVAILABLE**

1. **Track Committee**—Will be directed by the Track Steward and have up to 4 assistants (1pt). This is the track maintenance crew which grooms the track surface, maintains and runs the track equipment and vehicles during the week and race day.
2. **Race Day/Grounds Committee**—Will consist of one Chairman (1 1/2pts) and up to 6 assistants (1pt). This committee performs all tasks related to readying and closing the track for racing. (Yard carts, Flags, cones, fire extinguishers etc....) Their function is to help maintain, repair, keep clean all grounds and facilities. The chairman supervises and assures all tasks are completed. Weekly Trash, grounds and facilities must be left clean and ready for the next event.
3. **Scoring Committee**—Will consist of one Chairman (1 ½ pts) and up to 6 assistants (1pt). This committee will operate teams of 2. Ideally 3 teams can be formed. The chairman sets schedules, trains; trouble shoots thru-out the race day and fills in for an absentee. One team opens the booth, does sign in and the starting lineup. The second team will score the heats and does the feature line up. The third team will score the features and close the booth. Other rotations can be agreed upon based on number of assistants, final approval of schedule by the Board. All teams should be rotated weekly to be able to perform all three tasks. Transponder dispersion and collection also a duty of this committee.
4. **Corner Marshals**—Will consist of one Chairman (1 ½ pts) and up to 8 assistants (1pt). The Chairman is responsible for scheduling proper marshal coverage for every race. 2 corner marshals are needed every race and should not flag in their own racers event. Each marshal works each race event with all classes being shared equally.
5. **Pit Committee**—Will be directed by the Pit Steward and have one chairman (1 ½ pts) and up to 8 assistants (1pt). This committee which is responsible for Set up, break down of parking area, Pit Rule enforcement (No prep., conduct from scales to pits, etc.) and Pit Pass enforcement, weights and scales.
6. **Safety/Tech Committee**—Will be directed by an officer and have one chairman (1½pts) and up to 6 assistants (1pt). They are responsible for pre-race and race event safety tech, enforcement of complete grounds safety issues and are the Grid masters. This committee also may employ the services of a WKA Certified Tech. official. They are responsible to enforce the club's tech rules in a fair and consistent manner.
7. **Trophy Committee**—Will consist of One Chairman (1 ½ pts) and 2 assistants. This committee is responsible for the procurement and presentation of all trophies/plaques throughout the racing season including the banquet.

Special Committee—May be formed at any time per approval of the Board to meet ongoing or temporary needs. Point values will vary depending on event. Other credit earning activities include but not limited to: Shows, Marketing, Parades, Special Meetings and Donations of \$500 or more. Point value per special events will be announced individually for each event.

The Board Members automatically receive 3 credits for their services.

Other ways of earning credits:

- Any member attending 75% (9) of the monthly club business meetings will receive ½ point.
- Any member working the annual trade show for a minimum half day will receive a ½ point. (max 1pt)
- Any Special Project assignment will get a point value assigned usually not to exceed 1pt
- Any member participating in a parade of other special marketing event will receive up to one point per event.
- Club photographer and Yearbook co-coordinator (1 ½ pts). Must provide weekly photos for posting on website and create the annual yearbook.

These guidelines provide 6 Chairmen positions and 40 committee positions with various miscellaneous ways to earn points. Committee sizes, needs and point values can be adjusted and amended as needs arise.

### **ARTICLE III TRACK RULES AND REGULATIONS**

**Section 1:** All approved participants will be admitted through the sign in booth, proper ID required, all fees and waivers must be completed to race. Pit areas will be kept orderly and clean.

**Section 1a:** Each pit stall shall have at least one ABC type fire extinguisher in good condition. The fire extinguisher shall be kept visible and accessible at all times.

**Section 2:** After being admitted to the pit area, the kart crews will place their karts in assigned areas. Ample space will be provided so that karts can be moved in and out with ease.

**Section 2a:** All persons admitted to an event must stay within the designated area. Anyone leaving the designated area will be subject to fines and/or penalties.

**Section 3:** Engine start times will be posted at the sign in booth for each weekly event. Kart engines must be turned off 5 minutes prior to the posted drivers meeting start time.

