



2024 Rule Book

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(Updated 2/16/24)

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 wellbeing. 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 any Race Official.

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

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 always to give full cooperation to officials.

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 2nd race.

Section 8: All inexperienced racers must place a large visible X on their helmet and rear number plate minimally for three race weekends. During this time the racer must start at the rear of all heats and features however will maintain their position earned during restarts.

Section 9: Visiting racers claiming prior experience are subject to evaluation by the race officials. The race officials have the authority to make the visiting racer start in the rear of the lineup if their on-track ability warrants.

Section 10: Entry fees for the year shall be determined by the Board of Directors and announced and approved by the general membership at the February monthly meeting. Entry fees shall remain unchanged throughout the year.

Section 11: 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 12: There will be a \$25 late fee assessed for all membership renewals not completed by the end of the February monthly club meeting.

Section 13: A minimum of 2 fundraisers will be run annually. One will be a raffle mid-year, and one will be at the Board of Directors' discretion. Each member is required to sell/buy one book of 10, \$5 raffle tickets for the mid-year raffle. The participation for the 2nd fundraiser will be determined by the Board of Directors.

Section 14: Any capital improvement expenditure costing over \$1,500.00 shall be approved by the general membership with a majority vote at any official club meeting.

Section 15: All parts vendors must carry a 1-million-dollar liability policy certificate naming the property owner and /or its affiliates and Nutmeg Kart Club as an Additional Insured.

Section 16: All fuel containers must be approved for holding fuel and clearly marked with the contents within. It is also recommended that all containers holding water be marked as such.

Section 17: No person on the board, or an immediate family member, under the same membership can also hold a paid position, unless approved by the general membership at any official club meeting.

Section 18: During the racing season, the monthly meetings will be held at the track on the first race day of each month (May, June, July, and August). Agenda to monthly meeting will be posted no later than 24 hours prior to the start of club meeting. Posting will be on currently recognized club web site/s.

Section 19: At every official meeting, the names of all club members in attendance will be placed in a hat. One "winner" will be drawn at each meeting. The "winner" will receive 1 free race and 1 pit pass voucher to be used at a race of their choice. Should the winner enter in two classes, the winner will pay the discounted 2nd race fee. For a two-day event race to be free – the club member must present 2 free race vouchers. Passes are not transferable.

Section 20: Within 1 hour from the completion of the last race or from when your kart is released from tech, all equipment must be packed and ready to leave premises. Trailers cannot leave their designated pit areas until the completion of the final event.

Section 21: 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 to 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 22: All memberships must volunteer service hours to the club in order to practice at premier events. (Opening practice, 2 Day Show and The Berlin Fair weekend). The membership must accumulate 12 hours for the opening practice event, and an additional 4 hours leading up to the 2 Day Show Practices and another 4 hours prior to the Fair weekend event. Offsite events and hours associated must be approved by the board. Maximum hours allowed to be accumulated for the Frank Maratta Autoshow is 4 and can only apply to the opening practice. Final approval to be determined by the board.

Section 23: 11 Knives exceeding state regulations, weapons deemed illegal by the state of CT and all firearms are prohibited from all club events. First offense will minimally be a 1 race/event expulsion. Second offense or threatening with a weapon on first offense will result in lifetime expulsion from the club.

Section 24: There will be no meeting in the month of December unless deemed necessary by the board.

Section 25: All non-event related activities can only take place in the field.

Section 26: All memberships that participate in the planning, setup or day of the Plainville Reunion for at least 4 hours shall receive 200 points championship bonus points. Memberships that do not participate shall receive no points. Memberships that have more than 1 book of tickets due for each raffle shall need 4 hours of participation per adult/child membership.

Section 27: In the event of a protest which affects the outcome of a race, anyone in a membership can write a protest on behalf of a driver within that membership. Protests shall be in writing and submitted to a member of the Board within 20 minutes of the completion of that race. Protests will be reviewed by the Board of Directors and Race Officials at the end of the race day, and all involved memberships will be notified of the

decision. If the protest is written by anyone other than the driver, the driver must read and initial the written protest.