**Section 4:** Entry fees will be paid at the time of sign in. Board members shall pay no entry fee.

**Section 5:** Only persons with a pit pass shall be allowed in the pits or racing on the track. Per insurance regulations, no one under 18 years of age will be allowed on the hot grid during racing unless he is a participant in that race. No one under the age of eight will be allowed on the Hot grid unless he is signed in as a driver, but will be allowed at the outer pit area only with adult supervision. The hot grid is the area inside the track fence perimeter.

**Section 6:** No smoking will be allowed within the track or hot grid area areas during a scheduled event. A racing event is concluded at the completion of the last race of the day. Monthly meetings are defined as a scheduled event. No alcohol or illegal drugs are permitted at any club meeting or in the race track area.

**Section 7:** All kart owners will act in a professional manner at the track and will see that their crews do likewise. It is also that person's responsibility to supervise any children or other family members while on track property. Shirts and shoes required.

**Section 8:** An information board will be erected in the pit area and shall have the lineups for each race posted not less than 10 minute before race time.

**Section 9:** All racing will begin at the predetermined time and day. Sign-in time will start 2 ½ hours prior to the event and will close ½ hour prior to the driver's meeting. All late entries will be reviewed by the Board of Directors. All late entrants will start at the rear of the field for both heats. Warm-ups will start following the Drivers Meeting (up to 10 laps for warm-ups), and shall end at least 10 minutes prior to the first event. Track drying will be accomplished by the discretion of the Board, and will not count as warm-ups.

**Section 9a:** The racing format and all times may be amended at the discretion of the Board of Directors, if deemed necessary.

**Section 10:** Once the first heat has started, there will be no class switching or new drivers added to a class.

**Section 11:** No kart and/or driver shall be allowed on the track unless approved by an official.

**Section 12:** If any kart cannot be lined up, the starter/race director can put it in the back of the field.

**Section 13:** The green flag shall start all races and signifies that the track is clear. The race shall be considered started when the green flag is dropped. The race must be finished in the kart started with.

**Section 14:** The blue flag with the diagonal yellow stripe is a passing flag, which shall be given to karts that are being lapped. When a kart receives the passing flag the driver shall hold his/her line on the track as directed by the starter and remain there until the lapping kart or karts have passed.

**Section 15:** The yellow flag means caution. After dropping the yellow flag, all karts shall thereafter slow down and line up according to racing gained position behind the leader who will hold his/her hand up. There will be no passing. When a yellow flag is shown during a race all karts will continue around track until instructed by flagger to stop at the start finish line. At this time the karts will be directed past the starter one at a time in proper lineup order. The karts will then be stopped by the next on track worker to keep karts in order. When all karts have been lined up correctly the karts will then continue rolling yellow laps until the starter gives the green flag.

On a restart, the red and yellow flags, shown together, mean the karts should line up in their original positions. If after two starts are tried and the front two karts cannot come down to the starting line together, the starter will put 1 and/or 2 to the rear of the field. If a kart is a lap down, it stays a lap down. Yellow flag laps shall not be counted as scoring. Any lapped kart on the restart goes to the rear. The race will be restarted as scored on the previously completed lap. When the caution flag is thrown on the last lap of a race it will be considered yellow/checkered ending the race, and if the checkered flag has been displayed, those karts that have passed the start/finish line shall be scored as they finished.

**Section 16:** The red flag means danger and all karts must stop immediately. It may be used if, in the opinion of the flagman/race director, the track is unsafe to continue the race. In the event a race is called

complete after a red flag is dropped, all karts not involved in the accident shall be scored as finishing in the last position that they crossed the line in the previously completed lap. In the event of a red flag the kart driver causing the red flag cannot continue the race without the consent of the EMT and/or track officials.

**Section 17:** The black flag means get off the track and must be obeyed immediately. The flagman may use this not only for rule infractions but for some mechanical trouble which the driver may not be able to see but might make the kart dangerous. In such an event the driver shall raise his hand, avoid interference with the other karts and exit track to the scales, within one lap. Any calls for unnecessary pushing, bumping or rough driving shall be made at the final decision of the flagman/race director. If the black flag is not obeyed, further disciplinary actions will be assessed by the board.