ARTICLE II COMMITTEE/NON-COMMITTEE

Section 1: Limited committee positions are available for members in good standing in return for reduced racing fees. The rates are to be determined annually by the Board. There is no guarantee that positions are available for all members seeking a committee position; however, there is a minimum number of committee positions that must be filled prior to allowing any non-committee memberships. Non-committee members will still be responsible for preseason and post season work parties as well as all other non-racing club responsibilities. Positions available will be determined by the Board and posted at the February meeting. Members interested in being on a committee must indicate so on their membership application. Positions offered based on prior service and current order of PAID membership. All efforts will be made to honor members committee wishes, however not guaranteed. Any member assigned a committee position but does not fulfill their assigned duty may be immediately removed from that position by the board and assessed full racing fees from that point on (including current race). If a member cannot fulfill their assignment but makes arrangements for another member to fulfill their responsibilities with prior board approval, that member may keep their position. The covering member receives the reduced race fee for that event. Any member who does not wish to fulfill an offered position is then placed at the bottom of the list and will be offered the next position available, if any.

Section 2: There will be a Chairperson assigned to most committees. This chairperson will receive a free pit pass per event and is responsible for organizing/scheduling committee functions at each event. Racers not performing their assigned committee function will lose their opportunity to race. This will escalate from a single race up to and including the remainder of the season. No refunds will be allowed.

Section 3: A list of non-performing committee members will be put on a weekly list and will be subject to disciplinary actions.

- First occurrence: Start in the rear for the heat and the feature.
- Second occurrence: Start in the rear for the heat and the feature in addition to losing 3 positions in the feature finishing order (*NOTE: This race is non-droppable).
- Third occurrence: A non-droppable race suspension.
- These penalties are assessed to ALL RACERS under the membership.

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 and left orderly and clean.

Section 2: 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 3: 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 4: All persons admitted to an event must stay within the designated area. Anyone leaving the designated area will be subject to disciplinary actions.

Section 5: Kart engines may be started at 12:00 PM, Generators can be started at 10:30. Start and stop times for special events will be posted at sign in and the lineup board on the day of the special event.

Section 6: Entry fees will be paid at the time of sign in. Board members shall pay no entry fee.

Section 7: 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.

Section 8: The area between the track exit and scale area is accessible only to authorized personnel. Authorized personnel include track officials, board members and medical personnel. Additionally, one parent/guardian of all Jr. Champ and Kid Kart drivers will be allowed access to this area. This parent/guardian must immediately leave area once the kart is weighed.

Section 9: No smoking will be allowed within the track or hot grid 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 racetrack area.

Section 10: 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. All non-event related activities can only take place in the field.

Section 11: An information board will be erected in the pit area and shall have the lineups for each race posted not less than 10 minutes before race time.

Section 12: All racing will begin at the predetermined time and day. Sign-in time will be from 9:00 – 10:30 (you must be in line by 10:15), driver's meeting is at 11:30. All late entries will be reviewed by the Board of Directors. All late entrants will start at the rear of the field for qualifying. Habitual late entrants will be subject to penalties including suspension for the day. Your first two lates start at the rear, third and any following occurrences will result in an immediate review with escalating actions. Warm-up's 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 13: The racing format and all times may be amended at the discretion of the Board of Directors, if deemed necessary.

Section 14: Once the first heat has started, there will be no class switching or new drivers added to a class.

Section 15: No kart and/or driver shall be allowed on the track unless approved by an official.

Section 16: If any kart cannot be lined up, the starter/race director can put it in the back of the field. This rule applies to all laps including the first lap.

Section 17: 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 18: The blue flag with the diagonal yellow stripe is a passing flag and shall be given to karts that are being lapped. If the kart is being lapped for the first time, the flag will be shown rolled only as a warning that the lead kart is approaching. When a kart is being lapped for the second time, the flag will be waived. The driver shall exit the corner and stay low on the inside line as directed by the track official and remain there until the lapping kart or karts have passed.

Section 19: 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 20: The red flag means danger and all karts must stop immediately and turn off their engines. 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 21: The black flag means get off the track and must be obeyed immediately. The track official 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 to the designated area in the infield within one lap. Any calls for unnecessary pushing, bumping or rough driving shall be made at the final decision of the track officials. If the black flag is not obeyed, further disciplinary actions will be assessed by the board.

Section 22: The white flag means you are entering the last lap.

Section 23: 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 24: When lights are on, they are to be considered official and observed the same as the flags.

Section 25: All restarts will be double file until the heat or feature is halfway completed. Single file restarts will begin on the first lap after completion of 50% of the scheduled laps. If a full lap cannot be completed after a start/restart, the Flagman and Race Director have the option to go to a single file restart.

Section 26: Any driver who takes a green flag gets at least last place points progressively, i.e.; first driver out gets last points, 2nd driver out gets 2nd 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 finishing position points regardless of weighing in.