**Section 18:** The white flag means you are entering the last lap.

**Section 19:** The checkered flag means the finish of the race. For scoring purposes, all karts will hold their positions for one additional lap before entering the pit area. In the event an error occurs, the final position shall be determined by the scorer's record.

**Section 20:** When lights are used at the track they are to be considered official and observed the same as the flags.

**Section 21a:** All restarts shall be double file.

**Section 21b:** Any driver who takes a green flag gets at least last place points progressively, i.e.; first driver out gets last points, 2<sup>nd</sup> driver out gets 2<sup>nd</sup> to last points, etc. These points are awarded only if the kart weighs in after that race. This rule does not apply to karts disqualified for driver misconduct. Any driver leaving the track due to EMT direction will be awarded last place points.

**Section 22:** If 50% of the race has been run under the green flag, when the red flag is dropped, the flagman has the authority to call the event complete.

**Section 23:** If a driver goes through the infield, the driver will lose a lap.

**Section 24:** In the event of an accident on the track only the first aid crew, firemen, corner men and club officials shall render assistance. Violation may result in suspension as may be decided by the officials. A family member needs to be escorted on the track by a track official or board member.

**Section 25:** If a race is stopped (Red Flag) all karts must remain on the track and motors must be shut off. When the track is cleared, the scorer will line up the karts and the flagman will resume the race at the direction of the race director. Only under Red Flag can a competitor's crew member, at the direction of a track official, enter the infield with a starter to restart a kart. No other are tools allowed. If any maintenance is done by any kart during a red flag situation, that kart will start at the rear of the field. Any kart leaving the track area past the scales will be disqualified for the remainder of the race. Club officials in an emergency may direct karts to any area to aid in the continuation of the race program.

**Section 26:** All maintenance and/or repairs performed on any kart, during the yellow flag only, shall take place only on the infield and will re-start at the rear of the field. No kart shall be refueled while the engine is running or with the driver in the kart.

**Section 27:** Any kart which spins out alone causing a yellow flag will restart at the rear of the pack. Anyone involved in an accident that causes a yellow or red goes to the rear. "Involved" to be interpreted by track officials. At the discretion of the flagman or race director, any kart spinning out intentionally will be moved to the rear of the field and will be penalized a lap.

**Section 28:** Racing will not start unless the safety requirements are met.

**Section 29:** All drivers will receive a flag and safety lecture until the flagman is sure he is understood by each participant.

**Section 30:** Protective clothing requirements: Helmets must comply with WKA rules 115.1 and 115.2. High leather shoes (ankle coverage) including work shoes, boots and leather sport shoes. Unaltered full fingered gloves and helmet support (115.3) are mandatory. Nothing should be worn that is ripped or worn in such a way to expose parts of the flesh. In addition, cage kart drivers are required to wear arm restraints and a full fire resistant driving suit rated SFI 3.2 A1 or better. Chest protectors meeting SFI Specification 20.1 are mandatory for all drivers in flat kart classes where the maximum age is 12 or lower. Champ kart belts/harnesses must be new or re-certified every two years as per WKA regulation 485.1.

**Section 31:** No parts, tools, participants or crew may enter the racing area once the track entrance is closed unless permitted for red flag start with the exception of below listed starters. Track entrance chain will be closed after the last kart passed the pit entrance on the clinched green flag. Any kart entering late will be placed to the rear regardless of board lineup. One starter for each type of motor running on the track must be available at all times. If a kart needs to be restarted during a caution period and that starter is not inside the track area, one will be allowed to be brought over

the fence and onto the track. Please Note: this is for starters only and no other tools will be allowed to be brought onto the track in this manner.

#### ARTICLE IV FINES AND PENALTIES

**Section 1:** Waste oil, tires, and general trash must be removed from the track property at the end of each race day. Kart owners are responsible and will be subject to severe sanctions up to and including permanent suspension for failing to comply with this rule

**Section 2:** Failure of tech will result in the loss of points for that day in all classes that the failed part raced in. The second offense will result in loss of points for that day and suspension for the next scheduled race event. On the third offense, there will be permanent suspension at the discretion of the Board. Any driver refusing tech will lose points for that day plus be suspended for the next regular points racing events. (A fun day, practice, or rain out is not considered a racing event).

**Section 3:** All karts must proceed directly to scales upon leaving track after each scored race to be weighed. Any kart failing to do so will be automatically disqualified. If a kart is found to be light in the first heat race, they will start the next heat race from the rear in that class In addition to receiving a DQ for that heat. After the feature race, any kart found under weight will lose their points for the day in that class. The Nutmeg track scale is the final authority. If a racer is involved in an on track accident and requires medical attention at the request of the EMT. The racer and kart will not be mandated to weigh in upon exit of the track. If they choose not to weigh in they will be given last place points on the day and it will be allowed to be used as a drop. The driver will have the option of having their kart held in the impound area up until the completion of the last feature of the day. This is to give them the opportunity to weigh in if they choose to do so.

**Section 4:** Anyone found tampering with another kart without permission will be expelled or suspended at the discretion of the Board.

**Section 5:** Any driver who does not obey flags immediately will be subject to suspension of that event. Any further penalty or suspension will be up to the Board of Directors.

**Section 6:** Any kart in a race more than two laps behind and competing may be flagged off at the race director/flagman's discretion.

**Section 7:** Any kart which in the opinion of the safety/tech committee or other Officials is not in good racing condition, shall be disqualified from competition until it meets W.K.A. and Nutmeg regulations.

**Section 8:** Anyone on the premises who gets into a fight, acts unseemly or argues at Club activities, can be immediately suspended. The Board of Directors may levy a suspension up to six consecutive race meets. If a person starts a fight on the grounds or at any club function, that person can be permanently expelled. Any suspension or expulsion under this section shall apply to all persons affiliated with that Club membership. The decision of the officials shall be final.

**Section 9:** Any person smoking on the track or Hot grid area shall be given one verbal warning on the first offense. Thereafter, they will be given a suspension for that day with loss of points.

**Section 10:** The top three (unless a different number is specified at the drivers meeting) finishers of each class must bring their kart to the designated impound area immediately after their feature race, unless his or her kart is used in two different classes. In that case the kart must be left in the designated area to be defined at the drivers meeting. Tech officials have the right to impound and inspect any kart at any time.

**Section 11:** Any Club Member or Crew Member participating in events thought to be under the influence of drugs or alcohol at any race event, will not be allowed to continue to participate in that day's events. Ruling will be at the discretion of the officials.

**Section 12:** As used above, a consecutive race event means a completed race day (all classes heat races must be completed). A two day show counts as one race event. Any and all fines and suspensions may be carried over to the next racing season.

#### ARTICLE V KART SPECIFICATIONS

**Section 1 :** **Spirit and Intent**

The law of spirit and intent comes into effect when race officials are encountered with facets not specifically addressed in the rulebook. At this point, officials must make decisions

based not only on fact, but also on whether the infraction was a clear case of attempting to controvert the spirit of the event. We urge you avoid causing a spirit and intent ruling by being fully aware of all the regulations that apply to you and your kart/tires/engine etc. It is impossible to write a rule for every aspect of karting. Before attempting any modifications to your kart/tires/engine etc. that are not specifically addressed in the rulebook, talk to the technical inspector and clarify the requirements.

**Section 2:** All karts will conform to WKA 2009 Speedway Dirt Series specifications as per written in the WKA 2009 tech manual. Any additional safety requirements of the Nutmeg Kart Club must also be met.

**Section 3:** Legal tires - All classes must run either VEGA MAS tires (thick or thin tread) or Burris 33's any model. All four tires must be from the same manufacturer. Kid karts must follow WKA guidelines.