Section 27: If a red flag is dropped after 50% of the race has been completed then the flagman has the authority to call the event complete.

Section 28: If a driver crosses the infield from straight away to straight away, that driver shall lose a lap.

Section 29: In the event of an accident on the track only the first aid crew, firemen, corner men and club officials shall render assistance. In JR classes only, the First Aid Crew (EMT) must enter the track and evaluate the driver in any instance where a kart strikes the wall and cannot continue under its own power. A family member needs to be escorted on the track by a track official or board member. Violation of this rule may result in disciplinary action up to and including suspension.

Section 30: 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 tools are allowed. If any maintenance is done to any kart during a red flag situation, that kart will start at the rear of the field. Club officials in an emergency may direct karts to any area to aid in the continuation of the race program.

Section 31: All maintenance, repairs and or restarting that is performed on any kart, during the yellow flag shall take place only on the infield and the kart must restart at the rear of the field. If a kart in a JR class stalls during caution, they are allowed one chance to restart and keep their position. Any subsequent stalls, the kart will start at the rear of the field. If the JR kart stalls when stopped by an official, they will be allowed to restart and keep their position.

Section 32: 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. Any racer that spins out on his own three times can be black flagged.

Section 33: Racing will not start unless all safety requirements are met.

Section 34: Inspection Marking. The method of engine and/or tire marking is at the discretion of the official in charge. Any mean undertaken by a competitor to duplicate, counterfeit or otherwise avoid normal component marking procedures is cause for immediate disqualification and possible suspension of membership privileges. Competitor is responsible for his/her equipment to be marked before qualifying for first qualifying heat. (painted, sealed or marked).

Section 35: All drivers will receive a flag and safety lecture until the flagman is sure he is understood by each participant.

Section 36: Protective clothing requirements: Helmets must comply with WKA rules 115.1 and 115.2. Jackets must comply with WKA rule 115.4. Shoes must be closed toe and must be of canvas or leather style sneaker, race shoes or work boots. Final approval to be determined by the safety committee. 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 and follow all specifications of 115.4. 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. All safety gear will be inspected for compliance at the first event of the season. Following the first event, one item will be selected to be inspected during pre-tech inspection prior to each race.

Section 37: 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 a starter. Track entrance chain will be closed after the last kart passed the pit entrance on the clinched green flag.

Section 38: Any kart entering late will be placed to the rear regardless of board lineup. A starter must be available at all times. If a kart needs to be restarted during a caution period and a 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 a starter only and no other tools will be allowed to be brought onto the track in this manner.

Section 39: No refueling will be allowed on the hot grid or track. No kart shall be refueled while the engine is running or with the driver in the kart.

Section 40: If under non-racing conditions your kart is struck due to negligence of another racer, and your kart stalls due to this contact. You will be allowed an attempt to restart your kart and keep its position.

Section 41: If under racing conditions you are struck and your kart stalls due to that immediate incident, you may attempt to start your kart and keep your position. This is only if it is deemed by the racing director/racing officials that you in no way were the cause of the incident AND that you would have been awarded your position back if the kart hadn't stalled.

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 event. (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 underweight will lose their points for the day in that class. The Nutmeg track scale is the FINAL AUTHORITY.

Section 4: Any kart driven onto the scale will be assessed a penalty. If it happens during completion of practice, the racer will start in the rear for the heat. If it occurs after the heat, the racer will start in the rear for the feature. If it happens after the feature, the racer will be docked one position.

Section 5: Anyone found tampering with another kart without permission will be expelled or suspended at the discretion of the Board.

Section 6: 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 7: Any kart in a race more than two laps behind and competing may be black flagged off the track at the consensus of the race official's discretion.

Section 8: 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 WKA and Nutmeg regulations.

Section 9: Anyone on the premises who 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 may apply to all persons affiliated with that Club membership. The decision of the officials shall be final.

Section 10: Any person smoking on the track or hot grid shall be given one verbal warning on the first offense. Thereafter, they will be given a suspension for that day with loss of points. Any suspension under this section may apply to all persons affiliated with that Club membership. The decision of the officials shall be final.

Section 11: 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. Only the driver and one crew member for each kart are allowed to be present during tech.

Section 12: 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 13: 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 disciplinary actions may be carried over to the next racing season.

Section 14: A disciplinary action/penalty logbook will be kept in the sign in booth. This book will be available upon request to the adult membership. The book must remain at the sign in booth when being viewed.