#### **Section 4: General tire Tech Procedure**

1. Competitors will bring spec tires to the event.
2. Tire cutting and grinding will be allowed however grooving of tires is illegal. Tech officials will have the final say in this matter and it shall be final.
3. Tire Prep is not allowed on track property. Prepping at the track is not allowed. If it is determined that anyone is prepping during a race event they will be disqualified for that race event (non droppable) and can be subject to a two race event suspension for the first offense. A second offense will be either suspension for the remainder of the season (this shall be at least 4 race events to be carried over to the next season) or permanent expulsion from the club. If there is any wet or tacky substance on a tire as it comes up for a practice session, heat or feature, the competitor will be disqualified from the event.
4. At no time will any kart be allowed entrance to the track on non-spec tires for the class being run.
5. Only one set of tires will be allowed to be used per kart, per race day event. (an event consists of what is stated at the daily pre-race drivers meeting.) If a set of tires is being used for more than one kart it must be pre-approved by a tech official prior to the first heat.
6. Once branded/marked, tires must be visible and in plain sight at all times. If you must work on your kart inside your trailer your tires must be removed and left outside. Tires at no time will be permitted to be removed from the pitting area during a race event.
7. The only acceptable cleaning substance for tires is water (no additives).
8. Tires will be branded or marked prior to the 1st heat. It is the drivers responsibility to ensure their tires are marked. If a kart does not have its tires marked and proceeds onto the track the penalty shall be a disqualification for that race.
9. The following instruments and inspections will be utilized for our current tire inspection process (JTR Eagle, Visual, Touch). This is a live document that has the ability to change as needed.
10. All karts must be brought to tire testing area on a kart stand. All tires must be dry. If these above listed requirements are not met you will not be allowed entrance to the hot grid and track.

**Section 5:** All engines must have a grounding strap or plastic tie wrap with 6 inch minimum length unless they have a functioning kill switch located in the stock position.

**Section 6:** Number Panels will be of lexan or plastic, and will be 6 inches high and visible with a maximum of two (2) digits. Numbers and panels shall be of contrasting colors with no clear panels. The Head Scorer will have final determination on the legibility of the numbers on any kart.

**Section 7:** All JR2 and below flat kart classes must have a rear bumper in which the width will be at least to the approximate vertical center of the rear tires, but not wider than the rear tire tread. Minimum tubing for bumpers and bars is 5/8" for Kid Karts and 3/4" for all others. Final determination to be made by a tech official.

**Section 8:** All fuel containers must be approved for holding fuel and clearly marked "Methanol."

**Section 9:** All karts must have a metal chain guard with an extension to at least the center of the rear axle.

**Section 10:** All vendors at the request of tech officials will provide sample methanol prior to the 1<sup>st</sup> heat to be tested and used as a baseline for fuel tech on that race day. Tech can be decided by randomly pulling "tech chips" out of a hat for that particular day unless otherwise deemed necessary by the race officials. Any or all parts that have to be removed to get at the teched parts can be teched if Tech Officials or the Board of Directors deems it to be necessary. If

the top 3 finishers in a class agree that they don't want tech, it **can** be waived by the race officials.

**Section 11:** Any class participant may protest another competitor's fuel, motor or kart for a set fee. A protest must be made in writing along with the fee to the race director within 30 minutes of the conclusion of the race in that class. At the end of the race day there will be a tech inspection of the protested item. The same inspection will be done to the protester's item. If the protested item is found to be legal. The protest fee will be given to the protested. If the item being teched is found to be illegal, the protestor will get his fee back and the protested racer will lose points for that day. Any or all parts that have to be removed to get at the teched parts can be teched, if Tech Officials or the Board of Directors deems it to be necessary.

**Protest Fees:**

|                           |          |
|---------------------------|----------|
| Kart                      | \$ 25.00 |
| Fuel                      | \$ 25.00 |
| Roll Cam                  | \$ 50.00 |
| Carb, plate, gasket, head | \$ 40.00 |
| Coil, flywheel, exhaust   | \$ 40.00 |
| Complete lower end        | \$100.00 |
| Complete tear down        | \$225.00 |

**ARTICLE VI CLASSES**

**Section 1:** A driver's actual age as of January 1st will establish their karting class during the calendar year. Any driver who may attain the age of a higher class during a season can at their discretion remain in the lower class for the remainder of the season or move up to the higher class. All points earned in the lower class will be lost. A birth certificate may be required. Proof of age will be required for drivers who are Club members for any class where age is a factor. For junior classes, where the driver is a visitor, in the absence of proof of age, the parent or guardian shall sign a waiver stating the age and birth date of the junior driver.

**Section 2:** There will be a 1 kart minimum set as the number of karts required to be signed in and take the green flag at the start of the feature event for the event to be classified an official points event. A season championship requires at least 3 karts racing in a minimum of 50% of all race events.

Finishes will be awarded as follows:

All Senior classes shall receive 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> place trophies (or members may receive a plaque if designated on their initial membership application that year). In addition, members who receive plaques and win their first feature race may receive a trophy along with their plaque plate.

All participants in Kid Kart, Kid Kart Champ and Rookie will receive a trophy.

All Junior classes will receive a trophy up to 5<sup>th</sup> place, or a plaque as previously stated above.

If plaques are chosen they will be awarded for any place finish in each class.

**Section 2a:** The Kid Kart, Kid Kart Champ and Rookie classes will have a maximum of \_\_\_\_ karts per class. All other junior classes will have a maximum of \_\_\_\_ karts. All senior classes will have a maximum of \_\_\_\_ karts. All classes with karts over the maximum allowed will be split.

**Section 2b:** All trophies will be issued on race day only. If a winner is unable to pick up their award at the end of the day, arrangements must be made to have someone else pick it up.

**Section 2c:** Classes must complete at least 2/3<sup>rds</sup> of the points race schedule, in order to receive year end trophies and Champion status.

**Section 3 Class Structures**

Flathead motors are legal to run in all animal classes however they will receive no concessions. Flathead motor rules will revert to the 2006 tech manual for JR Stock and the 2007 tech manual for JR1 and JR 2. All other classes will refer to the 2009 tech manual.

**\*Anyone running an animal engine with 2008 tech rules will be assessed a 5 lb. weight penalty. Engine build rules must be specified during safety tech at beginning of day. All weights listed below are with an animal built to 2009 WKA specifications.**

**KID KART** (Exhibition Only) Age 5 - 7 Comer P50/51 140 lbs

**KID KART CHAMP** (Exhibition Only) Age 5 - 7 Subaru Robin EX13 Overhead Cam 4.5 HP Engine 285lbs

**ROOKIE** (Exhibition Only) Age 7 - 9 Subaru Robin EX13 Overhead Cam 4.5 HP Engine 240lbs

**BRIGGS SPTS 1** Age 8 - 10 Briggs & Stratton Stock Animal Engine with a restrictor plate top hole 0.235" and a bottom hole of 0.275" (purple) 250lbs

**BRIGGS SPTS 2** Ages 10 - 12 Briggs & Stratton Stock Animal Engine with a restrictor plate top hole 0.275" and a bottom hole of 0.325" (turquoise/blue) 275lbs

**BRIGGS JR** Age 12 - 15 Briggs & Stratton Stock Animal with a 0.505" (gold) restrictor plate 300 lbs.

**BRIGGS SPTS CHAMP** Age 8 - 12 Briggs & Stratton stock Raptor with a 0.500" (turquoise/blue) restrictor plate or stock Animal with a restrictor plate top hole 0.275" and a bottom hole of 0.325" (turquoise/blue). 315lbs

**BRIGGS JR CHAMP** Age 12 - 15 Briggs & Stratton Stock Animal Engine with a .575 (Black) restrictor plate 335 lbs.

**BRIGGS MASTERS** Age 35 and older Briggs & Stratton Stock Animal Engine Methanol 375 lbs.

**BRIGGS LITE, MEDIUM, & HEAVY** Age 15 and older Briggs & Stratton Stock Animal Engine 325 lbs. LITE  
350 lbs. MEDIUM 375 lbs. HEAVY

**BRIGGS SUPER HEAVY** Age 15 and older Briggs & Stratton Stock Animal Engine, Overall minimum weight is 400 lbs., Maximum kart weight is 200lbs.

**BRIGGS RAPTOR** Age 15 and older Briggs & Stratton Stock 5HP Engine 360 lbs

## CLONE CLASSES AND RULES

### CLASS STRUCTURE

**BOX STOCK SENIOR** Age 15 years & up – 375 lbs. – 87 Octane Gas Only – Approved engine: BS Project 6.5 OHV CLONE, Stamped steel drum shoe type clutches only. No Tachometers allowed

**ROARING LIONS CHAMP** Age 15 years & up – 400 lbs. – 87 Octane Gas Only - Approved engine: BS Project 6.5 OHV CLONE, Stamped steel drum shoe type clutches only. No Tachometers allowed

**BOX STOCK JUNIOR 1** Age 8 to 10 years – 265 lbs. – 87 Octane Gas Only - Approved engine: BS Project 6.5 OHV CLONE, with .500 inch maximum intake restrictor, Stamped steel drum shoe type clutches only. No Tachometers allowed