Section 15: Whoever complains the most about something will automatically become the newly formed Chairperson of that subject matter. If they decline the position, they automatically lose the right to ever comment or complain about that subject matter again. If they do complain/ comment again after declining the position penalties can/will be assessed.

Section 16: Disciplinary actions – any person, persons, or party under review for any possible disciplinary actions will be notified by an appointed board member or appointed liaison before any decision-making process is started on such matter. The person, persons, or party would be given the opportunity for an open discussion on said matter. The board will not render any decision on such matter until all person, persons, or parties have been given the opportunity to discuss such matter.

Section 17: If you switch into a new class a DQ from the previous class follows you into the new class.

ARTICLE V KART SPECIFICATIONS

Section 1: The primary purpose of the pre-race inspections is to establish that safety requirements have been met by each competitor prior to their entering the track at speed. It is the responsibility of the entrant to provide, for pre-race inspection the vehicle, helmet and racing apparel exactly as is to be raced on that day. If a vehicle, helmet or racing apparel has been pre-inspected and the entrant changes/ adjusts, etc., components that have been inspected without making inspectors aware of said changes, the prior inspection may be invalidated and the entrant may be subject to disqualification for the event and/or suspension. Passing pre-race tech does not guarantee post-race legality.

Section 2: In the event that a competitor does not meet all Nutmeg/WKA rules, and the issue does not present a safety issue or performance advantage (deemed by the tech committee) the tech committee can allow that kart/driver to participate in the scheduled event that day. The tech committee will have a notebook to log these issues/items that must be corrected by the following race day. All listed issues/items are not able to be protested the day the entry is made in the logbook. The decision of the tech committee is final.

Section 3: All karts will conform to the most current WKA Speedway Dirt Series specifications as per written in the most current tech manual. Any additional safety requirements of the Nutmeg Kart Club must also be met.

Section 4: Legal tires – All classes must run VEGA Yellow MAS, MBS, MCS (thick or thin tread), or VEGA White MBM, MCM. All 4 tires must be of the same compound (NO mixing yellow and white). Kid karts must follow WKA guidelines.

Section 5: General tire Tech Procedure

- Competitors will bring spec tires to the event.
- 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.
- 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.
- At no time will any kart be allowed entrance to the track on non-spec tires for the class being run.
- 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.
- Tires must be branded/marked during the pre-race inspection. 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.
- The only acceptable cleaning substance for tires is water (no additives).
- All tires must be presented for marking at pre-race inspection if you decide you want to run another set, previous tires must be secured in impound and new set must be marked. This must be completed before start of any heat races.

Section 6: 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 7: 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. If your numbers are borderline or not readable, you will need to fix them. You will be given one warning to fix your numbers and must be corrected by the next scheduled race.

Section 8: All Junior 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 9: All karts must have a metal chain guard with an extension to at least the center of the rear axle. Approval of the material used for the extension is at the discretion of the safety tech/tech officials.

Section 10: All vendors at the request of tech officials will provide sample methanol prior to the 1st 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 an entire class agrees that they don’t want tech, it can be waived by the race officials.

Section 11: Any class participant may protest any of the below listed items for a set fee. A protest must be made in writing along with the fee to the race director within 20 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 protester 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. Any parts found illegal will be confiscated. If both parties item/items teched are found to be illegal, protest fees will be forfeited to the club. For any item failed in protest tech, please refer to Article IV, Section 2

Protest Fees (Cash Only):

- 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
- Springs (Clone): \$25.00
- Lift (Clone): \$25.00
- Retainer Height, Springs and Lift: \$50.00
- CC (Clone): \$50.00
- Clutch/Gears (Clone): \$25.00
- Tires: \$25.00
- Safety: \$25.00
- Kart Body: \$25.00
- Transponder Position: \$10.00

Section 12: Brake Disc Guard – all karts must be equipped with a brake disc guard (aka-Wolfe Plate) located between the brake disc and the back of their seat.

Section 13: All 4 cycle kart engines that require the use of an electric starter must have a multi nut starter nut that is able to be used by both a 3/4" and 15/16" socket starter effective 2012 racing season.

Section 14: Bodywork-Nose cone must be a minimum of 8" high, and a maximum of 17" high, as measured from the ground to the highest point. JR1 and JR2 nose cone must not be higher than 14" as measured from the ground to the highest point. No steering fairings allowed on JR1 or JR2. If not specified in the NKC rules, all bodywork must conform to WKA rules, section 408-BODYWORK COMPONENTS.