**BOX STOCK JUNIOR 2** Age 10 to 12 years – 290 lbs. – 87 Octane Gas Only - Approved engine: BS Project 6.5 OHV CLONE with .550 inch maximum intake restrictor, Stamped steel drum shoe type clutches only. No Tachometers allowed

**BOX STOCK JUNIOR 3** Age 12 to 15 years – 320 lbs. – 87 Octane Gas Only - Approved engine: BS Project 6.5 OHV CLONE, Stamped steel drum shoe type clutches only. No Tachometers allowed

### \*\*\*Important Note\*\*\*

All parts must be Box Stock Project factory production parts unless otherwise specified in this rules manual. No machining or alteration of parts is allowed unless specifically noted. All parts will be subject to a comparison to a know Box Stock part (when performing a comparison check it is recommended to use a +/- .005" tolerance). Engine will be teched as raced. There will also be a \$200 claiming rule in place for this engine. Refusing to accept the claimer will result in immediate disqualification of competitor along with forfeiture of any points earned to date in class. Competitor will also not be allowed to compete any longer in that class. In addition if at any time it is determined that anything has been done to circumvent the spirit and intent of this as an entry level class. Whether it is an engine performance modification, fuel or oil enhancements, data recording devices, etc... You and anyone racing with your membership/family/team will be suspended from the blue motor class permanently.

All Clone Classes must conform to 2009 WKA Kart Specifications.

**Description:** Single cylinder, 2 valve, OHV 4 cycle clone engine all colors are legal

**Combustion chamber volume:** 27.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure.

**Clutch/Gearing:** Stamped steel drum shoe type clutches only, each class to have a set driver and rear gear rule. This rule will be updated after completion of testing.

**Cylinder Head Requirements:** Must be OEM casting only. Porting and / or grinding are not permitted. Valve seats are two angles 45 degrees valve face and 30 degrees top relief. Stock head bolts only, must have four. Head gasket maybe after market, must be of stock configuration. No copper or aluminum gaskets allowed.

**Header and Muffler Requirements:** Exhaust pipe/header must not extend past rear bumper (including muffler) and have no exposed sharp edges. Header shall have a maximum length of 18" to be measured in the ID using a .250" wide tape measure. Measurement to be made with the silencer off of pipe and tape tight. If any part of pipe is less than maximum pipe is legal. Loop headers are not allowed. An RLV 8-91 Muffler/Silencer is mandatory, baffle holes 0.1285" maximum. **OR** AKRA rule of any single stage, one piece header made from .750" O.D. steel tubing allowed with the BS tube style muffler part #89966 or it's aftermarket equivalent(ex: rotary power) installed at the end of pipe. The tube style muffler may either be welded or tread fitted to the pipe end. The entire exhaust pipe including the muffler is 14" max length and 10" min length. Mandatory for both rules header must be wrapped a minimum of 8" starting from where it attaches to the head. NOTE: The Roaring Lion Champ class may run either header listed above, additionally a new header specifically made for this class is under development and will be available prior to the start of the season. If interested in this header please contact Chris Bagnal.

**Bore and Stroke:** Stock cylinder bore is 2.685" max. Stroke is 2.123" + / - .005".

**Carburetor requirements:** Huayi model carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Choke bore .810" NO-GO. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .028" NO-GO. Stock air cleaner assembly only. Aftermarket air filter adapter allowed (max length of 1.375). Main fuel jet may be drilled to a no-go of .042 inch. Stock emulsion tube must be used and unaltered.

**Fuel Tank Requirements:** Floor Mounted fuel tank mandatory (stock tank must be removed). Pulse type fuel pump allowed. Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

**Valve Train:** Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms and push rods only. Stock valves only 45 degree angle only both valves, no modifications allowed. Only Box Stock valve springs only. Max wire diameter on spring wire is .698" with a maximum tension of 10.8 lbs. at a height of .850".

**Ignition system:** Stock Box Stock system only and must be unaltered. Kill switch and low oil sensor may be disabled and removed.

**Flywheel:** Box Stock flywheel only with plastic fins. No alterations of any type allowed. Must also run stock unaltered flywheel key in stock position.