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. 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 1st, 2nd or 3rd place trophies/medals (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/medal along with their plaque plate.
- All participants in Kid Kart, Kid Kart Champ and Rookie will receive a trophy/medal.
- All Junior classes will receive a trophy/medal up to 5th place, or a plaque as previously stated above. If plaques are chosen, they will be awarded for any place finish in each class.

Section 3: The Kid Kart and Kid Kart Champ classes will have a maximum of 10 karts per class. All other junior classes will have a maximum of 12 karts. All senior classes will have a maximum of 14 karts. All classes with karts over the maximum allowed will be split.

Section 4: All trophies/medals 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 5: Classes must complete at least 2/3rds of the points races completed, in order to receive year end trophies and Champion status.

Section 6: Allow class racers to freeze their points and move up when they reach the required age for the next class. Jr1 to Jr 2, etc.

Section 7: If only 1 kart signed has signed up for a class by the end of sign in it will not be run due to time constraints. If this is a points class, they will still get their points. (The Kidkart class is exempt from this rule).

Section 8: 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 most current AKRA/WKA tech manual.

ROOKIE KID KART (Exhibition Only) Age 5 – 8 Full Size Kart, red plate restricted Clone Motor, Weenie Pipe. SPECIFIC RULES AND GUIDELINES TO BE DETERMINED.

KID KART CHAMP (Exhibition Only) Age 5 – 7 Subaru Robin EX13 Overhead Cam 4.5 HP Engine 260lbs, 15x65 Gear Rule, 4000 max RPM. All WKA 413.15 Kid Kart Champ Rules Apply.

BRIGGS SPTS 1 Age 7 – 10 Briggs & Stratton Stock Animal Engine with a restrictor plate three holes 0.225" (purple), Flathead .425" (purple), Clone .500" (Green) 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), Flathead .500" (turquoise/blue), Clone .500" (purple) 275lbs

BRIGGS JR Age 12 – 15 Briggs & Stratton Stock Animal with a 0.505" (gold) restrictor plate, Clone .550" (blue), 300 lbs.

BRIGGS SPTS CHAMP Age 8 – 12 Briggs & Stratton stock Animal engine with a restrictor plate top hole 0.275" and a bottom hole of 0.325" (turquoise/blue), Flathead .500" (turquoise/blue), Clone .550" (turquoise/blue), 315 lbs.

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, 400lbs. Unrestricted BS Clone Engine, 375lbs. Flathead Unrestricted, 375 lbs.

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

PRO CLONE LITE, MEDIUM, & HEAVY Age 15 years and older 87 Octane Gas Only
325 lbs. LITE, 350 lbs. MEDIUM, 375 lbs. HEAVY. Clone Headers for all classes except
rookie shall equal the current AKRA header rule. Engine: BS Project 6.5 OHV Clone,
Drum or Disc clutch, no gear rule, Tachometers are legal in all SR clone classes. All
other engine specs to follow 2020 AKRA

ROARING LIONS Age 14 years and older 87 Octane Gas Only Engine: BS Project 6.5
OHV Clone, Drum or Disc clutch, no gear rule, 375lbs. Briggs & Stratton Stock Animal
Engine, 400lbs. Tachometers allowed. All engine rules to follow 2023 AKRA. Wings
Allowed. The wing is to be bolted/clamped in a minimum of 2 places per side of the roll
cage. Each of these connections in addition to all other bolts must be safety wired. The
wing will also be tethered in both the front and back with an approved method.
Additionally, the wing will not be allowed to extend past the center of the rear axle. All
materials must be made of adequate construction to safely hold all components for
expected race conditions. It will also have to be inspected and certified by our Head
Technical / Safety Inspector before being allowed on the track

CLAIMER RULE: Applies to ALL CLONE engines in ALL CLASSES with clone engines
running in them. The clone engine claim is open to all member racers in the class
regardless of what engine type they are running. They must have participated in at least
3 events in the class unless it is prior to the third race of the season. First right of claim
goes to racer in last place then each upward in current point standings. You must finish
the race in order to claim the winners CLONE engine for \$700 (Cash Only), minus the
clutch, clutch/chain guard, throttle kit, header pipe, muffler, air filter adapter, air filter, top
plate & fuel pump, restrictor plate (if part of the class).

The following tech will take place on all claims. Full carb, Full Head, shroud removal,
CC check, flywheel, timing key, timing, roll cam for duration and lift, side cover removed
for visual rod check, muffler, header.