**Piston and Rings:** Must be unaltered Box Stock only. No machining of piston and rings allowed.

**Connecting Rod:** Stock Box Stock rod only. No machining of any type allowed. Stock rod bolts only.

**Crankshaft Requirements:** Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180"- 1.175" min.

**Camshaft Requirements:** Stock as cast camshaft only. Maximum running lift of .245" checked at valve as run. Block Requirements: Block must remain stock as produced. Stub for governor may be removed and hole plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification.

**Claimer Rule:** You must finish the race in the box stock class to purchase the winners engine for \$200 (minus the clutch/chain guard/throttle kit, header pipe/muffler, air filter adaptor/air filter, top plate & fuel pump).

## ARTICLE VII SCORING

**Section 1:** All classes will line up for their heats according to a number drawn. In the event that 2 heats are run for a class, the starting positions of the 2<sup>nd</sup> heat will be inverted from the starting positions of the 1<sup>st</sup> heat. Club members who are "new racers" as it is applied in Article 1, Section 8, shall start in the rear. In the case of a tie drawing, the driver drawing later shall draw again.

**Section 2:** Heat finishing positions will be used for line up positions for the feature. Drivers shall be lined up in the order of their combined heat finishing positions. In the case of a tie, the feature starting position will be determined by low lap time.

**Section 2a:** In the event that a class has more entries than that class is allowed, the class will be split into 2 groups to be determined by chips drawn at sign in (lowest numbers in group A and highest numbers in group B). The class will be split 50/50 with an even number of entrants and if there is an odd number of entrants Group A will have the extra kart. Each group will run 2 heats with an inverted order in the second heat. The number of karts in group A will be the

number of karts that qualify for the A main and the number of karts in Group B will be the number of karts that qualify for the B main. Example: If there are a total of 13 entries for the event and the maximum allowed to race is 10 then 7 will race in heats group A and 6 will race in heats group B. 7 karts will qualify for the A main which will be 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place from both heats A and B. The 7<sup>th</sup> kart would be the 4<sup>th</sup> place kart from either heat group with the fastest lap. The B main is then run with the remaining 6 karts. Since the maximum allowed on the track is 10 for this class 3 additional karts would transfer from the B main to the A main. Upon completion of the B main 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> would make the transfer while 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> of the B main would receive 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> place points respectively. The A main would then be run and scored 1<sup>st</sup> through 10<sup>th</sup> in order of finish.

**Section 2b:** Feature finish determines trophy and points, except in the case of inclement weather where the feature for that class is not completed. In this case, points and trophies will be awarded according to the combined finishing order of the heats.

**Section 3a:** There shall be \_\_\_ "drop races" each year. These "drop races" will be calculated after the final points race, and will consist of the lowest points awarded for each of \_\_\_ race weeks during the season. These drop points will be deducted from the total points that had been awarded to that time. This new total will be the driver's final point standing for the season. DQ's or races prior to membership, where no points are awarded will not be allowed to be used as a "drop race".

**Section 3b:** In the event of a point's tie at the end of the season, the championship will go to the driver with the most feature wins. In the event that there is still a tie, it will progress down through feature finishes until the tie is broken.

**Section 4:** Any points discrepancies must be given to the Chairperson of the Scoring Committee or the Board of Directors (IN WRITING) by the end of the day in which the points are posted on the Nutmeg bulletin board. If the scorers are not notified in writing the points will stand as is for the rest of the season.

**Section 5:** Karts will be scored as follows for the feature race:

| POSITION             | POINTS |
|----------------------|--------|
| 1 <sup>st</sup>      | 100    |
| 2 <sup>nd</sup>      | 90     |
| 3 <sup>rd</sup>      | 80     |
| 4 <sup>th</sup>      | 70     |
| 5 <sup>th</sup>      | 60     |
| 6 <sup>th</sup>      | 50     |
| 7 <sup>th</sup>      | 40     |
| 8 <sup>th</sup>      | 30     |
| 9 <sup>th</sup>      | 20     |
| 10 <sup>th</sup>     | 10     |
| and <sup>after</sup> | 10     |

**ARTICLE VIII**

**SPECIAL EVENTS**

**Section 1:** Rules governing any special racing event held by the Nutmeg Kart Club shall be made at the discretion of the Officials, Board of Directors and/or appropriate committees.