CLONES

- All parts must be factory production parts unless otherwise specified in this manual. No machining or alteration of parts is permitted unless specifically noted. All parts are subject to be compared to known stock parts. No reading between the lines. If it not in the rules, it must remain, stock. **UNLESS OTHERWISE STATED ENGINE WILL BE TECHED AS RACED.**
- Ceramic coated headers are allowed. Coating allowed on the outside only.
- 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 engine. 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 use of the clone motor permanently.
- **ENGINE SPECIFIC TECH SHEET FOR: BOX STOCK 6.5 OHV Description:** Single cylinder, 2 valve, OHV 4 cycle engine. Combustion chamber volume: 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The Liquid CC check is the official check (IF THE ENGINE FAILS THE CC LIQUID CHECK AT ANY TIME DURING THE TECH PROCEDURE IT MUST BE CALLED ILLEGAL)

OIL CATCH CAN: Engine oil recovery system mandatory

ARTICLE VII SCORING

Section 1: Practice-There will be 2 practice sessions for each class. The first practice will be run with the bottom groove coned off for all divisions.

Heats-There will be 1 heat race consisting of 15 laps. Starting position for the heat will be determined by chip draw at sign-in. All NKC members will start ahead of non-members. A separate draw will be done for members and non-members.

Feature – Feature will be 20 laps, juniors, 25 laps, seniors. Starting order for the feature will be determined by finishing position in the heat. In the event that all features are not finished, they will run at the start of the next race event. The order on that day will be unfinished features from the previous week. Followed by heats of classes that completed their features the previous week, then followed by the features on that day. Classes running 2 features will have the starting order for the first feature set by either the set starting order or if a race was started the order and lap count when it ended. For their second feature, the starting order will be the inverted points standings including the results of the first feature of that day.

Section 2: Heat finishing positions will be used for line up positions for the feature.

Section 3: 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 1st, 2nd and 3rd place from both heats A and B. The 7th kart would be the 4th 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 1st, 2nd and 3rd would make the transfer while 4th, 5th and 6th of the B main would receive 11th, 12th and 13th place points respectively. The A main would then be run and scored 1st through 10th in order of finish. The heat winners of like positions will have their feature finish set based upon fastest lap time from their qualifying heats. For example, 1st place in group A and 1st place in group B will compare fastest lap. Fastest lap gets inside slower outside. This continues on down position by position. The remaining karts that transferred from the B main will start from the next open position and follow back from their finishing order in the B main. For example, 12 karts transferred directly into the feature allowing 3 more from the B main. The winner of the B main would start in the 13th position, the 2nd place kart from the B main would start in the 14th and so on.

Section 4: In the event of inclement weather only a feature race will be considered a completed event for that class. If a class does not complete it's feature event either due to weather or due to curfew for the race day those features will replace the heats at the following event. Points will be added from those feature wins to the current point standing to create the lineup for the second feature to be run that day. In the event of a rain-out race fees will be applied to the next race event. Pit Pass fees are non-refundable. If any class is able to complete at least ½ of their scheduled feature laps that we be counted as the official finishing order for points.

Section 5: There shall be 1 dropped race allowed per race year. A competitor with a disqualified race may not use that disqualified event as a drop.

Section 6: 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, then most 2nds, 3rds, etc. If two drivers still have the same number of finishes, then the finishing order of the last race of the season will determine the championship. If any driver's membership is not in good standing at the end of the season, their championship points and position will be forfeited, and lower drivers will be moved up a position in points.

Section 7: Any points discrepancies must be given to the Board of Directors (IN WRITING) by the end of the day in which the points are posted on the Nutmeg bulletin board (at the sign in booth). If the Board is not notified in writing the points will stand as is for the rest of the season.

Section 8: Lucky Dog Rule (Features Only). After a yellow flag caution, the first kart a lap or more down will receive one lap back and go to the end of the line of the lead karts. One lap must be completed between cautions before another lucky dog kart will be awarded. The kart causing the caution cannot be awarded the "lucky dog". The decision of the track officials will be final.

Section 9: Non-member racers will receive finishing order awards however will not receive a position for points. Points will be awarded by member finishing order.

Section 10: Once the white flag is shown and the leader passes the start finish line the race will be considered complete. If either a red or yellow flag comes out before the checkered. The officials will make the determination of the final finishing order.

POSITION POINTS

- 1st 100
- 2nd 90
- 3rd 80
- 4th 70
- 5th 60
- 6th 50
- 7th 40
- 8th 30
- 9th 20
- 10th and after 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.